

Peckham and Nunhead Community Council

Theme: Older People, services, support and community engagement

Saturday 2 March 2013
12.00 pm

Peckham Methodist Church, Wood's Road, Peckham, London SE15 2PX

Membership

Councillor Cleo Soanes (Chair)
Councillor Mark Glover (Vice-Chair)
Councillor Chris Brown
Councillor Sunil Chopra
Councillor Fiona Colley
Councillor Rowenna Davis
Councillor Nick Dolezal
Councillor Gavin Edwards
Councillor Renata Hamvas
Councillor Barrie Hargrove
Councillor Richard Livingstone
Councillor Catherine McDonald
Councillor Victoria Mills
Councillor Michael Situ
Councillor Althea Smith

Councillor Gavin Edwards
Councillor Renata Hamvas
Councillor Barrie Hargrove
Councillor Richard Livingstone
Councillor Catherine McDonald
Councillor Victoria Mills
Councillor Michael Situ
Councillor Althea Smith

Members of the committee are summoned to attend this meeting

Eleanor Kelly

Chief Executive

Date: Friday 22 February 2013



Item No.

Title

Time

Order of Business

1. INTRODUCTION AND WELCOME

2. APOLOGIES

3. DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS

Members to declare any interests and dispensation in respect of any item of business to be considered at this meeting.

4. ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT

The chair to advise whether they have agreed to any item of urgent business being admitted to the agenda.

5. MINUTES FROM THE PREVIOUS MEETING (Pages 1 - 10)

To approve the minutes of the meeting held on 21 November 2012 as a correct record of the meeting and signed by the chair.

6. DEPUTATIONS/PETITIONS (Pages 11 - 12)

12.10 pm

Deputation request received from local residents concerning Peckham Road South controlled parking zone.

The chair to advise on any other deputations or petitions received.

Item No.	Title	Time
7.	COMMUNITY ANNOUNCEMENTS AND PRESENTATIONS (Pages 13 - 18)	12.20 pm

An opportunity to hear community announcements and presentations from the following groups:

- South London Tenancy Support (Southwark and Lambeth).
- Community Payback Scheme – relaunch of the scheme and new arrangements.
- Community Restoration Fund – Youth Support Services to give an overview and talk about application process.
- Welfare Reform “How will it affect you?” A workshop will be held beforehand at 11.00am – 11.45 am) and brief announcement on the changes during the community slot. Please see briefing note on Welfare Benefit changes from April 2013 on pages 13 – 18.

MAIN BUSINESS

8.	THEME ON OLDER PEOPLE: ACTIVITIES, SERVICES SUPPORT AND COMMUNITY ENGAGEMENT	12.50 pm
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- Entertainment Recycled Teenagers
- Cabinet Member for Health and Social Care, Councillor Catherine McDonald in conjunction with the Head of Older People Services will highlight the work that is taking place in the borough in respect of older people.
- Presentation from Southwark Occupational Therapy about home improvement services for elderly and disabled people.
- Announcement on keep Warm and Well Campaign.
- Presentation on exercise opportunities for older people from various agencies finishing with chair based exercise session run by Southwark Pensioners’ Centre – just before the break.

9.	PLANNING POLICY UPDATE: (Pages 19 - 20)	1.50 pm
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To hear announcements about the following:

- Draft Dulwich supplementary planning document – consultation
- Community Infrastructure Levy (CIL)

Information stalls will be available at the meeting.

Item No.	Title	Time
BREAK	<p data-bbox="263 282 1082 322">An opportunity for people to visit theme related stalls including:</p> <ul data-bbox="312 353 1211 775" style="list-style-type: none"> <li data-bbox="312 353 767 394">• Southwark Pensioners' Centre. <li data-bbox="312 394 459 434">• Fusion. <li data-bbox="312 434 608 474">• Southwark Carers. <li data-bbox="312 474 560 515">• Adult Learning. <li data-bbox="312 515 868 555">• The Council's Community Sport Team. <li data-bbox="312 555 711 595">• Peckham Job Centre Plus. <li data-bbox="312 595 619 636">• Southwark Cyclists. <li data-bbox="312 636 1211 676">• Southwark Council's Private Sector and Housing Renewal Team. <li data-bbox="312 676 794 716">• Age UK - Keep Warm Keep Well. <li data-bbox="312 716 1139 757">• Southwark and Lambeth Integrated Care Pathway for Older People with falls. <li data-bbox="312 757 517 797">• Dial-a-Ride. 	2.00 pm
10.	<p data-bbox="263 824 1190 896">PECKHAM ROAD SOUTH, FIRST STAGE CONTROLLED PARKING ZONE (Pages 21 - 131)</p> <p data-bbox="263 940 531 976">Officer presentation.</p>	2.15 pm
11.	<p data-bbox="263 1021 770 1061">PUBLIC QUESTION TIME (Page 132)</p> <p data-bbox="263 1106 884 1146">A public question form is included on page 133.</p> <p data-bbox="263 1173 1190 1214">This is an opportunity for public questions to be addressed to the chair.</p> <p data-bbox="263 1240 1241 1312">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 data-bbox="263 1344 1241 1447">Responses may be supplied in writing following the meeting. Responses to public questions received at previous meetings are included in the agenda.</p> <p data-bbox="263 1478 783 1514">None were received at the last meeting.</p>	2.30 pm
12.	<p data-bbox="263 1559 1203 1630">COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY (Page 133)</p>	2.35 pm

Item No.	Title	Time
	Each community council may submit one question to a council assembly meeting that has previously been considered and noted by the community council.	
	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.	
	The community council is invited to consider if it wishes to submit a question to the ordinary meeting of council assembly on 27 March 2013.	
	The response to the community council question submitted to council assembly on 23 January 2013 is included on page 134.	
13.	LOCAL PARKING AMENDMENTS (Pages 134 - 150)	2.45 pm
	Note: This is an executive function	
	Members to consider the local parking schemes contained within the report.	
14.	COMMUNITY COUNCIL FUND 2013-14 (Pages 151 - 171)	2.55 pm
	Note: This is an executive function	
	Members to consider the recommendations contained within the report.	

Date: Friday 22 February 2013

INFORMATION FOR MEMBERS OF THE PUBLIC

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

ACCESS TO INFORMATION

On request, agendas and reports will be supplied to members of the public, except if they contain confidential or exempted information.

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 7234.**



PECKHAM AND NUNHEAD COMMUNITY COUNCIL

MINUTES of the Peckham and Nunhead Community Council held on Wednesday 21 November 2012 at 7.00 pm at St Mary Magdalene Church , 17 Saint Mary's Road, (Off Queens Road) London, SE15 2EA

PRESENT:

- Councillor Cleo Soanes (Chair)
- Councillor Mark Glover (Vice-Chair)
- Councillor Chris Brown
- Councillor Sunil Chopra
- Councillor Rowenna Davis
- Councillor Nick Dolezal
- Councillor Renata Hamvas
- Councillor Barrie Hargrove
- Councillor Richard Livingstone
- Councillor Victoria Mills
- Councillor Michael Situ
- Councillor Althea Smith

OFFICERS PRESENT:

- Matt Hill (Public Realm Manager)
- Mick Lucas (Public Realm Asset Manager)
- Rebecca Towers (Parks and Open Spaces Manager)
- Zoe Bulmer (Customer Resolution Manager)
- Marian Farrugia (Community Council Development Officer)
- Beverley Olamijulo (Constitutional Officer)

1. INTRODUCTION AND WELCOME

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

2. APOLOGIES

There were apologies for absence from Councillors Fiona Colley, Gavin Edwards and Catherine McDonald. An apology for lateness was received from Councillor Michael Situ.

3. DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS

None were disclosed.

4. ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT

There were no urgent items.

Members were asked to note the supplemental agenda circulated prior to the meeting which had comments from the Strategic Director of Environment and Leisure regarding item 6, petition report on parking and safety issue outside Rye Oak Primary School and Children's centre. Also additional drawings for item 16, Cycle Permeability scheme.

5. MINUTES FROM THE PREVIOUS MEETING

RESOLVED:

That the minutes of the meeting held on 24 September 2012 be agreed as a correct record of that meeting and signed the chair subject to the following amendment:

Item 9, launch of the cleaner greener safer (CGS) funding programme, its reference to the "Bonamy Estate" was incorrect it should say: "Bonar Road Allotments".

6. DEPUTATIONS/PETITIONS

RESOLVED:

That the petition presentation from Rye Oak Primary School and Children's Centre be heard.

The petition spokesperson, Lisa Roberts from Rye Oak Primary School and Children's Centre addressed the meeting. The speaker introduced herself as parent governor and chair of the Rye Oak Children's Centre. The School had experienced numerous problems with unsafe parking and illegal stopping on the zig zag lines, outside the school. An enforcement camera was installed to monitor illegal parking outside the school for a week which worked well at the time. It encouraged parents to drop their children off further up the road.

Lisa mentioned that on behalf of the school there needs to be some sort parking enforcement on a permanent basis. There have been a few near misses with children who tend to run into the road without looking. As a result of parents parking, the school mini bus transporting children with special needs are unable to park at the front of the school. Lisa explained that it would help if the zig zag lines were removed so parking was available in that part of the road.

Councillor Barrie Hargrove thanked Lisa for outlining what the petition was about and for achieving over 250 signatures to trigger a debate at community council. He said he visited Rye Oak Primary School and Children's Centre about 18 months ago when enforcement cameras were first installed outside the school on a short term basis.

Councillor Hargrove said he was glad of their success as the enforcement camera

dissuaded parents from parking outside the school. He voiced concerns about the displacement of the school minibus due to people's irresponsible parking and cars that stopped outside the school.

He informed the petitioner that it was worth noting that the 'School travel plan' had not been updated. With help and support from the council that should be reviewed. The council could look at the installation of some form of traffic calming measure like speed humps.

The chair thanked the spokesperson for her presentation.

7. COMMUNITY ANNOUNCEMENTS AND PRESENTATIONS

The following announcements were made:

Peckham and Nunhead Youth Community Council

Trevor Swaby, youth worker and a number of young people that were members of the Peckham and Nunhead Youth Community Council were present at the meeting.

Trevor explained that they wanted to get a flavour of what community council meetings were about. He hoped it would encourage the young people to take part and make an active contribution at these meetings. The chair encouraged the youth community council members to attend the Peckham and Nunhead agenda planning meetings which they agreed to do.

Community Council Fund 2013

Marian Farrugia, Community Council Development Officer explained that each year community councils have a funding scheme known as Community Council Fund, launched early this year so events could take place in the spring.

The deadline for applications was Friday, 14 December 2012 and no late applications or partially filled applications would be considered. Forms were available at the meeting and further details could be viewed on the council's website.

Groups were told the amount one could apply for was from £100 up to £1000.

For more information, contact Marian Farrugia, community council development officer on 020 7525 1780 or email marian.farrugia@southwark.gov.uk

Cleaner Greener Safer (CGS) Funding

The deadline for applications had been extended until the end of December 2012, so people could still apply for funding. Forms were available at the meeting.

In response to questions, Councillor Hargrove clarified that £122,000 of cleaner greener safer funding was the same amount as the previous year which would be divided equally amongst the five community councils in each of the wards.

For more information, contact Michelle Normanly, senior projects manager on 020 7525 0862 or email michelle.normanly@southwark.gov.uk

Traffic and Highways Projects in the Peckham and Nunhead area

No officer was present for this item. The chair explained that community councils would be determining the implementation of non strategic traffic schemes e.g. road markings and implementation of zebra crossings at future community council meetings. The traffic schemes listed under items 14, 15, and 16 were examples of such schemes.

Young Person's Project 'Biscey'

Michael and Gbemi, who were representatives from a young persons' project called Biscey described what they do at the project and what they were trying to achieve.

They explained that every young person should have a common goal to achieve a higher level of education regardless of their background. The project provides support and advice to young people as some young people lacked motivation and there are not enough role models for young people.

Biscey normally hold discussions and workshops at schools in order to break down barriers. They also provide one-to-one mentoring, group mentoring, and community engagement. The launch of the pilot scheme for the Biscey project would be in January 2013 at London City Academy Southwark which would involve one-to-one mentoring.

For more information, contact Esy Oluwafemi, Coordinator WiseGem at the Young People and Family Organisation, Sojourner Truth Community Centre on 0794 429 0433.

New Complaints Policy consultation

Zoe Bulmer, customer resolutions manager announced that the council's complaints policy would be updated shortly. The most important change would be a proposal to change the three stage complaints system to a two stage system from April 2013.

Zoe stated that she wanted feedback from residents on this and agreed to be available during the break. She explained that there had been a fall in number of complaints submitted to the council and the focus would be to ensure responses were dealt with without long delays. In response to questions about allocated case work and speeding up responses, Zoe mentioned that every complaint submitted would be allocated to a complaints officer where the complainant would be told how the complaints process would work.

For more information, contact Zoe Bulmer, customer resolutions on 020 7525 3128 or email zoe.bulmer@southwark.gov.uk

New Borough Commander

John Sutherland, the new Borough Commander sent his apologies for this meeting, he had agreed to be at the next Peckham and Nunhead community council in February 2013.

Community safety issues

Police Inspector, Linda Upton reported on the latest crime figures which had seen a drop in robbery and violence against persons. Tackling crime has had an impact on local policing because the smaller teams had expanded with the same resources spread over differently within the Met.

The community council were briefed on local policing issues and ward priorities:

- Drugs dealing and using: warrants executed and several arrests were made.
- Tackling anti-social behaviour which alcohol related around Meeting House Lane.
- School patrols by the Police to address issue of robbery amongst school children and generally committed by school children.
- As part of a youth scheme initiative, during the half term week twenty seven young boys worked on bikes as they were trained on how to put bikes together.
- Crack down on licensed premises relating to licensing issues around Rye Lane.
- Problem with prostitution in Peckham which had been linked with drug dealing in the area. Inspector Upton said she would encourage people to come forward with any information that is relevant.

The chair thanked Inspector Linda Upton for her presentation.

Christmas Lights Switch on Peckham Square

The chair announced the Christmas Lights Switch on Peckham Square would take place on Friday 7 December 2012 between 5.00pm to 6.00pm. It was funded by Peckham and Nunhead Community Council, cleaner greener safer capital funding programme.

The chair urged people to attend the event.

8. SOUTHWARK CIVIC ASSOCIATION PRESENTATION

Peter Frost from Southwark Civic Association (SCA) announced that nominations for these awards were now open and application forms available at the meeting. Also online forms were available to download from the Southwark website. The closing date would be on the 13 January 2013.

The Southwark Civic Association awards have two main categories: Letter of Commendation, Liberty of the Old Metropolitan Boroughs of Southwark, Bermondsey or Camberwell. Other awards include: Mayor's Discretionary Award, Southwark Lifetime Award, Young Southwark Civic Award or an outstanding standing category in their own right) of the Year Award.

For more information contact Southwark Mayor's office on 020 7525 7303

9. ENVIRONMENT AND RECYCLING THEME

The chair introduced the theme for the meeting, environmental issues and recycling which was from the list of priorities that were agreed at a previous community council meeting in September 2012.

The top three themes were:

- Older people: Activities, services, support and community engagement
- Environmental issues including recycling
- Children and young people

The chair welcomed the following stalls that were at the meeting:

- Friends of Burgess Park
- The Burgess food project
- The Friends of Peckham Rye
- First Place Nursery (based in Burgess Park)
- Taru Arts members
- Veolia Environmental Services
- Southwark Civic Society
- Safer Neighbourhoods Team

Presentation from Councillor Hargrove

Councillor Barrie Hargrove, cabinet member for transport, environment and recycling gave an overview of his portfolio which he said was an extensive area. He agreed to focus on recycling and give a snap shot on the environment and transport.

Councillor Hargrove outlined the following during his presentation:

- Central Government's decision for all local authorities to have a flood defence in place in conjunction with the Environment Agency. Officers within the flood assessment team would work with local residents on this.
- Confirmed the council secured funding to ensure local schools have clean air quality around them.
- With regard to the borough's tree maintenance, the council awarded contracts to employ tree wardens to help deal with tree maintenance and contribute to environment improvements of the area.
- Civil enforcement officers would continue to be responsible for general enforcement of parking in the borough.

Councillor Hargrove requested through the chair an agenda item on "street wardens" at a future meeting in order to identify problems in their local area.

- Record number of "green flags" in the borough.

- Increased level of recycling – the council had seen a 30% increase.
- Introduce food recycling and improve recycling in the area.

In response to a question concerning trees that were chopped down as a result of an increase in crime, Councillor Barrie Hargrove explained that the council undertook a tree strategy consultation in 2011 which received very little response. The council decided to adopt a more systematic approach to the maintenance of trees which was pollarding, a type of pruning system in which the upper branches of a tree are removed to maintain the life of the trees.

He mentioned that the council would continue to work closely with the group, Southwark cyclists which have over 800 members and has met with them regularly.

During his presentation, Councillor Hargrove spoke about:

- Looking at safer routes.
- Looking at safer junctions, which is the responsibility of TfL which he requested they bring forward their review of junctions.
- People take up offer of cycle training in the borough.
- Carbon reduction – introduction of retro fitting wall insulation solar energy so Peckham becomes a low carbon area.
- Connecting up cell chip which is not in the borough but would be done in agreement with Veolia to deliver clean energy in order to cut down on carbon omissions.

In response to questions, Councillor Hargrove addressed matters about residents people who leave their wheelie bins on pavements, people should be encouraged to look at the properties in question and write to Veolia so they could instruct residents not to leave bins on pavements.

It was noted that there were no reported incidents or signs of 'chalara' - ash tree disease of trees in the borough.

Osprey Road Residents Association mentioned that they used to meet regularly with the Street Wardens; which had not happened of late. Councillor Hargrove said he had not received a community audit but would look into this.

TARU Arts

At this juncture there was a five minute musical interlude from TARU arts, a non profit arts organisation which delivers fun and exciting activities to children, young people and communities. For information visit website www.taru.org.uk

Veolia Environmental Services

Ian McGeough from Veolia talked about the recently launched recycling quiz. The meeting took part in the quiz (split into wards) and the results of the quiz (mostly recycling related questions) put Livesey in third place, Peckham /Peckham Rye, second place and Nunhead/ The Lane in first place. Ian provided goodie bags for the winners and thanked everyone for taking part.

Winter Contingency Plan update

Mick Lucas from Public Realm introduced this item and outlined the delivery for this would be until the end of February 2013. This would involve clearing /gritting of carriageways, pre winter review and contacting schools about gritting. He mentioned that there was an adequate supply of salt (300 tons) at the borough's depot.

Mick also stated that people could request grit bins with 35 tons of salt and everyone in London should be able to utilise each other's salt supply.

There would be treatments on frost susceptible roads where certain roads would be prioritised and updated forecasts would be given on a daily basis.

All relevant information would be available on the Southwark website.

Questions were asked about the clearing of pavements which could be lethal and dangerous particularly for older people. The officer explained every effort would be made by the council to clear pavements however priority had to be given to clearing major roads to ensure the bus network kept moving.

Councillor Hargrove confirmed that pavements would be cleared of ice and gritted. He said the council had an obligation to ensure pavements were cleared particularly access to health centres. Although he did acknowledge certain areas were not done. Local resident, Eileen Conn said residents had a responsibility to clear snow outside their homes.

The chair thanked everyone for their contributions to the meeting.

10. BURGESS PARK - UPDATE

The meeting was shown a short film on Burgess Park.

Burgess Park (Revitalisation project) update

Rebecca Towers from Public Realm spoke about the transformation at Burgess Park which was made possible by investments received from the Creation Trust; the Mayor of London's Help a London park scheme (£2 million) and the council (£2 million). The official opening of the park took place on 12 October 2012.

Rebecca said the idea was to create a park that would attract people from all over and make it safe as well. The film on Burgess Park that was shown was illustrative of the changes that had taken place.

In response to questions, Rebecca did explain there were drainage problems at the park when it rained and officers were in contact with the contractors about this issue. Also, the barbecue area had been fenced due to a spate of vandalism which had been monitored by the council. The park was a great place to exercise, cycle and develop any sort of new fitness regime. Rebecca said there was still work to be done and improvements needed.

11. PUBLIC QUESTION TIME

There were no public questions.

12. COMMUNITY COUNCIL QUESTIONS TO COUNCIL ASSEMBLY

As part of the theme on environment and recycling the chair asked if people wished to submit a community council question to council assembly and agreed the following:

Please could Veolia Environmental Services improve the pedestrian access for residents at the new recycling waste facility in order for them to dispose/ recycle small items made from wood and metals etc? Currently members of the public are prohibited from walking on the ramp which is for cars only?

Members discussed the issue and confirmed that it was difficult for pedestrians to get access to the new recycling waste facility. Ian McGeough from Veolia agreed to feed this back to the team.

13. CLEANER GREENER SAFER (CGS) REVENUE FUND

Note: This item is an executive function

Members considered the information in the report.

RESOLVED:

1. That £13,000 of the remaining unallocated Cleaner Greener Safer revenue fund from the former Nunhead and Peckham Rye Community council be awarded to supporting the Peckham Town Centre Business programme.
2. That projects for community wardens and the older people are considered at the next round of Cleaner Greener Safer revenue fund as set out in the appendix of the report.

14. TRAFFIC SCHEME - BROCKLEY WAY ZEBRA CROSSING

Members considered the information in the report.

RESOLVED:

That the community council agree the recommendations made to the cabinet member for Environment, Transport and Recycling to approve the implementation of the Brockley Way Zebra Crossing project (funded by the Cleaner Greener Safer programme) subject to statutory consultation.

15. TRAFFIC SCHEME - EAST DULWICH ZEBRA CROSSING

Members considered the information in the report.

Matt Hill from Public Realm referred to the recent consultation which took place (October 2012 – November 2012). He said 41 responses were received 37 of those respondents were in favour of the traffic scheme and 4 respondents were against the scheme.

RESOLVED:

That the community council agree the recommendations made to the cabinet member for Environment, Transport and Recycling to approve the implementation of East Dulwich Road Zebra Crossing project subject to statutory consultation.

16. CYCLE PERMEABILITY SCHEME

Members considered the information in the report.

Matt Hill from Public Realm spoke about the schemes in Peckham and Nunhead and responded to questions from councillors and residents.

RESOLVED:

That the community council supported the proposed cycle permeability schemes listed below for the Peckham and Nunhead area:

Contra flow schemes	Ward
Brayard's Road	The Lane
Friary Road	Livesey
Melon Road	Peckham
Harders Road – Cossall Park	Nunhead
King's Grove	Nunhead

The meeting ended at 10.00 pm

CHAIR:

DATED:

Item No. 6.	Classification: Open	Date: 2 March 2013	Meeting Name: Peckham and Nunhead Community Council
Report title:		Deputation Request – Peckham Road South Controlled Parking Zone	
Ward(s) or groups affected:		All wards within the Peckham and Nunhead Community Council area	
From:		Proper Constitutional Officer	

RECOMMENDATION

1. That the Peckham and Nunhead Community Council consider a deputation request from Denman Road residents.

BACKGROUND INFORMATION

2. A deputation can be submitted by a person of any age who lives, works or studies in Southwark. Deputations must relate to matters which the council has powers or duties or which affects Southwark.
3. The deputation request relates to item 10 Peckham Road South area controlled parking zone detailed on the agenda.
4. The deputation outlines the following:
 - We the residents of Peckham Road south wish to know why the Council are proposing putting more pressure on parking in this area by possibly introducing double yellow lines at every junction in the area after the recent consultation for a CPZ? While we appreciate the importance of safety there has not, to the best of our knowledge, been an increase in accident rates at these junctions and it's arguable that in a residential area with slow moving traffic there needs to be a balance between safety and provision of parking.
 - We request that the Council either does not go ahead with these plans or considers each junction on an individual basis and doesn't simply take a 'blanket approach' to what are guidelines and not laws - thereby increasing safety for road users while not putting too much additional pressure on parking for residents.

Procedure for Deputations

5. At the meeting, the spokesperson for the deputation will be invited to speak up to five minutes on the subject matter. The community council will debate the deputation and at the conclusion of the deputation the chair will seek the consent of councillors to debate the subject. Councillors may move motions and amendments without prior notice if the subject does not relate to a report on the agenda. The meeting can decide to note the deputation or provide support if requested to do so. The community council shall not take any formal decision(s) on the subject raised unless a report is on the agenda

5. Any relevant resource or community impact issues will be contained in the comments of the strategic director.

KEY ISSUES FOR CONSIDERATION

6. The deputation shall consist of no more than six persons, including the spokesperson.
7. Only one member of the deputation shall be allowed to address the meeting, her or his speech being limited to five minutes.
8. Councillors may ask questions of the deputation, which shall be answered by their spokesperson or any member of the deputation nominated by her or him for up to five minutes at the conclusion of the spokesperson's address.
9. If more than one deputation is to be heard in respect of one subject there shall be no debate until each deputation has been presented. The monitoring officer shall, in writing, formally communicate the decision of the meeting to the person who submitted the request for the deputation to be received.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Comments of the Strategic Director of Environment and Leisure

10. (to follow)

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Correspondence received from local residents around Peckham Road south area.	160 Tooley Street, London SE1 2QH	Beverley Olamijulo 020 7525 7234

AUDIT TRAIL

Lead Officer	Alexa Coates, Principal Constitutional Officer	
Report Author	Beverley Olamijulo, Constitutional Officer	
Version	Final	
Dated	15 February 2013	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
Strategic Director of Education and Leisure	Yes	Yes
Date final report sent to the Constitutional Team		19 February 2013

Welfare Benefit Changes from April 2013

Know the facts and be prepared

www.southwark.gov.uk

The big welfare benefit changes in 2013

From April 2013, the Government is significantly changing welfare benefits, including those provided through Southwark Council. Thousands of people in Southwark will be affected by these changes and some will receive less help as a result.

With so much happening, it is important to know what the changes mean and where to go for advice. Here we explain the big changes happening in 2013.

Benefits Cap

What's changing?

A cap on the total amount of benefits, including housing benefit a household can receive is being introduced. It is being phased in from April. By September 2013, the Benefits Cap will apply in all parts of the country

At present, the Government has not confirmed exactly when the Benefit Cap will affect Southwark residents.

What does this mean?

- For couples, families and lone parents, the **total** amount you can receive from one or more of these benefits is **£500 per week**
- For single people the **total** amount is **£350 per week**

If you are receiving more than the amount above, your **Housing Benefit** will be reduced to bring your total benefit income down to the Benefit Cap level. Those affected will be contacted directly by the Department for Work and Pensions (DWP).

Further information can be found on the council's website or by contacting the DWP on 0845 604 3719.

Size criteria in social housing

What's changing?

Housing benefit for working age people living in the social sector will only be paid according to the needs of their household.

What does this mean?

If your accommodation is larger than you need you may receive less money each week and you will be responsible for paying the difference between your rent and the amount of housing benefit you receive. Any tenant with at least one spare room will be affected. The reduction will be:

- 14 per cent for one extra bedroom
- 25 per cent for two extra bedrooms.

People of pension age will not be affected by these changes.

What should you do?

Further information can be found on the council's website or by contacting the council directly on 020 7525 1880 to see if you are affected.

Council Tax Reduction Scheme

What's changing?

The Government is ending Council Tax Benefit (CTB) from 1 April 2013 and has asked all Councils to create a local scheme for residents on a low income. The money available for this local scheme has been cut by 10% and Southwark Council's funding is being reduced by £2.8 million. Southwark Council has developed a replacement scheme, known as the Council Tax Reduction Scheme (CTRS).

What does this mean?

The maximum amount of support anyone of working age will receive is 85 per cent of their Council Tax bill.

If you are working age, currently receive Council Tax Benefit and have not paid Council Tax before, you will now have to pay at least 15 per cent of your Council Tax from 1 April 2013.

Southwark Council will no longer pay Second Adult Rebate to working age claimants from April 2013.

If you are a pensioner you will be unaffected by these changes, so you will not see a reduction in the amount of support you receive.

What should you do?

If you have any queries about the new scheme or want to discuss your payment options, you can contact the council on 020 7525 1880. More information is available on the council's website

A drop in Council Tax debt advice clinic is available on the first Tuesday of the month from 5-7pm at Bermondsey CAB, 8 Market Place, Southwark Park Road, SE16 3UQ.

Do not ignore your Council Tax bill as non-payment may lead to court action and additional charges.

Disability living allowance

What's changing?

Disability living allowance (DLA) is being replaced by a new benefit called personal independence payment (PIP) for people aged 16 to 64 (from June 2013).

What does this mean?

You will not automatically be entitled to PIP. You will need to apply for it. It will be based on how your health or disability affects your ability to live independently. New claims for PIP will be taken from June 2013. From 2015 people of working age (16-64) who are getting DLA will be invited to make a new application and in most cases attend a medical assessment. If you do not respond, your DLA will stop being paid.

However, you will be invited to claim PIP earlier if there are changes in how your health condition or disability affects you, or you reach the end of your DLA award. You can find out more about PIP and when you will be affected by the changes by contacting the DWP.

What should you do?

If you receive DLA, be aware that you will be invited to claim PIP soon and your DLA will stop at this point. Respond to the DWP letter - your payments will stop if you don't.

Universal Credit

The Government plans to introduce Universal Credit as a new single payment replacing the following benefits:

- Housing Benefit
- Income-based Jobseeker's Allowance
- Income-related Employment and Support Allowance
- Income Support
- Child Tax Credits
- Working Tax Credits

This will be paid to you if you are looking for work or if you are on a low income.

When will Universal Credit be introduced?

Universal Credit will be introduced in 2013: New claimants will make claims for Universal Credit from October 2013, while claims for existing benefits and credits will be gradually phased out. From April 2014, all new claims for the above benefits, including housing benefit will be for Universal Credit.

If you currently claim any of the above benefits you will be gradually moved onto Universal Credit by the end of 2017

What's different about Universal Credit?

The main differences between Universal Credit and the current system are:

- Universal Credit will be available to people who are in work and on a low income, as well as to those who are unemployed
- Most people will apply online and manage their claim through an online account
- Universal Credit claimants will receive just one monthly payment in arrears, paid into a bank account
- Everyone on Universal Credit will need to have a bank account as Universal Credit will be paid in to a bank account.
- Support with housing costs will go direct to the claimant as part of their monthly payment rather than to their landlord

What should you do?

You can keep up to date with the latest information through the DWP. They will write to you when it is time for you to move to Universal Credit.

If you do not have a bank account, think about opening one now. In addition to the high street banks, the London Mutual Credit Union (LMCU) also provide some banking services. Their details are provided below.

Pensioners will not be affected by any the changes listed above.

Further information on the changes to the welfare benefits system is available on the council's website. If you are worried that you might be affected by any of these changes, visit the one stop shops or local advice centres (see below).

Useful contact details are listed below. Please refer to the enclosed Advice Map for a more detailed list

Benefits

Southwark Council's Housing and Council Tax Benefit
Telephone: 020 7525 1880 Website: <http://www.southwark.gov.uk/benefits>

Rightfully Yours – a council service providing information, advice and support to help vulnerable residents of Southwark claim the benefits they are entitled to.
Telephone: 020 7525 7434 / 020 7525 3393 Email: rightfullyyours@southwark.gov.uk

Department for Work and Pensions (DWP) Benefit cap hotline
Telephone: 0845 605 7064. Benefit Cap calculator: www.dwpe-services.direct.gov.uk

Department for Work and Pensions (DWP) Pension Credit Claim line
Telephone: 0800 991 234 Website: <https://www.gov.uk/pension-credit>

Housing

Southwark Council Resident Services (for information on mutual exchange)
Telephone: 0207 525 2600
Website: http://www.southwark.gov.uk/info/200027/council_tenant_information

Housing Options (for information on transferring to a smaller property via Homesearch and other housing options including for those residing in the private rented sector)

Telephone: 020 7525 5950
Website: http://www.southwark.gov.uk/info/200052/looking_for_a_home

Discretionary Housing Payments (for applications for DHP)
Telephone: 0207 525 4022

Shelter – Free, independent housing advice 24 hours a day
Telephone: 0808 800 4444 Website: <http://www.shelter.org.uk/>

Money

London Mutual Credit Union for bank accounts and information on loans
Telephone: 020 7787 0770 Website: <http://www.creditunion.co.uk/>

The Money Advice Centre – free, independent money advice
Telephone: 0300 500 5000 Website: <https://www.moneyadviceservice.org.uk/>

National Debt Helpline – free, confidential debt advice
Telephone: 0808 808 4000 Website: <http://www.nationaldebtline.co.uk/>

Employment

Job Centre Plus Telephone: 0845 604 3719
Southwark Works Telephone: 0800 052 0540
Jobseeker Direct Telephone: 0845 606 0234
Access to work – Grants for people with a disability, health or mental health condition.
Telephone: 020 8426 3110 Textphone: 020 8426 3133
Email: atwsu.london@jobcentreplus.gsi.gov.uk

Advice in Southwark

Danışmanlık النصح Latalin 諮詢 Conseils légaux উপদেশ Consejería Legal



For up to date information on local advice services please visit www.southwarkadvice.org.uk

Telephone advice, useful numbers and websites:

Community Legal Advice: 0845 345 4345
Free advice & full legal help service in Debt, Welfare benefits, Education, Housing & Employment. Directory service to find an adviser or solicitor.

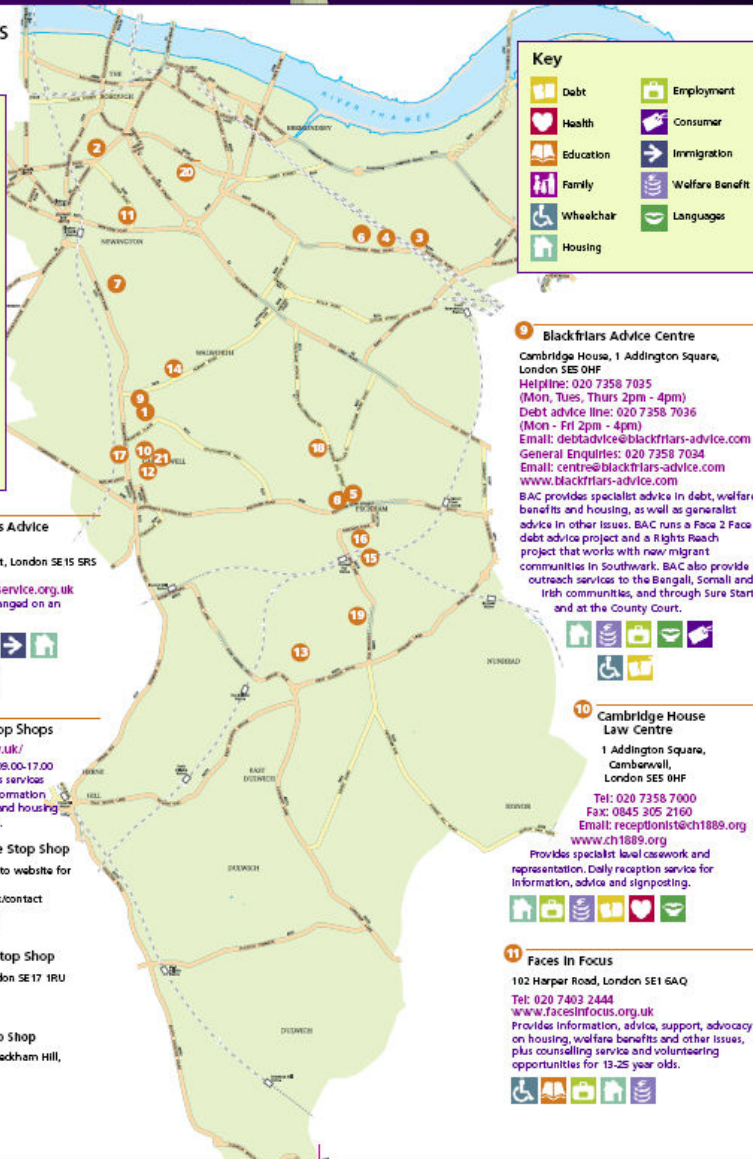
Connexions Southwark: 020 7525 4357
Careers information and advice for young people aged under 18.

Consumer Direct: 0845 4 040506
Mincos users: 0845 121384
Advice on goods & services.

Domestic violence helpline: 0808 2000 247
London Mutual Credit Union: 020 7787 0770
Immigration Advisory Service: 0844 974 4000
National Debtline: 0800 808 4000
Pension Credit Helpline: 0800 891 234
Refugee Council: 020 7346 6700
Advice in asylum & immigration
Southwark Council: 020 7525 5000
Textphone/Mincos: 020 7525 3559
Housing & Council Tax Benefit:
020 7525 1880 Council Tax: 020 7525 1850
The Money Advice Service: 0800 500 5000

Shelter: 0800 800 4444 Free 24 hour independent housing advice helpline.
Southwark Works: Freephone 0800 052 0540
Help and advice for people who want to work.
Tax Credit Helpline: 0845 300 3900
Taxaid Helpline: 0345 120 3779
Asylum Support Customer Contact Centre:
9am-5pm, Mon-Fri: 0845 602 1739
THT Direct Helpline: 0845 1221 200
Gateway to HIV services & information

Useful Websites:
www.southwarkadvice.org.uk
www.adviceguide.org.uk
www.adviceuk.org.uk
www.creditunion.co.uk
www.direct.gov.uk
www.disable.gov.uk
www.dwp.gov.uk
www.inlandrevenue.gov.uk/taxcredits
www.thepensionerservice.gov.uk
www.refugee-legal-centre.org.uk
www.southwark.gov.uk
www.southwarkblind.org.uk
www.taxaid.org.uk
www.moneyadviceservice.org.uk



- 12 Multi Lingual Community Rights Shop**
213 Camberwell Road, London SE5 0HG
Tel: 020 7703 4442 www.mlrs.co.uk
Generalist advice and information to residents of Southwark and South East London for whom English is not a first language. See also www.multikulti.org.uk for information in other languages.
- 17 Southwark Pensioners Centre**
305-307 Camberwell Road, London SE5 0HQ
Tel: 020 7708 4556
www.southwarkpensioners.org.uk
Information, advice and support to older people living in Southwark.
- 10 Southwark Refugee Project**
161 Sumner Road, London SE15 6IL
Tel: 020 7703 4046
Information, advice and casework for refugees and asylum seekers. Also provides education and training support.
- 13 Southwark Day Centre for Asylum Seekers**
The Copleston Centre, Copleston Road, London SE15 4AN
Tel: 020 7732 0505
Voluntary organisation offering general help, advice and advocacy to asylum seekers and refugees in Southwark. Service available at the Copleston Centre on Tuesday, Peckham Settlement (SE14 5TF) on Wednesday, and Crossway (SE1 6TU) on Thursday.
- 16 Southwark Vietnamese-Chinese Community**
Troytown Community Centre Nigel Road, London SE15 4NS
Tel: 020 7277 5425
Email: sccuk@gmail.com
huybui.sccuk@gmail.com
Day Centre for Vietnamese Chinese community, particularly refugees. Mon-Fri 9am-5pm. Provides lunch, social/recreational and therapeutic activities, advice, information, signposting/referral, counselling for Vietnamese Chinese community. Advice on benefits, housing, immigration, nationality, health, consumer. Language support, translation/interpretation, Chinese language class term-time Sun 10am-1pm. Community newsletter in Vietnamese and Cantonese. Cultural activities.
- 14 Southwark Disablement Association (SDA)**
Aylesbury Day Centre, 10 Bradenham Close, London SE17 2QB
Tel: 020 7701 1391
Email: sda@sdaill.co.uk
www.sda.dlrcn.co.uk
Provides information and advice for Southwark residents primarily with physical or sensory disabilities aged 18+.
- 15 Southwark Housing Options**
25 Bourne Mouth Road, London SE15 4UJ
Tel: 020 7525 5950
Opening hours - In person: 9am - 5pm Mon - Fri
Telephone: 9am - 5pm Mon - Fri
Local Authority service providing advice on housing, homelessness and tenancy relations including unlawful eviction and harassment by landlords. Particularly to private and housing association tenants, people seeking accommodation and private long leaseholders.
- 20 Lighthouse South London**
14-15 Lower Marsh London SE1 7RS
Tel: 020 7803 1660 www.tht.org.uk
Provides advice and casework service for people living with, and affected by, HIV, particularly for residents of Southwark, Lambeth and Lewisham. For general advice and information - THT Direct: 0800 802 1221
- 21 Contact a Family Southwark**
Cambridge House, 1 Addington Square, London, SE5 0HF
Tel: 020 7358 7759
Email: southwark.office@cafamily.org.uk
Offer information, advice and support to parents and carers of children with any special need or disability as well as professionals working with families.
- 9 Blackfriars Advice Centre**
Cambridge House, 1 Addington Square, London SE5 0HF
Helpline: 020 7358 7035
(Mon, Tues, Thurs 2pm - 4pm)
Debt advice line: 020 7358 7036
(Mon - Fri 2pm - 4pm)
Email: debtadvice@blackfriars-advice.com
General Enquiries: 020 7358 7034
Email: center@blackfriars-advice.com
www.blackfriars-advice.com
BAC provides specialist advice in debt, welfare benefits and housing, as well as generalist advice in other issues. BAC runs a Face 2 Face debt advice project and a Rights Reach project that works with new migrant communities in Southwark. BAC also provide outreach services to the Banglali, Somali and Irish communities, and through Sure Start and at the County Court.
- 10 Cambridge House Law Centre**
1 Addington Square, Camberwell, London SE5 0HF
Tel: 020 7358 7000
Fax: 0845 305 2160
Email: receptionist@ch1889.org
www.ch1889.org
Provides specialist level casework and representation. Daily reception service for information, advice and signposting.
- 11 Faces in Focus**
102 Harper Road, London SE16 6AQ
Tel: 020 7403 2444
www.facesinfoocus.org.uk
Provides information, advice, support, advocacy on housing, welfare benefits and other issues, plus counselling service and volunteering opportunities for 13-25 year olds.
- 1 Southwark CABx Service**
The CAB provides information and generalist advice on all subjects and specialist advice in immigration, welfare benefits and debt.
Southwark CABx also provide outreach services in hospital settings for people affected by cancer funded by Macmillan Cancer Support and Dimbleby Cancer Care.
Southwark CABx are the lead partner for the Southwark Legal Advice Network.
There will now also be a drop-in service at the Kingswood Community Shop run by Southwark CABx. These will be every Tuesday 10am-12pm, Kingswood Community Shop, Sealey Drive, SE24.
- 2 Age UK Lewisham & Southwark**
Stones End Day Centre
11 Scovell Road
London SE1 1QG
Tel: 02037 701 9700
www.ageuk.org.uk/lewishamandsouthwark
Provides welfare rights, housing and community care advice to older people from 2 venues in the borough and through home visits if necessary.
- 3 Bede House Domestic Violence and Hate Crime project**
351 Southwark Park Road
London SE16 2JW
Tel: 020 7237 9162
dvadmin@bedehouse.org.uk
www.bede-house.org.uk
Provides support for people in Southwark who have been subjected to domestic abuse or hate crime.
- 5 Peckham Citizens Advice Bureau (CAB)**
97 Peckham High Street, London SE15 5RS
Tel: 0844 499 4134
www.southwarkcabservice.org.uk
Interpreters can be arranged on an appointment basis.
- 6 Bermondsey One Stop Shop**
Is moving. Please refer to website for current address:
www.southwark.gov.uk/contact
- 7 Walworth One Stop Shop**
151 Walworth Rd, London SE17 1RU
- 8 Peckham One Stop Shop**
Peckham Library, 122 Peckham Hill, London SE15 5JR

Agenda Item 9

Draft Dulwich Supplementary Planning Document (SPD)



Consultation from 28 January – 22 April 2013

www.southwark.gov.uk

We are consulting on a draft supplementary planning document (SPD) for Dulwich. The SPD will provide planning guidance and information specific to Dulwich to cover College, East Dulwich and Village wards, and part of Peckham Rye ward. We welcome your input on the SPD.

Background

We previously consulted on a draft Dulwich SPG in 2004 and a further draft SPD in 2009. We have looked at all the comments we received on these earlier documents in preparing this current 2013 draft SPD.

Key issues

The draft Dulwich SPD sets out planning guidance specific to Dulwich that will be taken into consideration when the council determines planning applications. The additional guidance set out in the SPD provides information on how to implement the policies in our Core Strategy and saved Southwark Plan. It will help ensure that the council makes decisions transparently and provides clarity for members of the public and developers.

The Dulwich SPD sets out our vision for the area, providing a framework which will guide development over the next 15 years, ensuring that new development is appropriate to the area, respecting its historical context and important open spaces.

The SPD provides guidance on:

- Conserving heritage assets
- Appropriate types of new development
- Protecting and improving open spaces
- Improving transport and accessibility
- Protecting and improving shopping areas
- Development opportunities including the East Dulwich Hospital site and Herne Hill velodrome.
- Section 106 planning obligations and the Community Infrastructure Levy

Consultation

We are consulting on the draft SPD for 12 weeks and welcome your comments on the draft SPD. As well as attending both Dulwich and Peckham and Nunhead community councils to discuss the SPD we are also doing the following:

- The SPD is on our website.
- We will write to everyone on our mailing list. Please contact us if you would like to be added to our mailing list.
- Running two workshops on the SPD – one on a Saturday and one on a weekday evening. We will confirm the dates at community council and our website will be kept up-to-date.

If you would like us to attend your community meeting to discuss the SPD in more detail please get in contact with us.

More information and the draft SPD can be viewed on our website at:

http://www.southwark.gov.uk/info/200151/supplementary_planning_documents_and_guidance/1247/dulwich_spd

How to comment on the SPD and how to contact us

You can send us your comments on the SPD by email or letter to the addresses below. Please feel free to contact us if you have questions about the SPD.

Please send us your response by 5pm Monday **22 April 2013**.

Kate Johnson
Senior Planner
Planning Policy
Regeneration FREEPOST SE1919/14
London SE1P 5LX

Email: planningpolicy@southwark.gov.uk
Tel: 0207 525 5471



Item No. 10.	Classification: Open	Date: 2 March 2013	Meeting Name: Peckham and Nunhead Community Council
Report title:		Peckham Road South, first stage parking zone consultation	
Ward(s) or groups affected:		The Lane	
From:		Strategic Director of 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

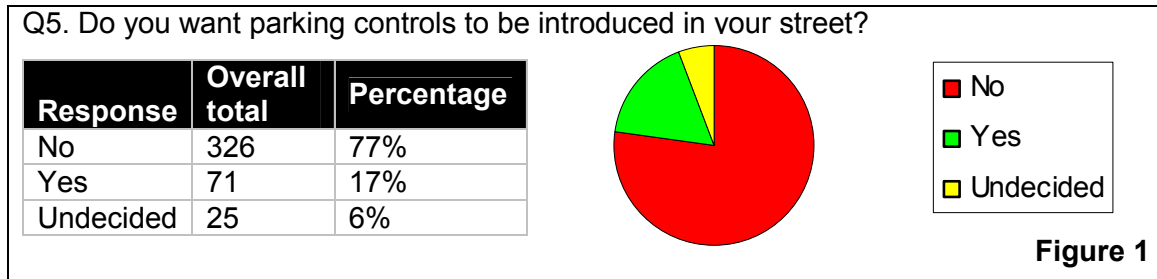
2. In accordance with Part 3H paragraphs 19 and 21 of the Southwark Constitution, community councils are to be consulted on the detail of strategic parking/traffic/safety schemes. In practice this is carried out following public consultation.
3. In accordance with Part 3D paragraph 21 of the council's 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 Council¹ on 24 September 2012 and by Peckham and Nunhead Community Council² on 24 September 2012.

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

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

KEY ISSUES FOR CONSIDERATION

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: http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011	Matthew Hill, Public Realm Programme Manager 020 7525 3541

APPENDICES

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

AUDIT TRAIL

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

Peckham Road south

First stage parking zone consultation report

February 2013

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

The PEP was adopted as a supporting document to the council's 2006 transport strategy, the Local Implementation Plan² (LIP) which was recently replaced by the Transport Plan 2011³.

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".

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

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

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

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 duty⁴ 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.

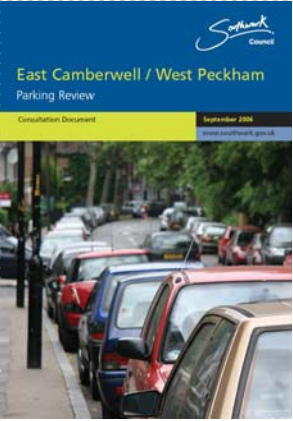
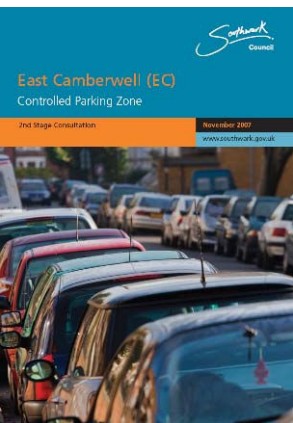

⁴ [Road Traffic Regulation Act, 1984](#), and [Traffic Management Act, 2004](#)

Section B – Study methods and decision making

History of parking consultations in the area

The PEP⁵ 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>East Camberwell and West Peckham first stage parking consultation.</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>East Camberwell (EC) second stage consultation</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>Lucas Gardens (LG) first and second stage consultation</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>

⁵ Chapter 4.3, Parking and Enforcement Plan, Southwark Council

December 2010 -
April 2012



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 process⁶, 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.

⁶ 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.
LINNELE 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.
TOTAL		2097	
Peckham & Nunhead Community Council		~900	
Camberwell Community Council		~1200	

CPZ – 1st 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.

Existing restrictions within the consultation area that prevent kerb-side parking	Location
<ul style="list-style-type: none"> Origin disabled bays (outside resident's homes who meets the council's criteria) 	- 32 installed throughout area, positioned outside resident's homes
<ul style="list-style-type: none"> Road safety measures (eg. Formal pedestrian crossings) 	- Red route restrictions in roads leading off Peckham Road - Zebra crossing in Vestry Road
<ul style="list-style-type: none"> Local traffic management (single/double yellow lines to assist in sight lines and maintain traffic flow) 	Double yellow lines in Mcneil Road and Grummant Road
<ul style="list-style-type: none"> 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) 	Various locations throughout the area. Predominantly in Talfourd Road.
<ul style="list-style-type: none"> Dropped kerbs / raised footways – informal crossing points installed to assist pedestrian to cross the road and where parking is unlawful. 	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 webpage⁷ 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.

⁷ 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
TOTAL	2097	422	20%	6	14	442

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.

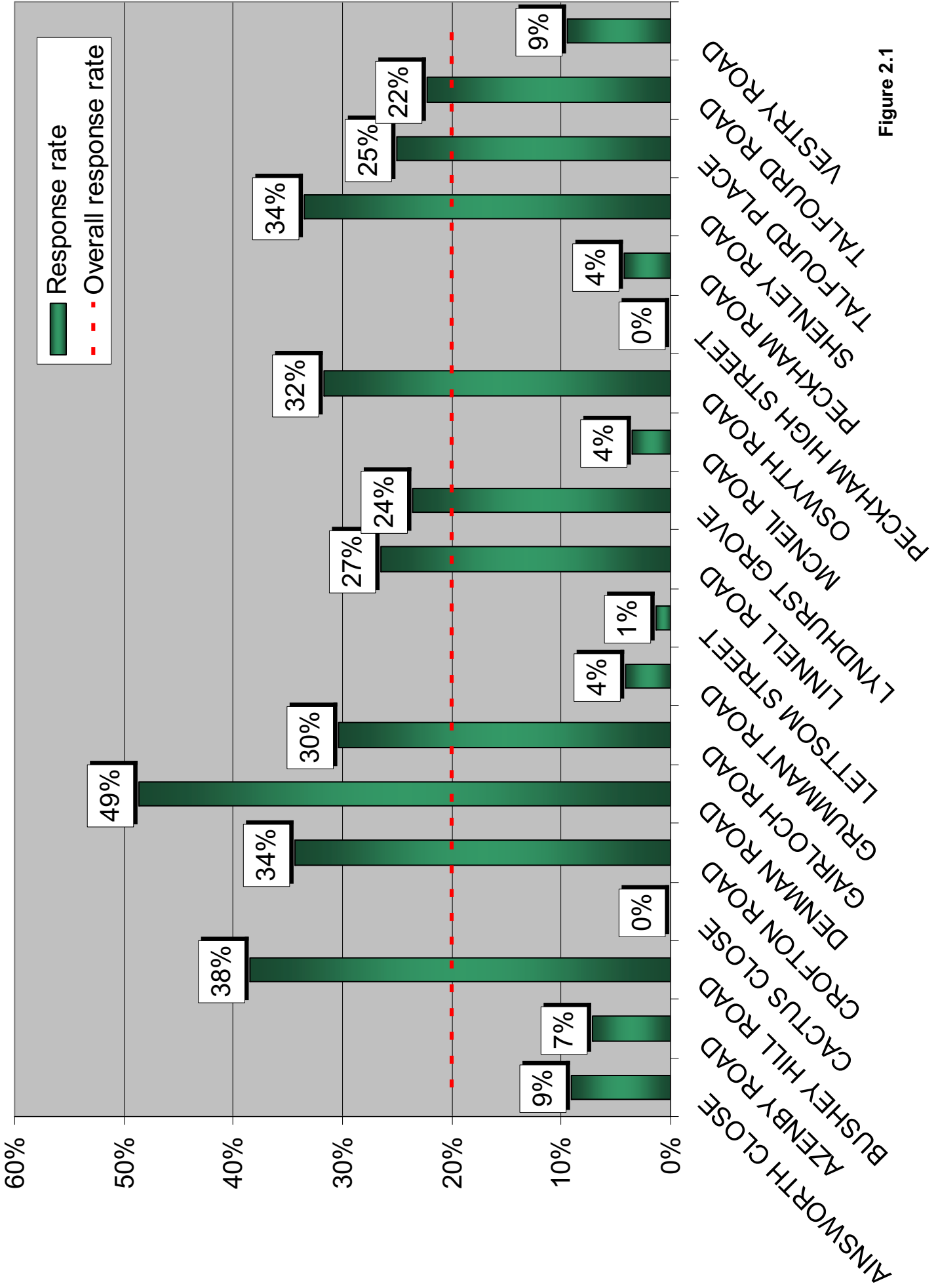


Figure 2.1

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 car⁸ 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.

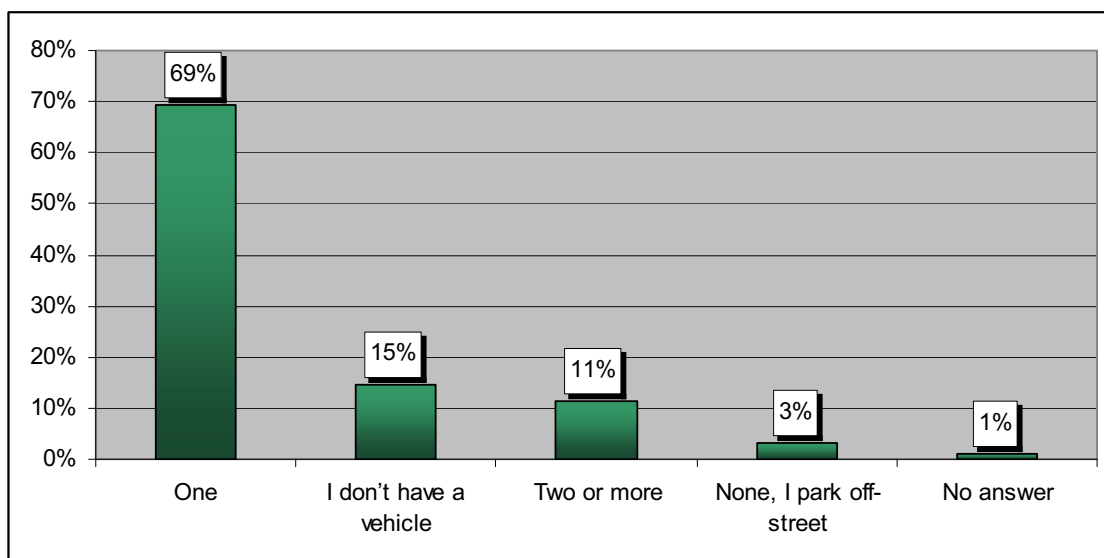


Figure 3

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.

⁸ 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

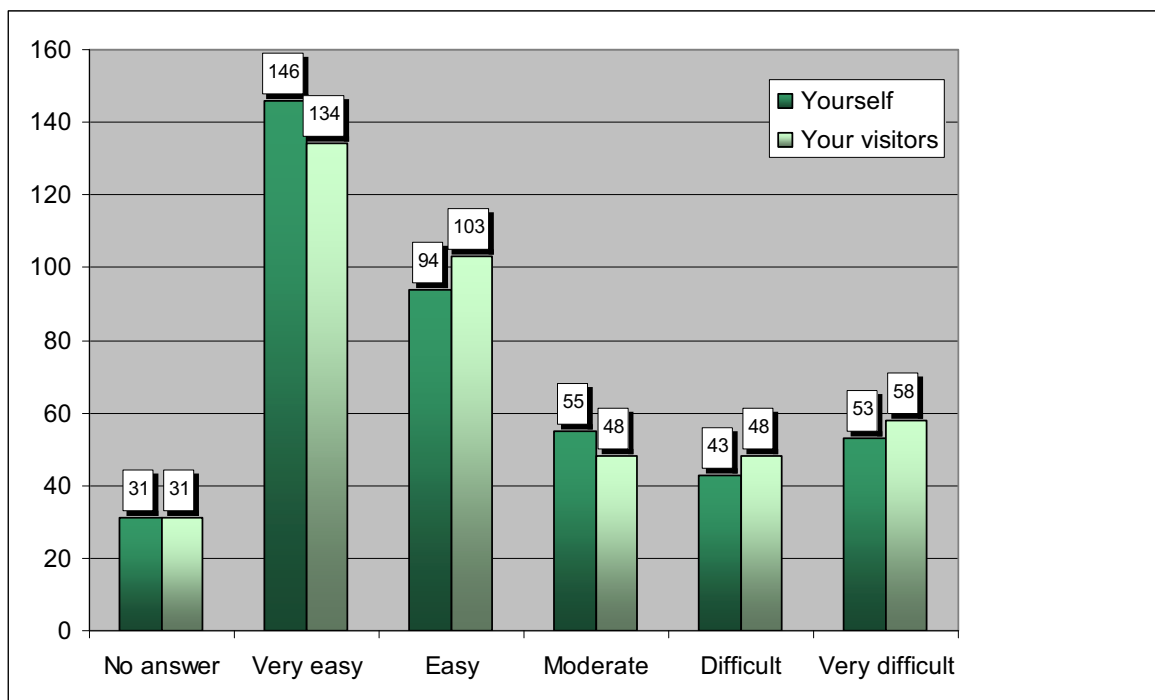


Figure 4

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

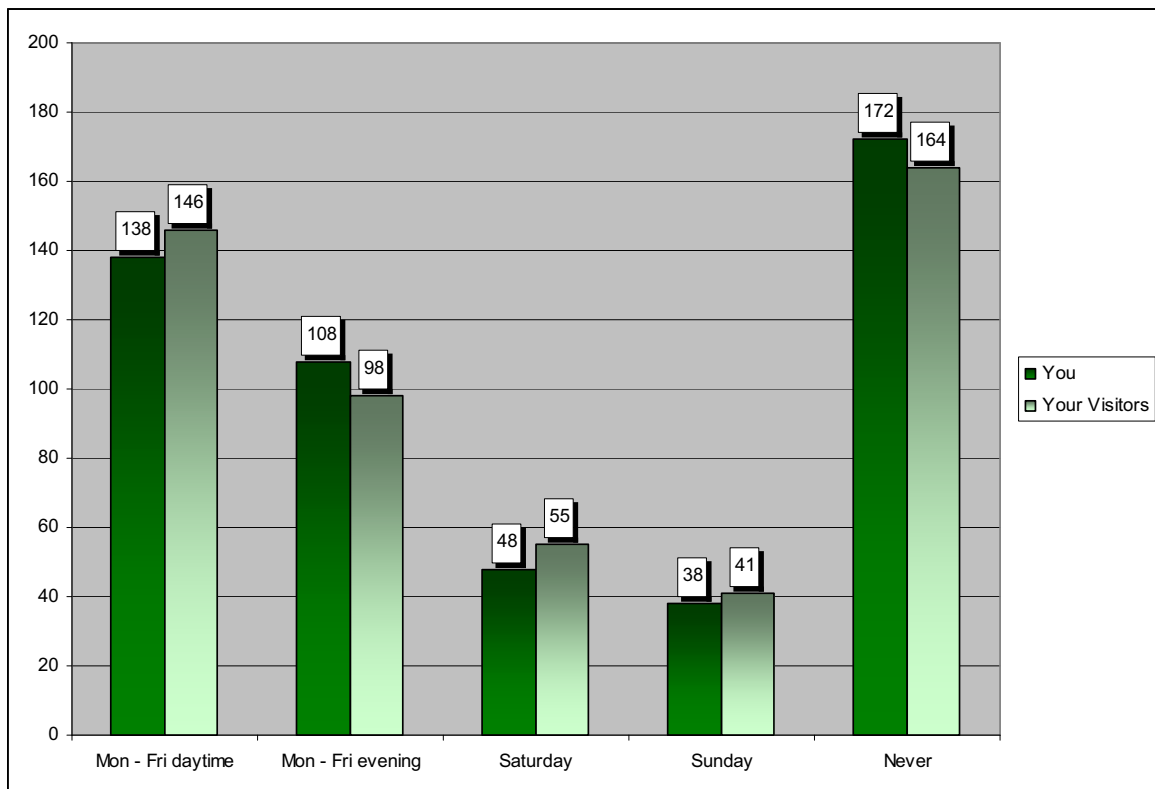
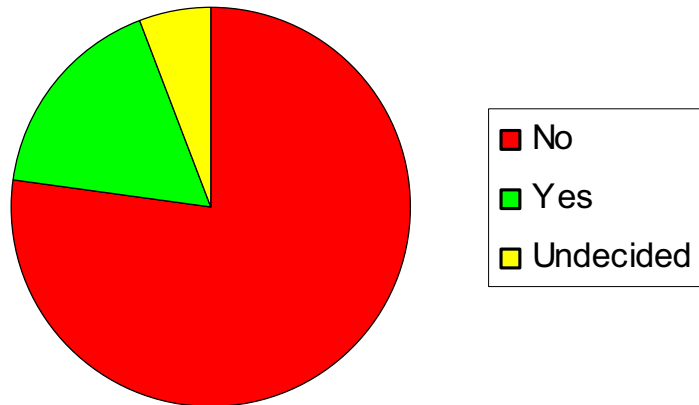


Figure 5

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%
GRAND TOTAL	326	77%	71	17%	25	6%	422	2097	20%

Figure 6

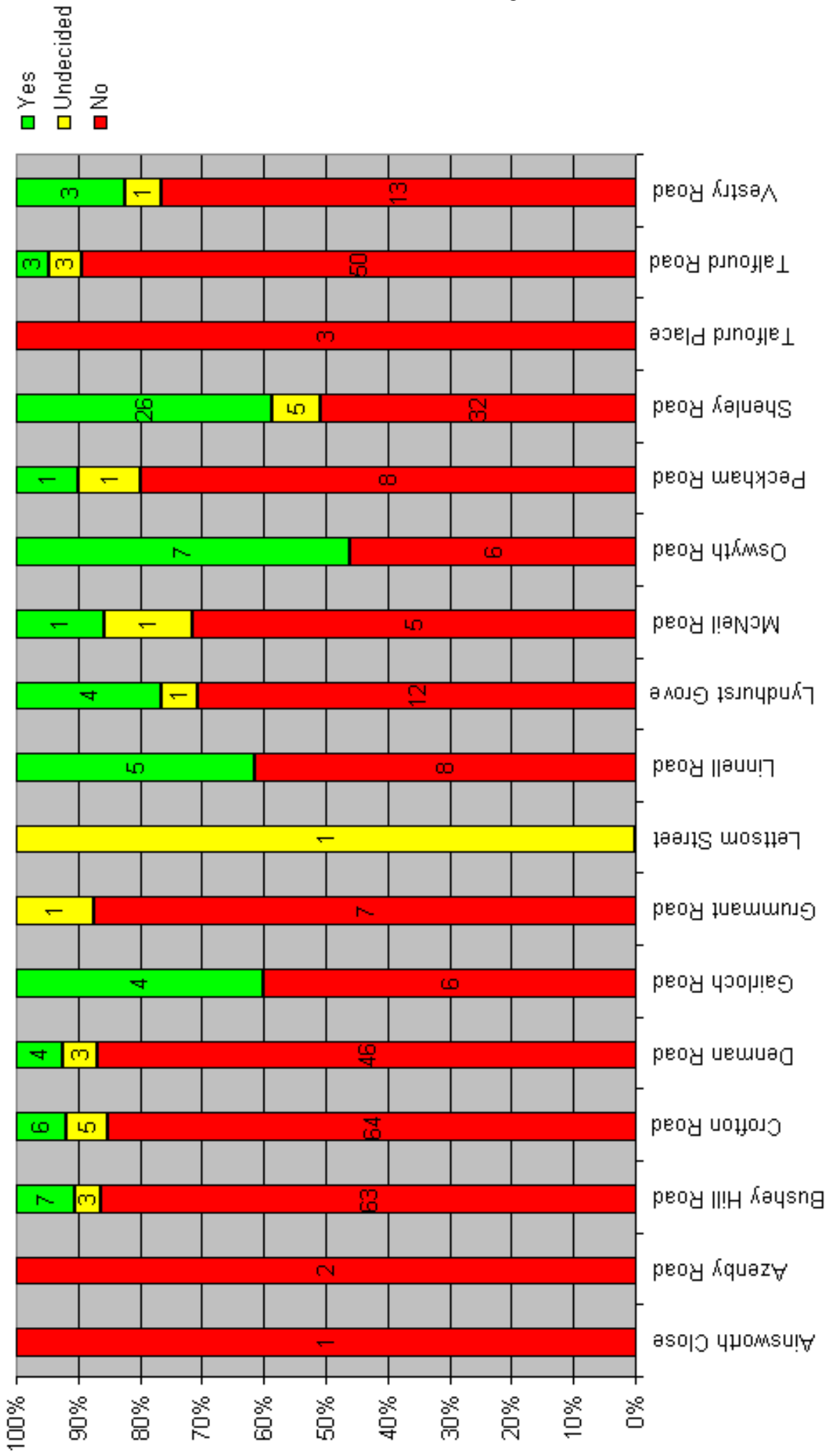


Figure 6.1

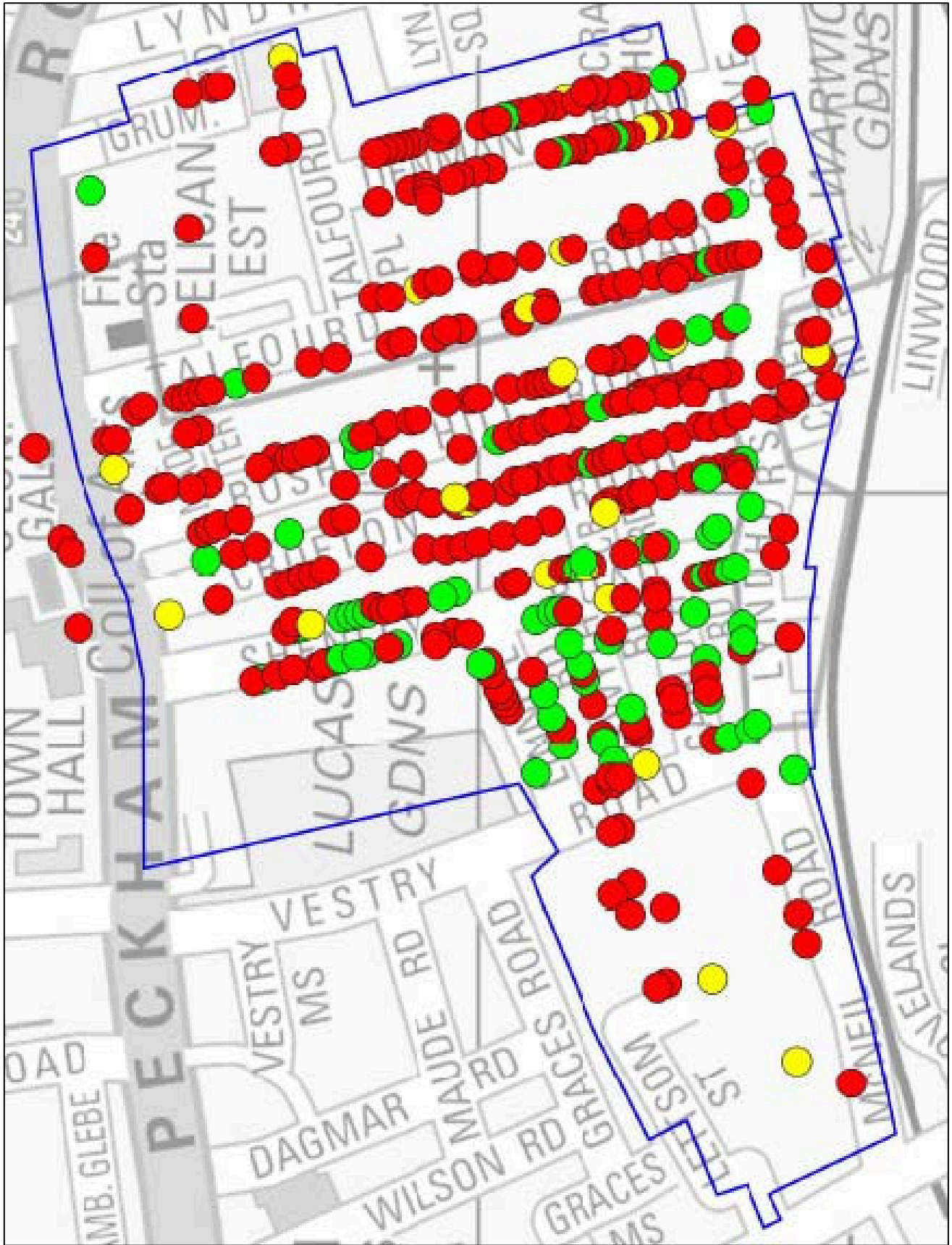


Figure 6.2

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.

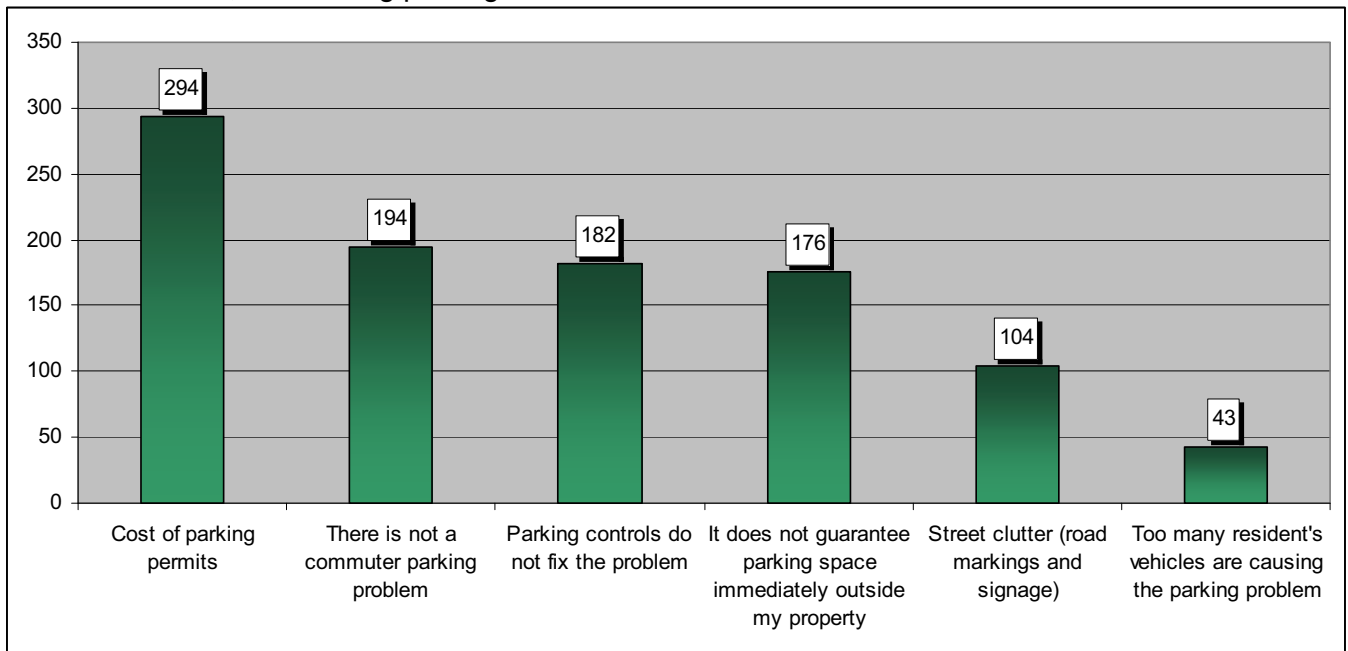


Figure 7

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 question⁹ 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.

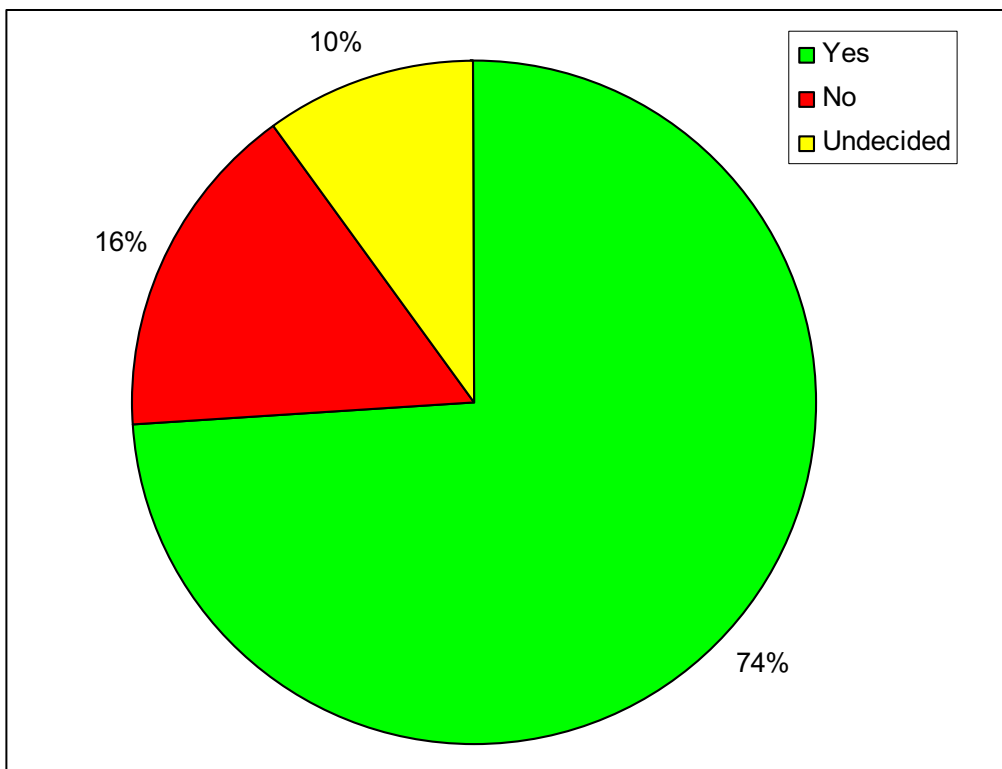


Figure 8

⁹ 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.

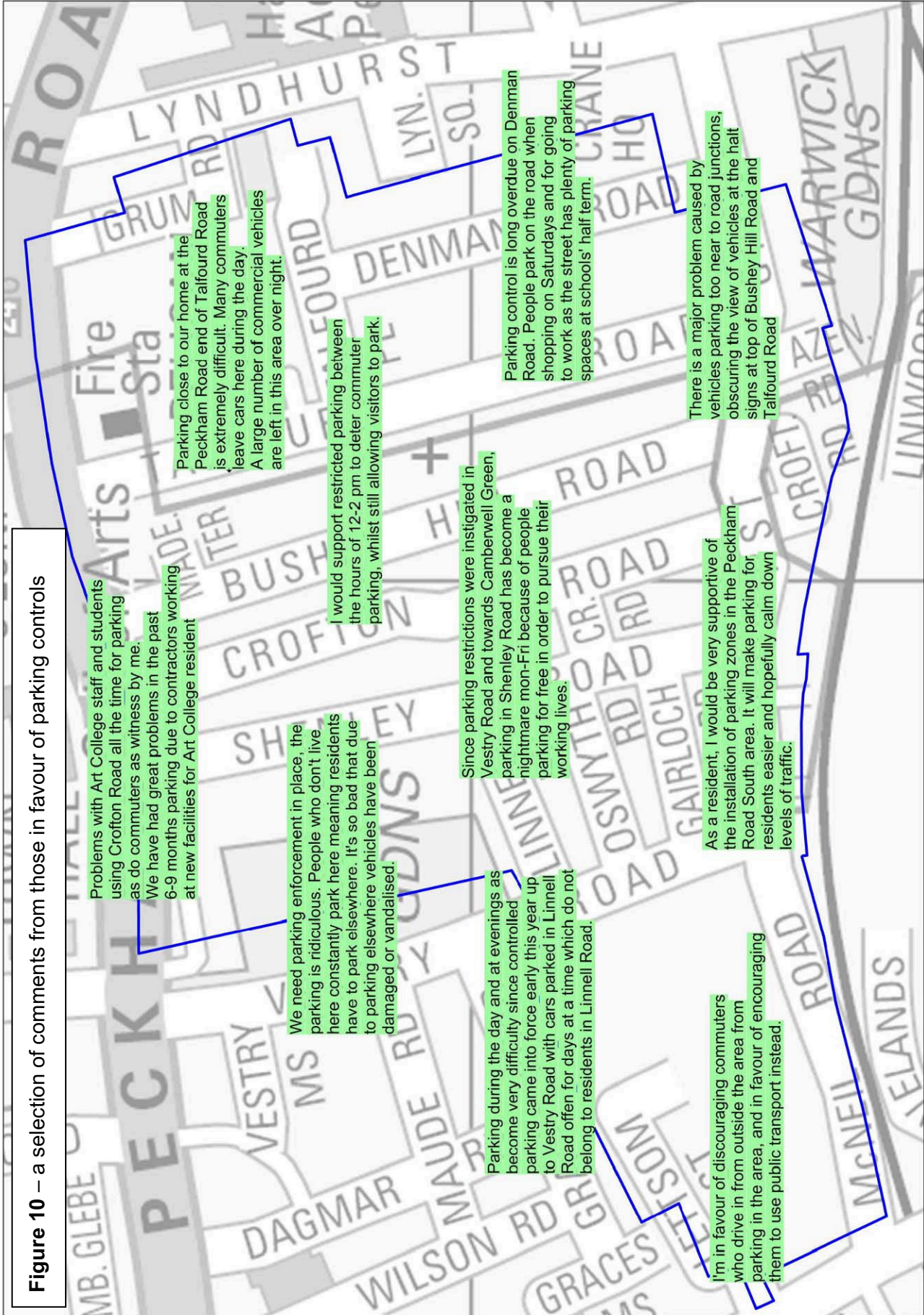
Other notable aspects of the consultation results

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.



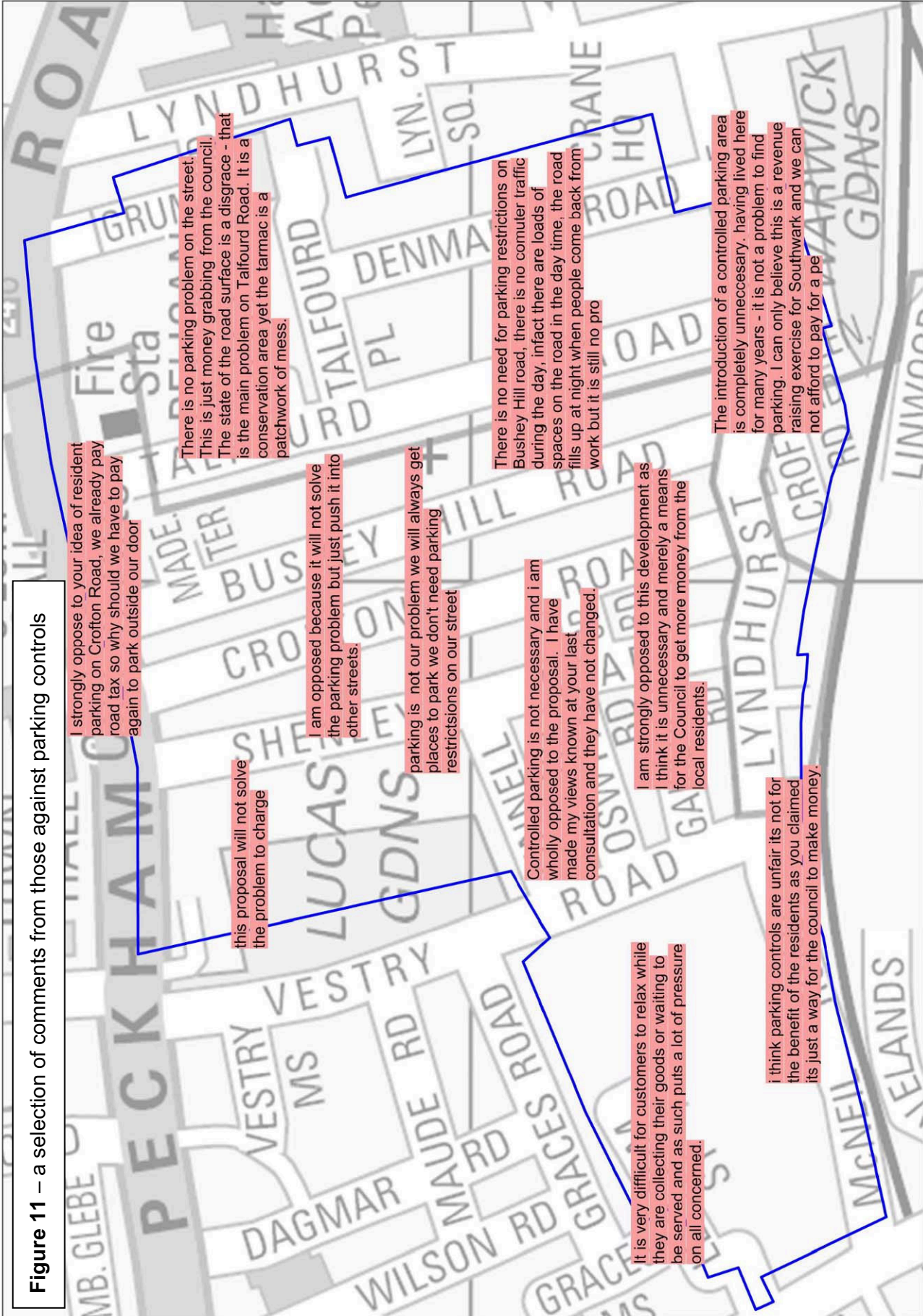


Figure 11 – a selection of comments from those against parking controls

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, 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>SOUTHWARK COUNCIL: Stop the Controlled Parking Zone in Peckham Road South</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"> The electronic petition was set up by a resident using the website www.change.org Each petition response submitted online was also forwarded to parking designs generic email address (parkingreview@southwark.gov.uk). As well as the petition administrator. A email response was sent to the petition organizer 33 of the responses included comments from the respondent.
002	Petition	Resident of Denman Road	13/12/12	<p>Petition Against the Proposed CPZ for The Peckham South Road Area</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"> Petition signed by residents across the consultation area.
003	Petition	Resident of Vestry Road	17/12/12	<p>PETITION Against Parking Enforcement</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, Bushey 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. Please sign below.</p>	284	<ul style="list-style-type: none"> Petition signed by residents across the consultation area
TOTAL					598	

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

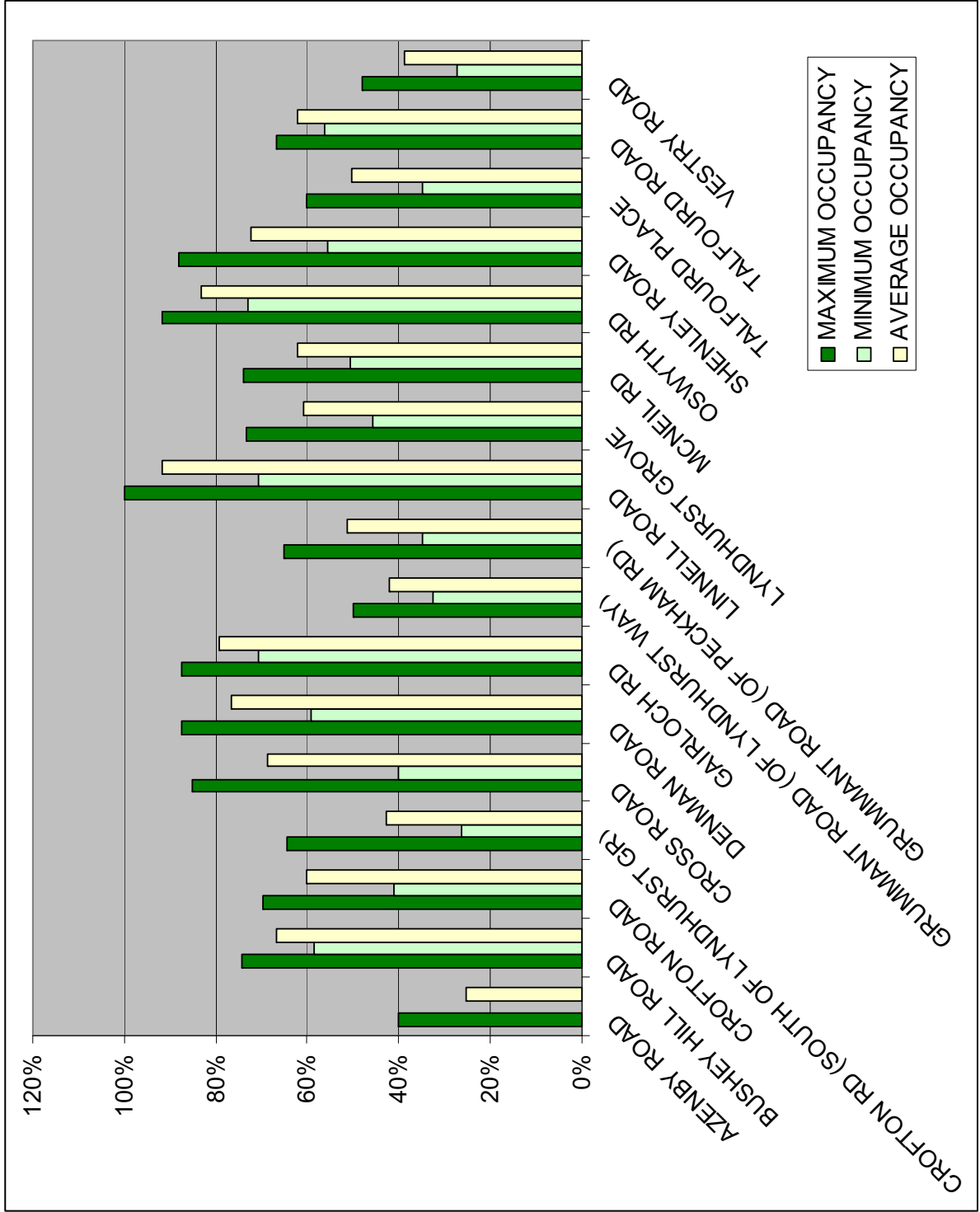


Figure 13

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 (≥ 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 (≤ 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"> Not to proceed with the installation of parking controls in any of the Peckham Road south study area 	<ul style="list-style-type: none"> Overall majority against parking controls in the study area Petitions received indicate that the community doesn't want controls in the area 	<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"> 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). Minimise restrictions, declutter and refresh existing signs wherever possible Declutter on existing disabled bay signposts (approximately 32 locations), by replacing with small back of footway signposts 	<ul style="list-style-type: none"> Recognition of high parking demand leading to obstructive parking at some junctions. 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 	<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>

Figure 14

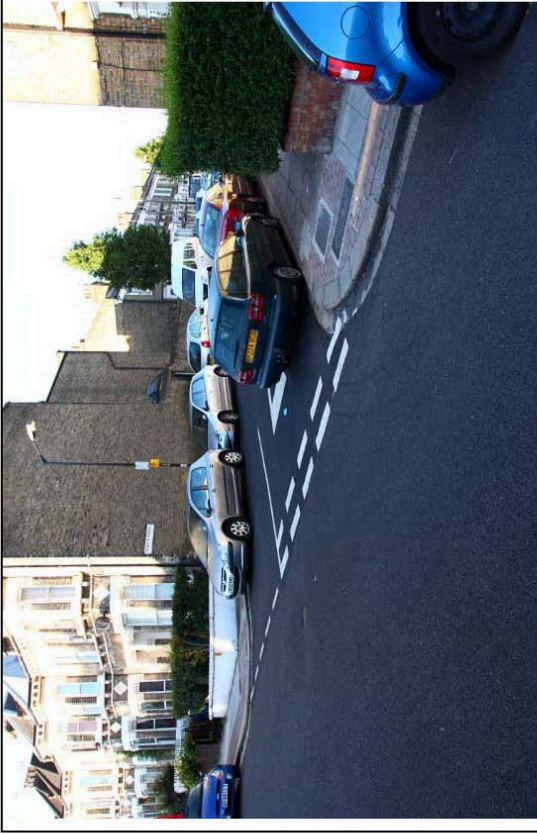
It is recommended that:

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

Figure	Title
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>
Figure 14	<i>Table – Peckham Road south area recommendations</i>
Figure 15	<i>Proposed no waiting at any time (double yellow lines) on junctions</i>

List of appendices

Appendix	Title
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>

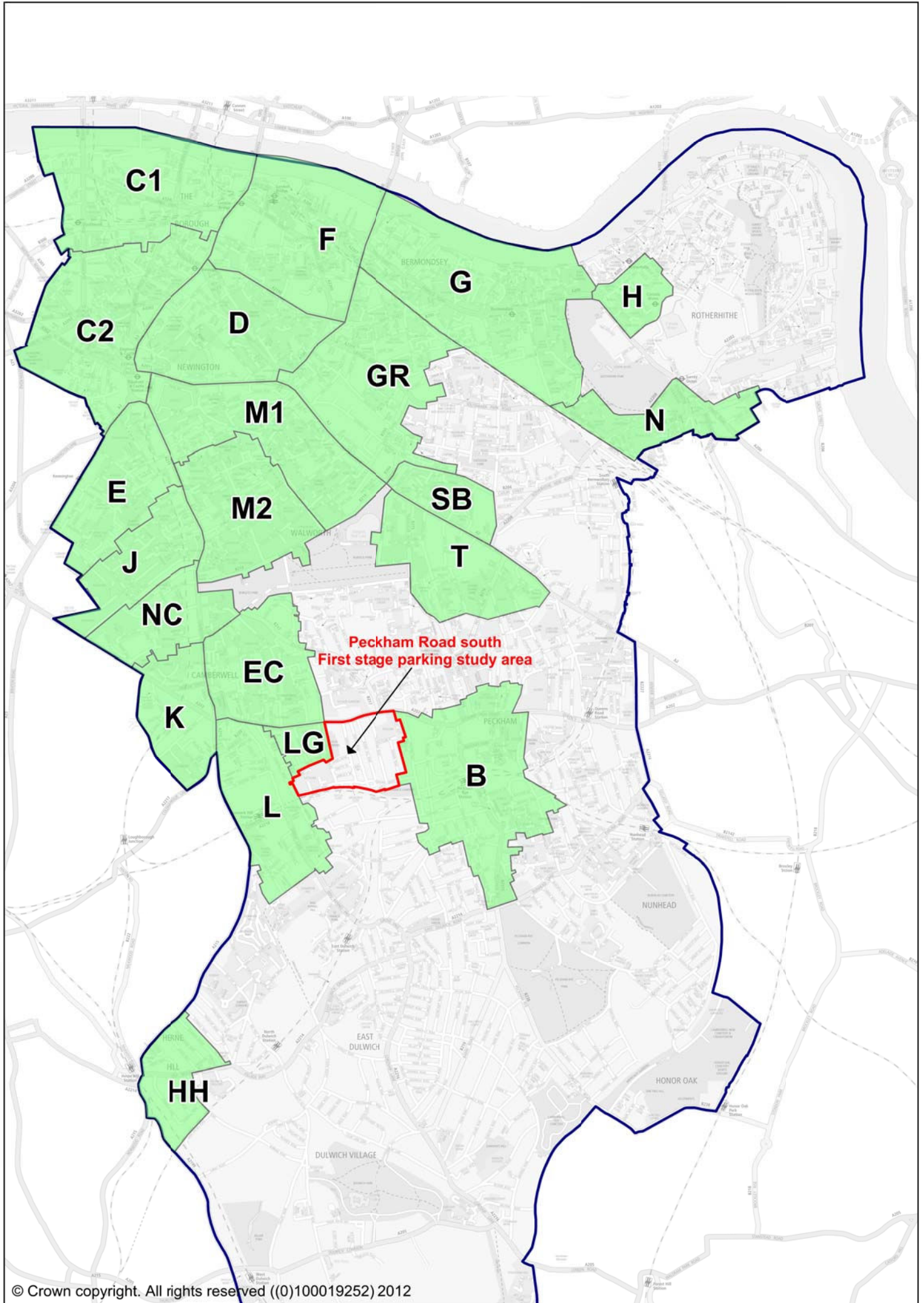
Version control

Version 1.0 Draft

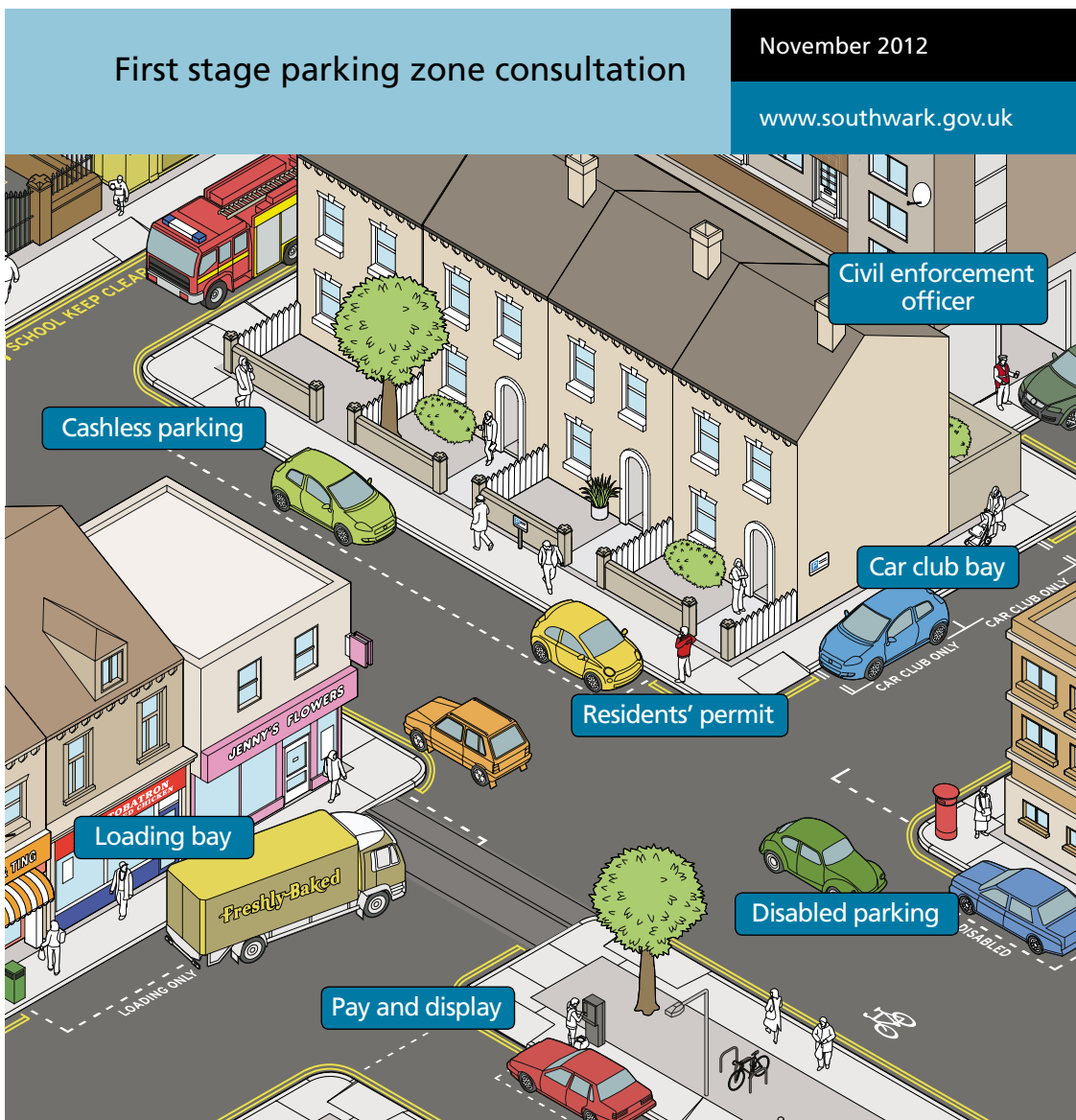
Author: Paul Gellard

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.

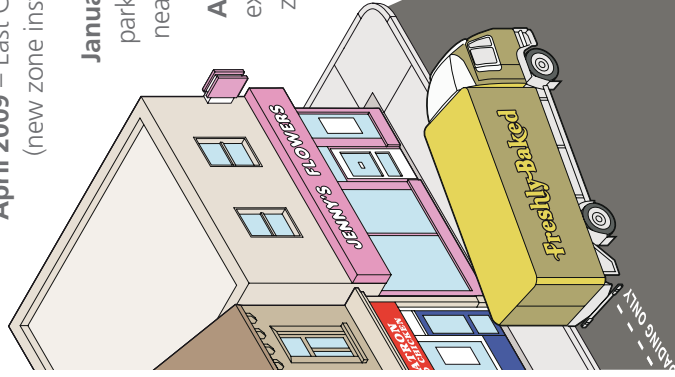
As well as the introduction of the LG parking zone, it is worth considering that Camberwell has seen a significant change in parking patterns in recent years with a number of recent projects, summarised as:

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

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

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 or by returning it to us by freepost.

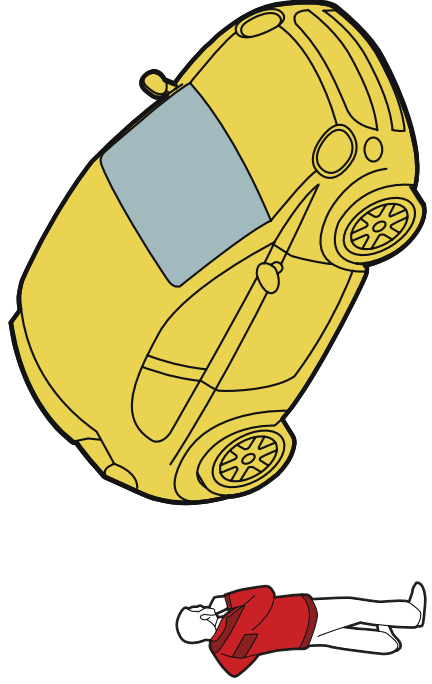
Please note that you should only respond via one method, duplicate responses will not be included in the final analysis.

The consultation closes on 14 December 2012.

You can also:

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

Email: parkingreview@southwark.gov.uk



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.

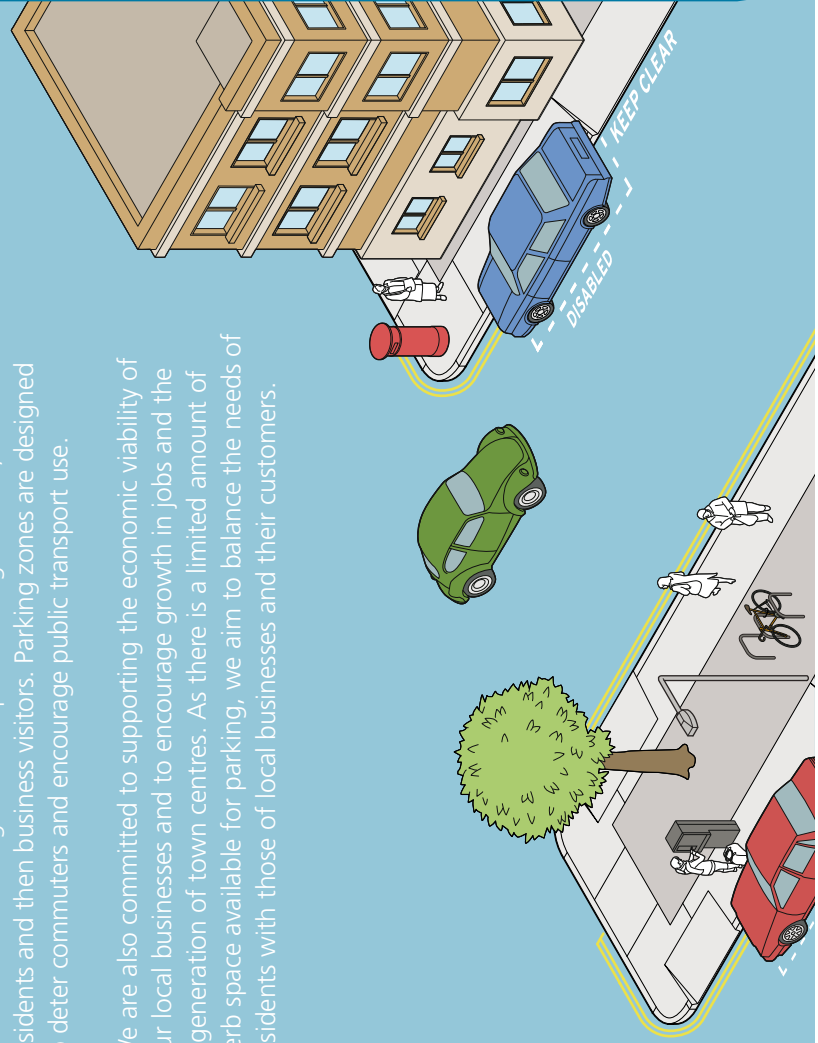
A suggested layout has been drawn and is available to view online by visiting the Peckham Road South consultation page, under parking projects at www.southwark.gov.uk/parking

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

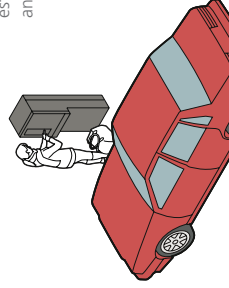
The second stage consultation aims to understand how you think the layout (type and position) of parking bays should be arranged. The results of your comments are analysed and reported before the proposals are advertised and implemented.

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		3months 6months 12months
Residents' visitors	£1.6 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?

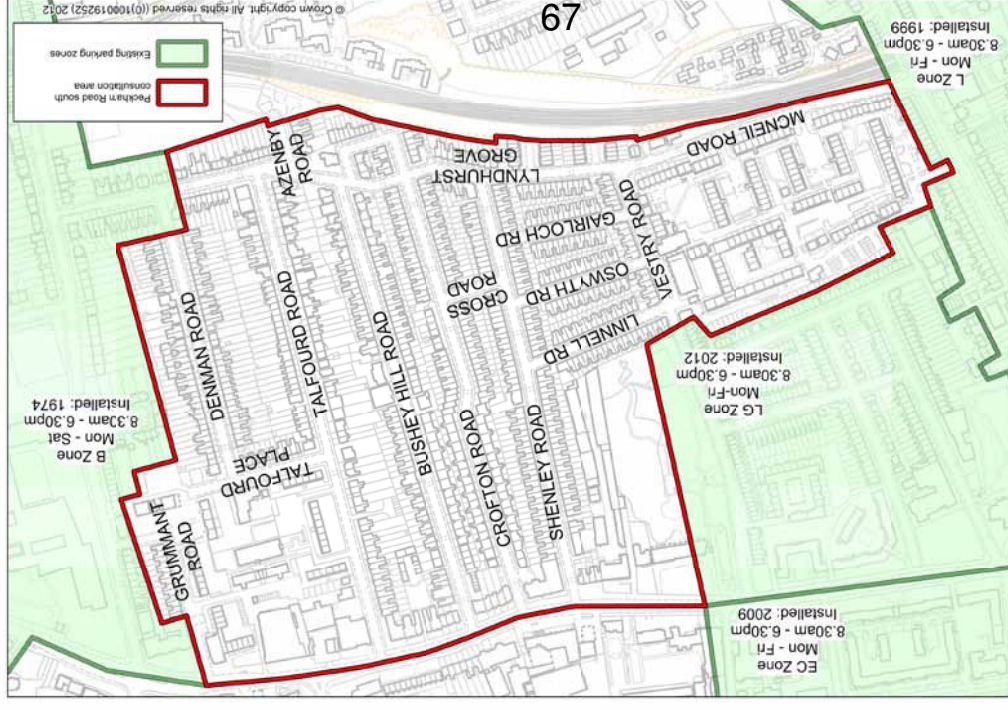
Residents are eligible to purchase 'resident-visitor' permits which allow visitors to park in any vacant resident, permit or shared-use ('pay and display' and permit) bay in the parking zone. You only need to use a visitor permit during the operational hours of the zone. Each voucher allows a whole day's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

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 Difficult

b) Your visitors Easy 1 2 3 4 5 Difficult

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

Mon – Fri daytime You Your visitors

Mon – Fri evening You Your visitors

Saturday You Your visitors

Sunday You Your visitors

Never You 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 maqaal 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 النسخة الصوتية أو بحرف كبيرة، يرجى زيارة الموقع على العنوان أدناه.

Chinese

此份文件包含了有關在 Southwark 停車服務的信息，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 পত্রিকাটিতে পাঠকদের স্মরণীয় এই নথিটিতে সড়ক স্থল সম্পর্কে বা অন্য কোনো প্রকারে বা বড় অক্ষরে এটি পাঠ্যকার বিবরণে সাহায্য করে যেন স্মরণীয় করে রাখা যায়।

Walworth one stop shop
151, Walworth Road,
London, SE17 1RY

Peckham one stop shop
Ground floor, Peckham
Library, 122 Peckham Hill
Street, London SE15

Bermondsey one stop
shop 17 Spa Road,
Bermondsey, London SE16

Reminder

Consultation closes 14 December 2012

For more information
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
Illustration by Tobatron www.tobatron.com

Peckham Road south

First stage parking zone consultation

HAVE YOUR SAY

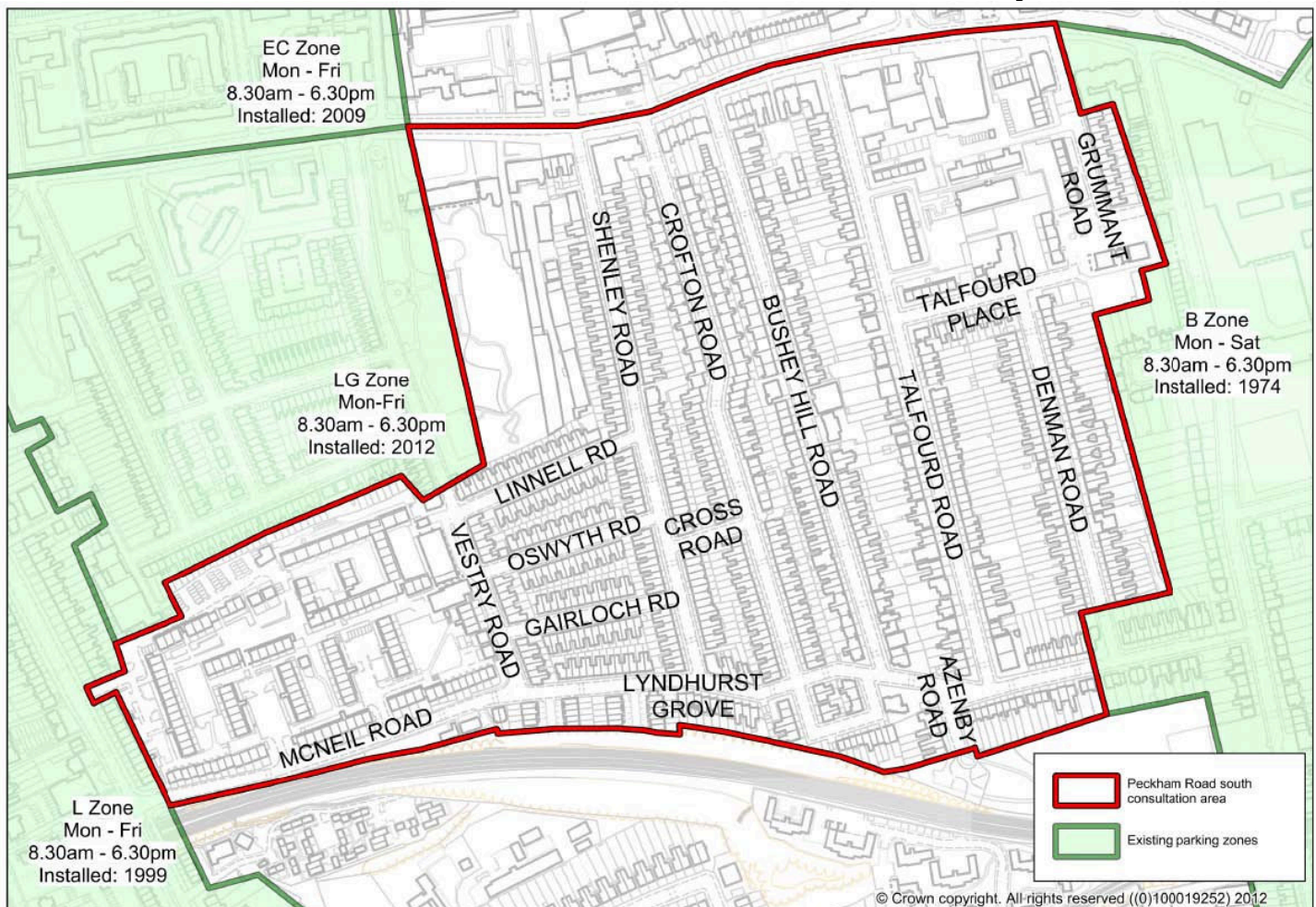
Your views will help us develop our parking plans for the future

November 2012

www.southwark.gov.uk

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

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

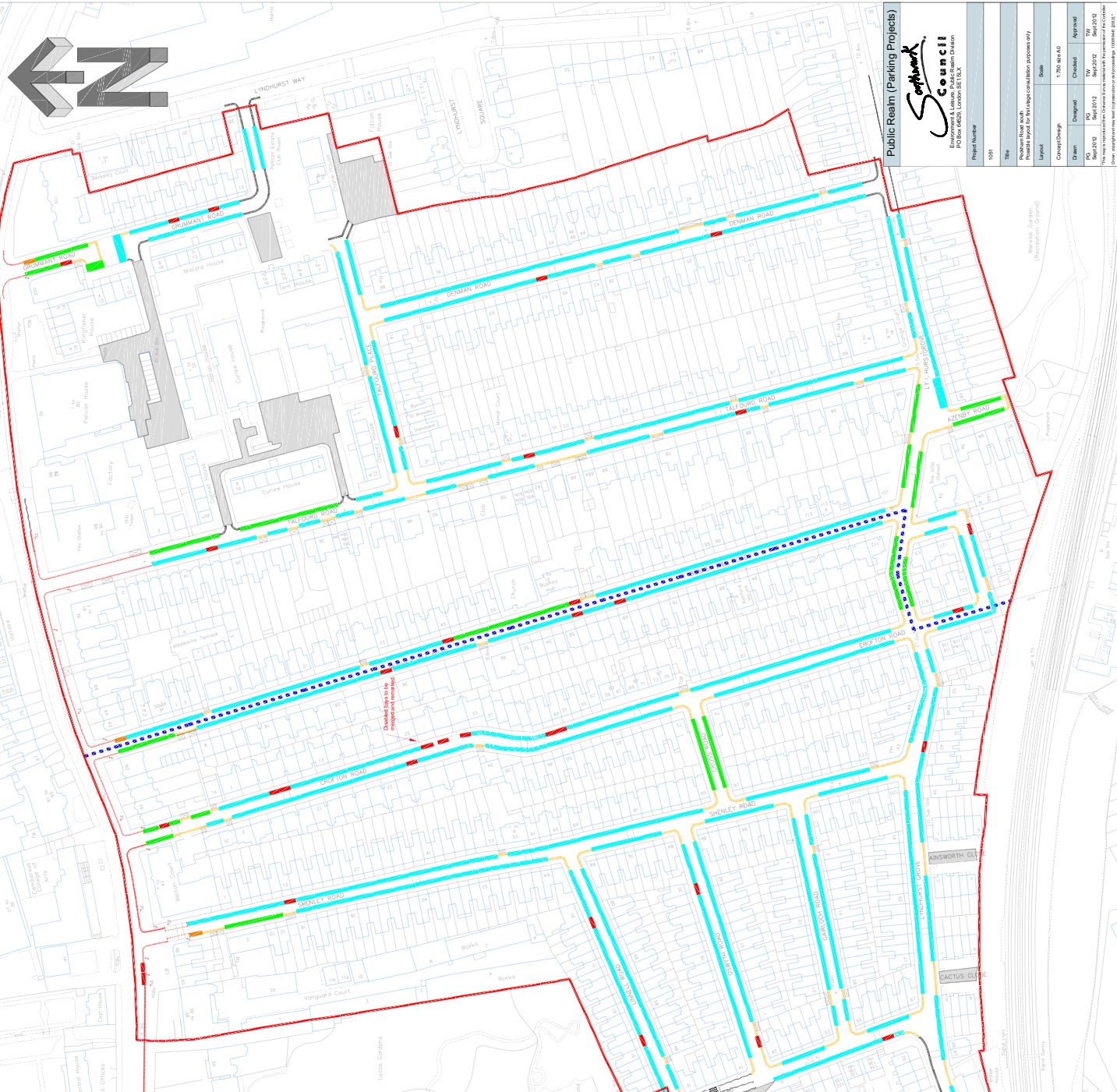
Email: parkingreview@southwark.gov.uk

Telephone: 020 7525 7764 / 020 7525 2021



Peckham Road South - Possible parking zone layout (Concept Design)

Restriction & sign	Type	Description
	Permit holders only bay	You must display a resident or business permit while parked during the controlled hours. Visitor permits are also valid during the hours the parking scheme is in operation.
	Shared use bay	You must display a resident, business or visitor permit while parked during the controlled hours or you can pay and display or pay by phone quoting the number displayed on the sign.
	Origin disabled bay	You must display a valid blue badge at all time when parking in a disabled bay.
	Destination disabled bay	The disabled bays will have a maximum stay period of four hours to encourage turn over of space and prevent all day parking.
	Double yellow line	All double yellow lines operate 24 hours a day, seven days a week. Double yellow lines are sited for safety reasons, in areas where parking could cause an obstruction.
	Dropped kerb (driveway)	Double yellow lines to be installed across the dropped kerb.
	Non public highway	Private road that is not under the councils highway powers and will not be included in the parking zone.
	Consultation & zone boundary	All properties within the boundary are being consulted.
	Community Council boundary	All properties west of the line fall within the Camberwell community council. All properties east of the line fall within the Peckham and Nunhead community council.



Public Realm (Parking Projects)

Southwark Council
 Environment & Leisure - Public Realm Division
 PO Box 6626, London SE15X

Project Number: 1005

File	1:100 scale A3	Approval
Layout	1:100 scale A3	Checked
Concept/Design	1:100 scale A3	Approved
Drawn	TW	TW
NO	SEP2017	SEP2017
NO	SEP2017	SEP2017

Not to scale (Refer to plan for dimensions)

Scale: 1:100

North Arrow

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**

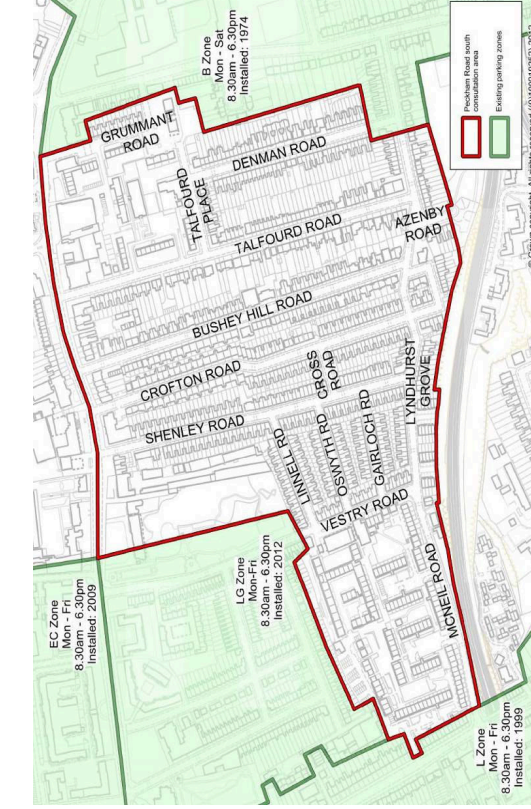
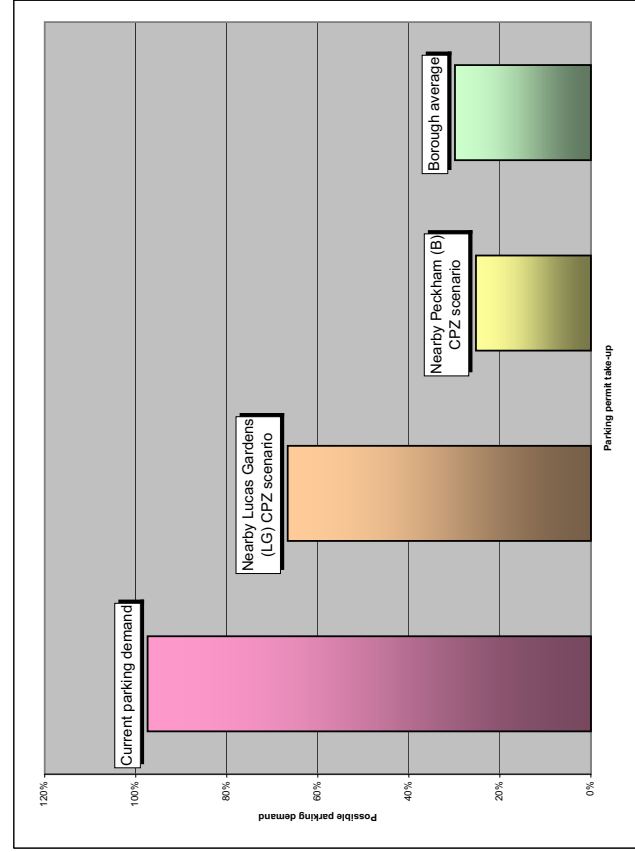
The number of spaces is the length available divided by 5.5m (this is a standard length used which accounts for parking and manoeuvring into the space (An average VW Polo is ~4.0m, a Ford Mondeo is ~4.8m)

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)	608	67%
Peckham (B) CPZ - 11% (An adjacent CPZ scenario)	231	25%
Average of all Southwark CPZs - 13% (the average all-zone scenario)	273	30%

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**

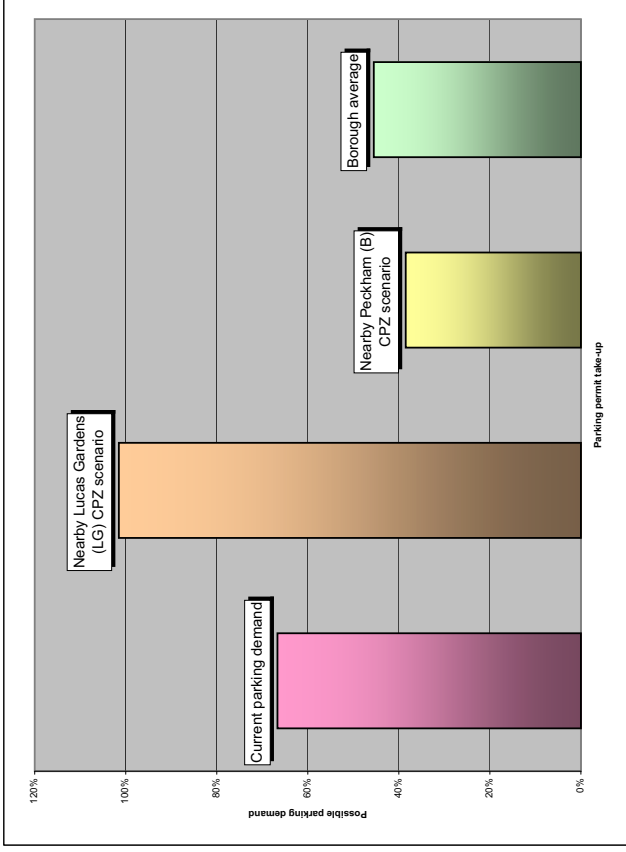
The number of spaces is the length available divided by 5.5m (this is a standard length used which accounts for parking and manoeuvring into the space (An average VW Polo is ~4.0m, a Ford Mondeo is ~4.8m)

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)	8	102%
Peckham (B) CPZ - 11% (An adjacent CPZ scenario)	3	39%
Average of all Southwark CPZs - 13% (the average all-zone scenario)	4	46%

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

PHOTOGRAPH OF AZENBY ROAD

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**

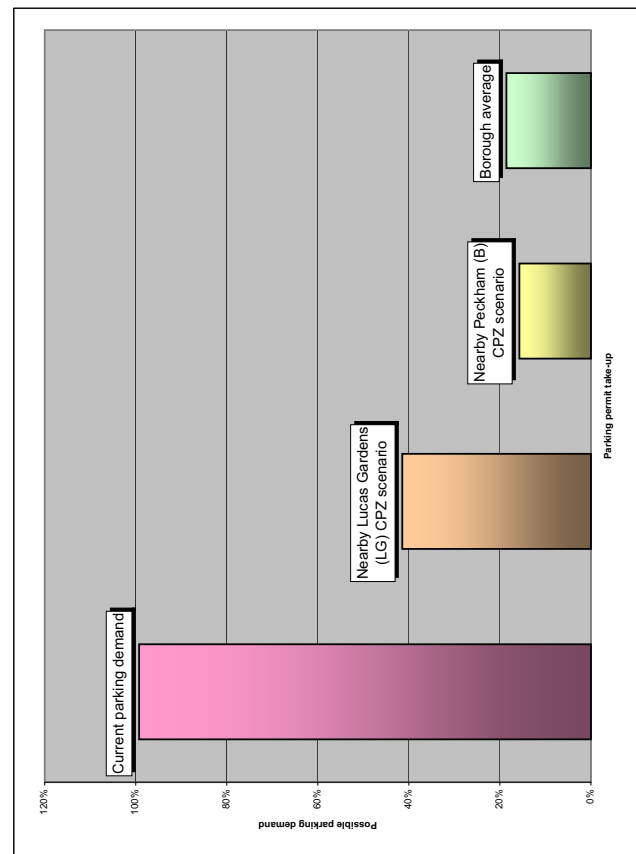
The number of spaces is the length available divided by 5.5m (this is a standard length used which accounts for parking and manoeuvring into the space (An average VW Polo is ~4.0m, a Ford Mondeo is ~4.8m)

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)	55	41%
Peckham (B) CPZ - 11% (An adjacent CPZ scenario)	21	16%
Average of all Southwark CPZs - 13% (the average all-zone scenario)	25	19%

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**

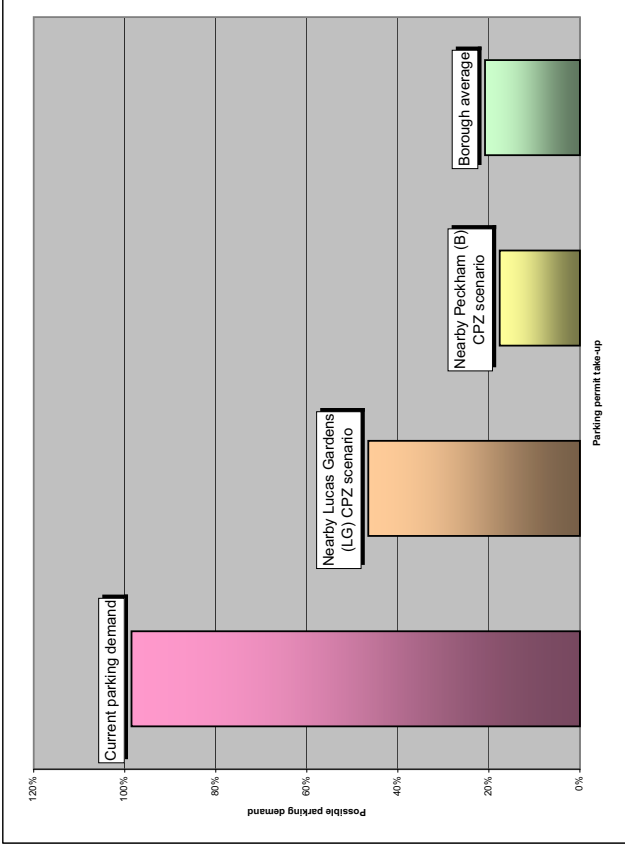
The number of spaces is the length available divided by 5.5m (this is a standard length used which accounts for parking and manoeuvring into the space (An average VW Polo is ~4.0m, a Ford Mondeo is ~4.8m)

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)	63	46%
Peckham (B) CPZ - 11% (An adjacent CPZ scenario)	24	18%
Average of all Southwark CPZs - 13% (the average all-zone scenario)	28	21%

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

Average parking occupancy in CROSS ROAD

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

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

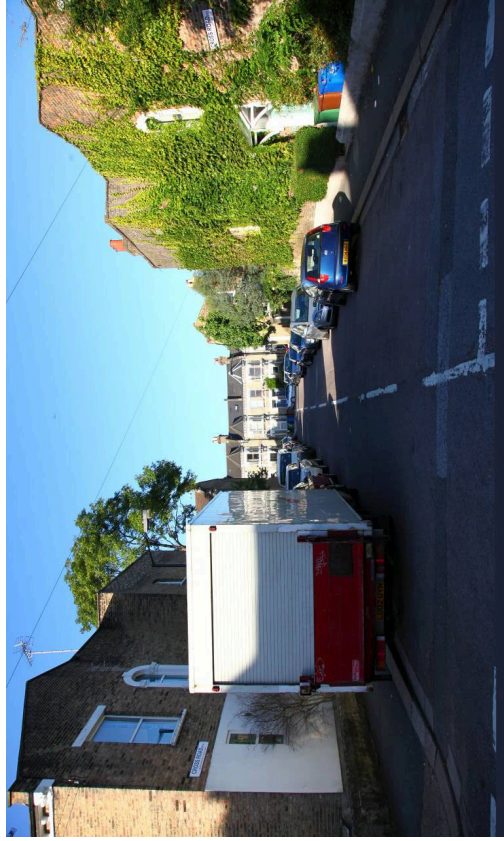
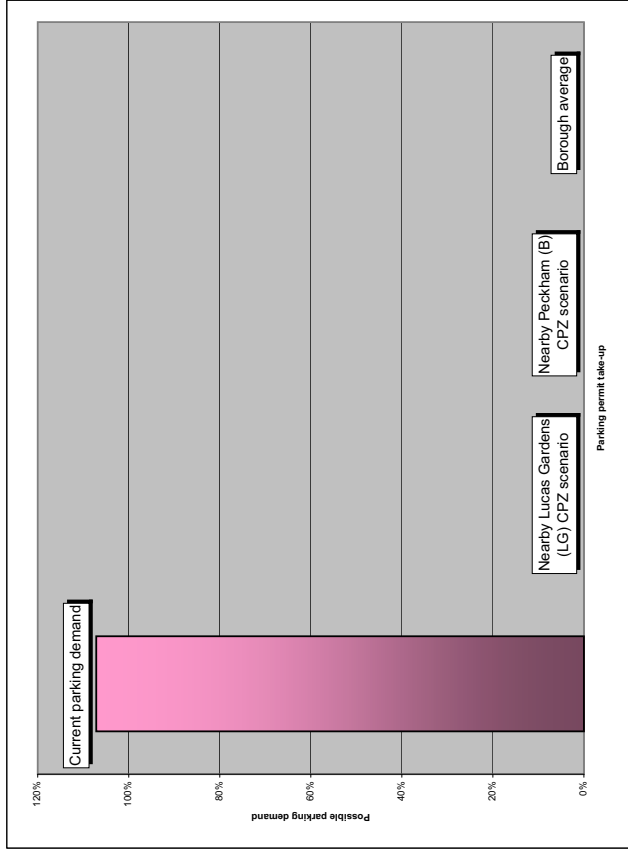
The number of spaces is the length available divided by 5.5m (this is a standard length used which accounts for parking and manoeuvring into the space (An average VW Polo is ~4.0m, a Ford Mondeo is ~4.8m)

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)	<input type="text" value="0"/>	<input type="text" value="0%"/>
Peckham (B) CPZ - 11% (An adjacent CPZ scenario)	<input type="text" value="0"/>	<input type="text" value="0%"/>
Average of all Southwark CPZs - 13% (the average all-zone scenario)	<input type="text" value="0"/>	<input type="text" value="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**

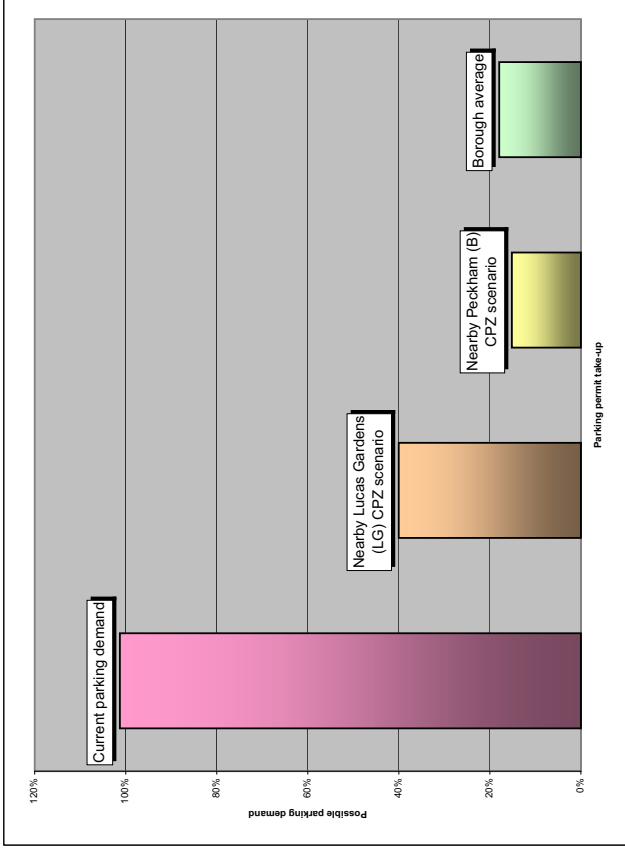
The number of spaces is the length available divided by 5.5m (this is a standard length used which accounts for parking and manoeuvring into the space (An average VW Polo is ~4.0m, a Ford Mondeo is ~4.8m)

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)	32	40%
Peckham (B) CPZ - 11% (An adjacent CPZ scenario)	12	15%
Average of all Southwark CPZs - 13% (the average all-zone scenario)	14	18%

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**

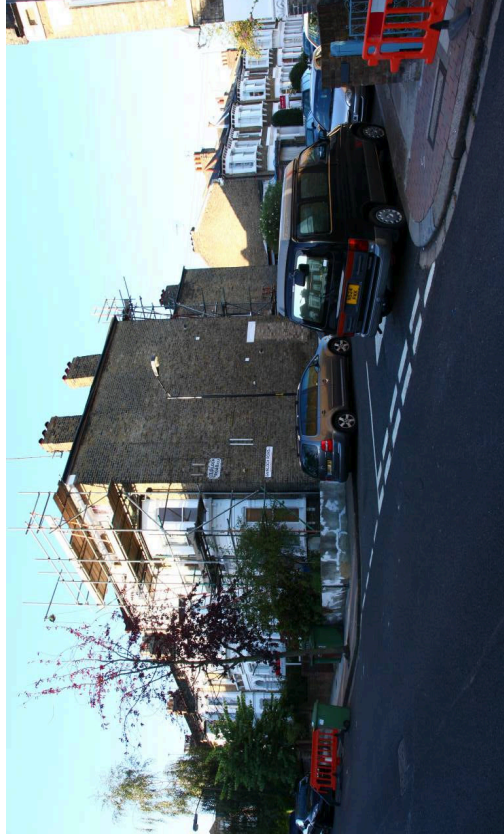
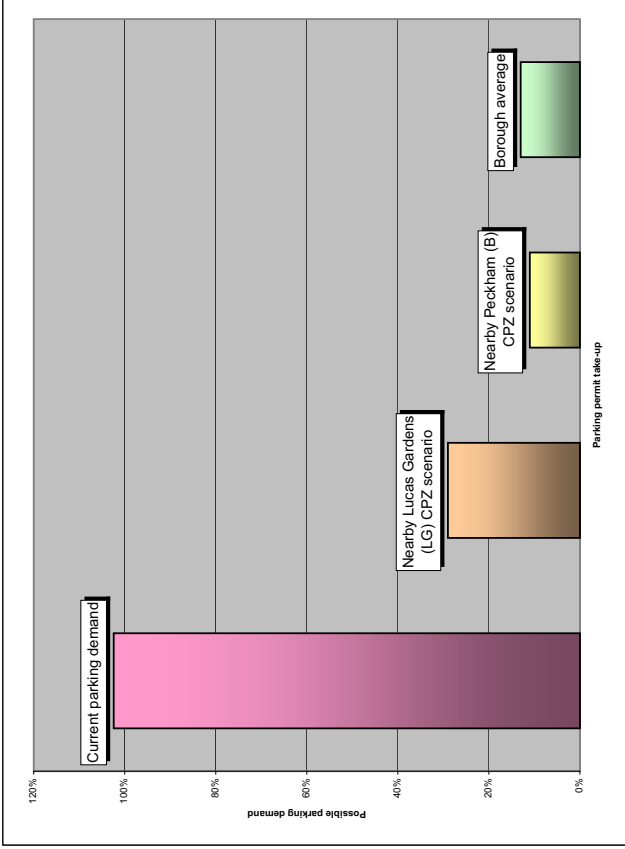
The number of spaces is the length available divided by 5.5m (this is a standard length used which accounts for parking and manoeuvring into the space (An average VW Polo is ~4.0m, a Ford Mondeo is ~4.8m)

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)	10	29%
Peckham (B) CPZ - 11% (An adjacent CPZ scenario)	4	11%
Average of all Southwark CPZs - 13% (the average all-zone scenario)	4	13%

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**

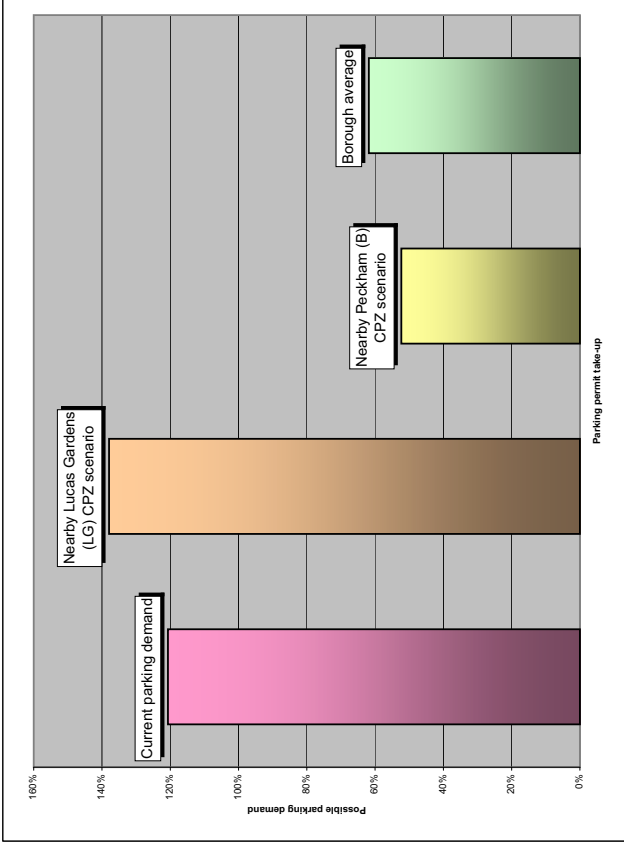
The number of spaces is the length available divided by 5.5m (this is a standard length used which accounts for parking and manoeuvring into the space (An average VW Polo is ~4.0m, a Ford Mondeo is ~4.8m)

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)	57	138%
Peckham (B) CPZ - 11% (An adjacent CPZ scenario)	21	52%
Average of all Southwark CPZs - 13% (the average all-zone scenario)	25	62%

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**

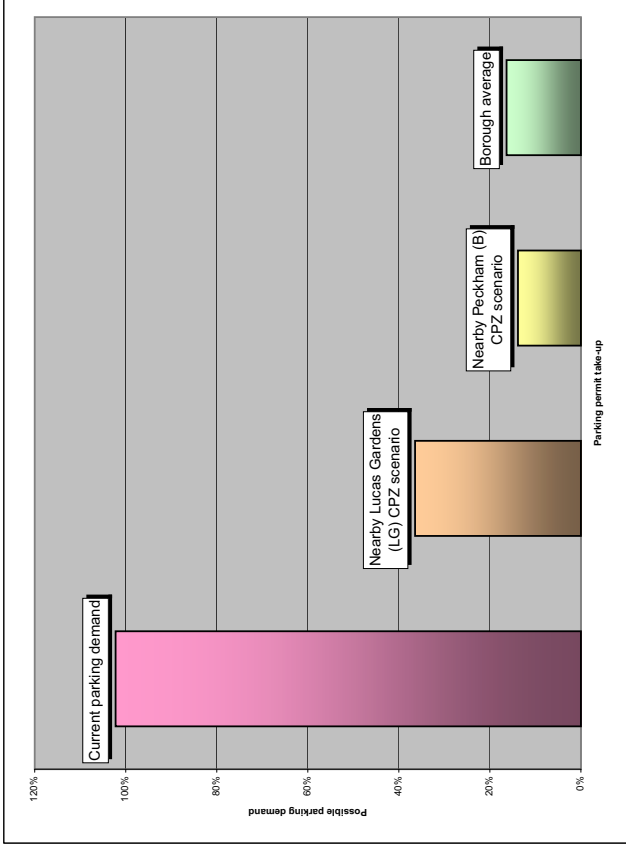
The number of spaces is the length available divided by 5.5m (this is a standard length used which accounts for parking and manoeuvring into the space (An average VW Polo is ~4.0m, a Ford Mondeo is ~4.8m)

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)	14	36%
Peckham (B) CPZ - 11% (An adjacent CPZ scenario)	5	14%
Average of all Southwark CPZs - 13% (the average all-zone scenario)	6	16%

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**

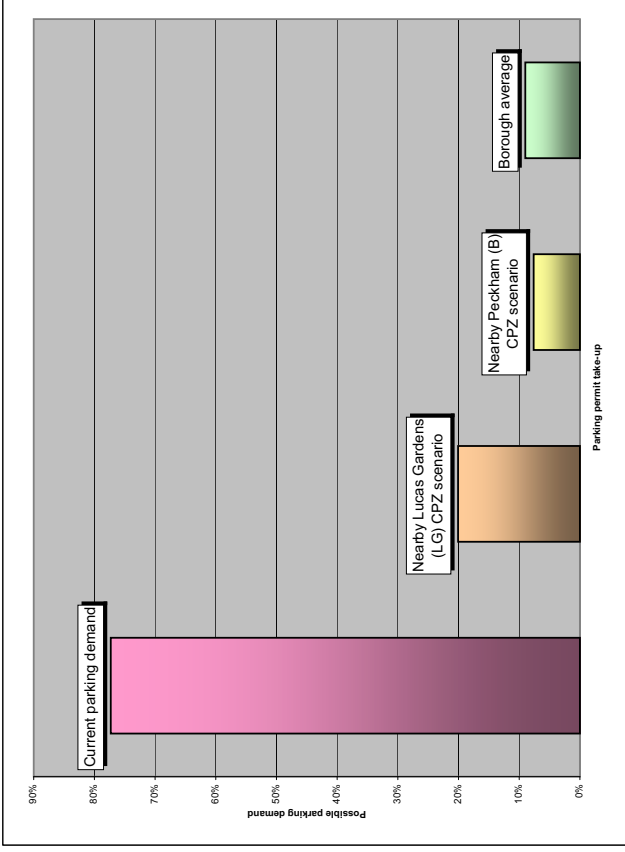
The number of spaces is the length available divided by 5.5m (this is a standard length used which accounts for parking and manoeuvring into the space (An average VW Polo is ~4.0m, a Ford Mondeo is ~4.8m)

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)	21	20%
Peckham (B) CPZ - 11% (An adjacent CPZ scenario)	8	8%
Average of all Southwark CPZs - 13% (the average all-zone scenario)	9	9%

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**

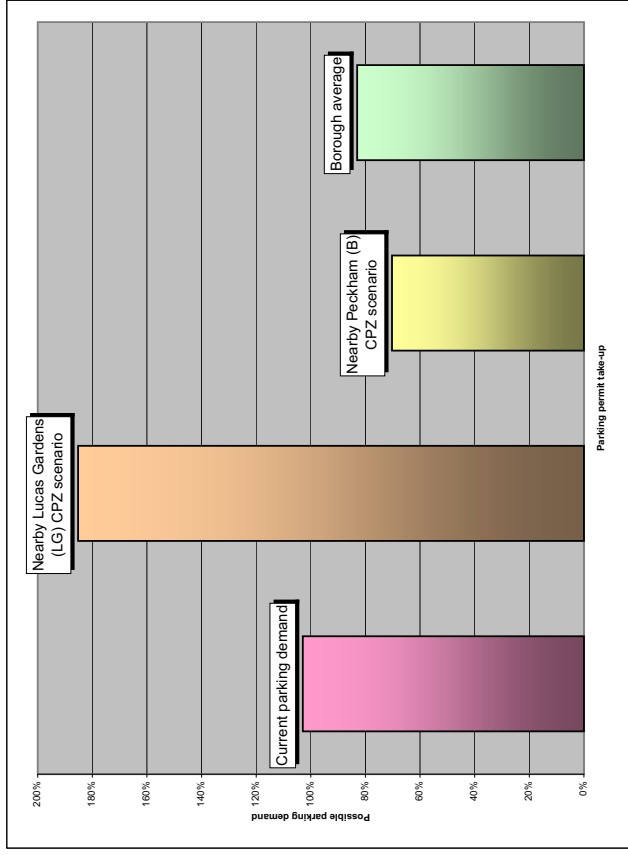
The number of spaces is the length available divided by 5.5m (this is a standard length used which accounts for parking and manoeuvring into the space (An average VW Polo is ~4.0m, a Ford Mondeo is ~4.8m)

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)	57	185%
Peckham (B) CPZ - 11% (An adjacent CPZ scenario)	22	70%
Average of all Southwark CPZs - 13% (the average all-zone scenario)	26	83%

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**

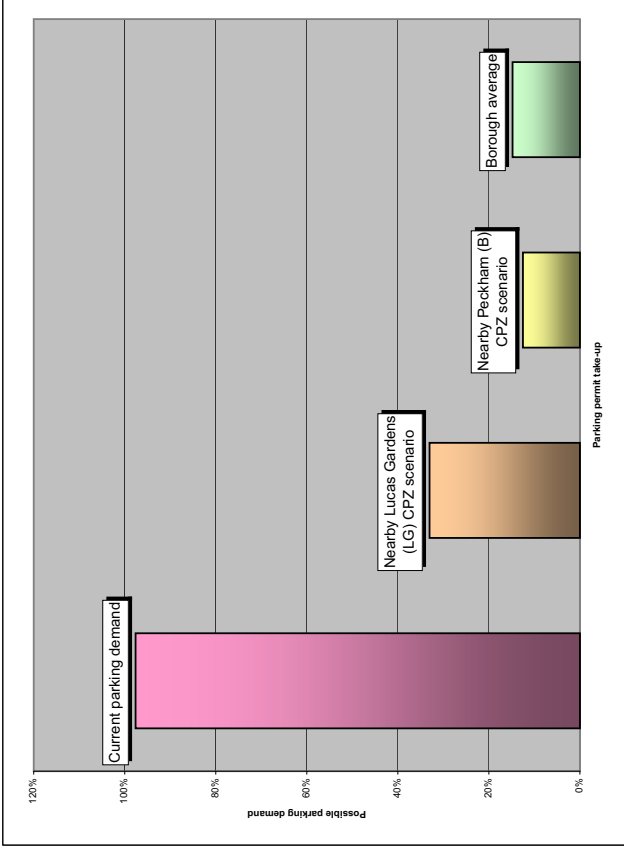
The number of spaces is the length available divided by 5.5m (this is a standard length used which accounts for parking and manoeuvring into the space (An average VW Polo is ~4.0m, a Ford Mondeo is ~4.8m)

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)	12	33%
Peckham (B) CPZ - 11% (An adjacent CPZ scenario)	5	13%
Average of all Southwark CPZs - 13% (the average all-zone scenario)	5	15%

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**

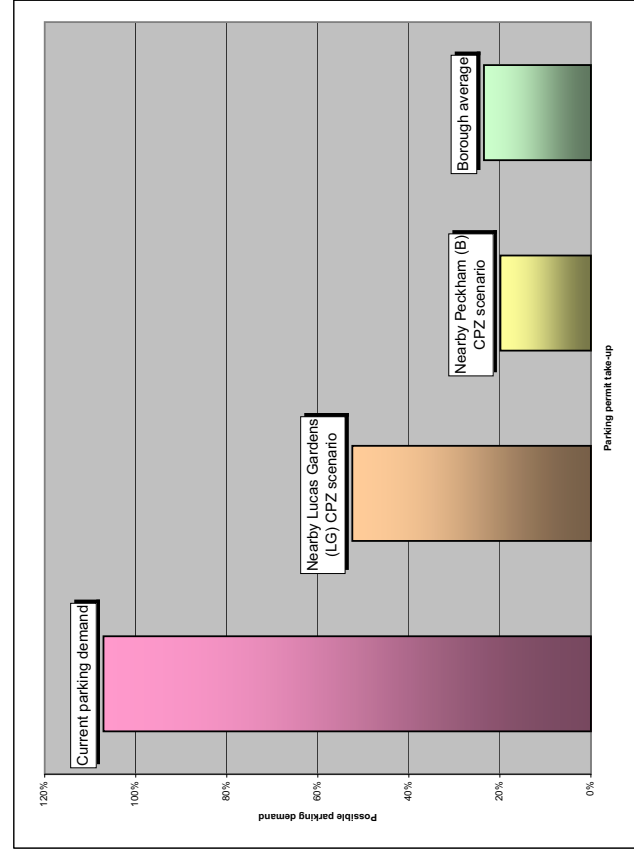
The number of spaces is the length available divided by 5.5m (this is a standard length used which accounts for parking and manoeuvring into the space (An average VW Polo is ~4.0m, a Ford Mondeo is ~4.8m)

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)	55	52%
Peckham (B) CPZ - 11% (An adjacent CPZ scenario)	21	20%
Average of all Southwark CPZs - 13% (the average all-zone scenario)	24	24%

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**

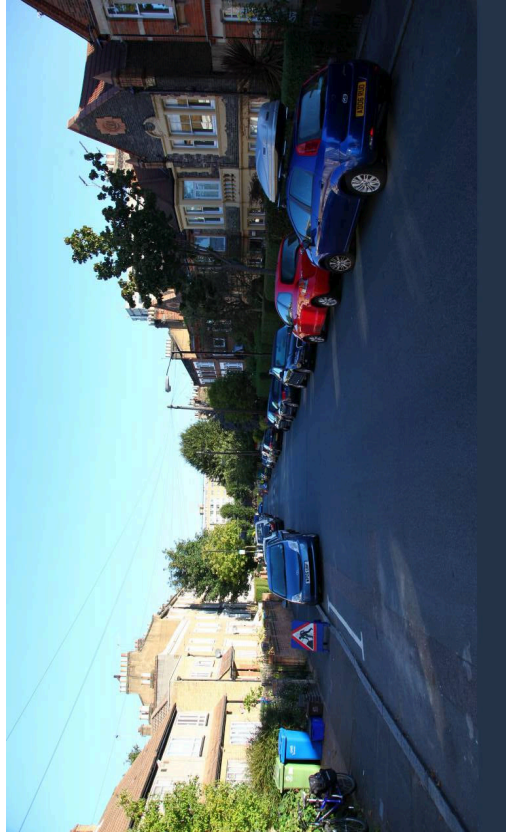
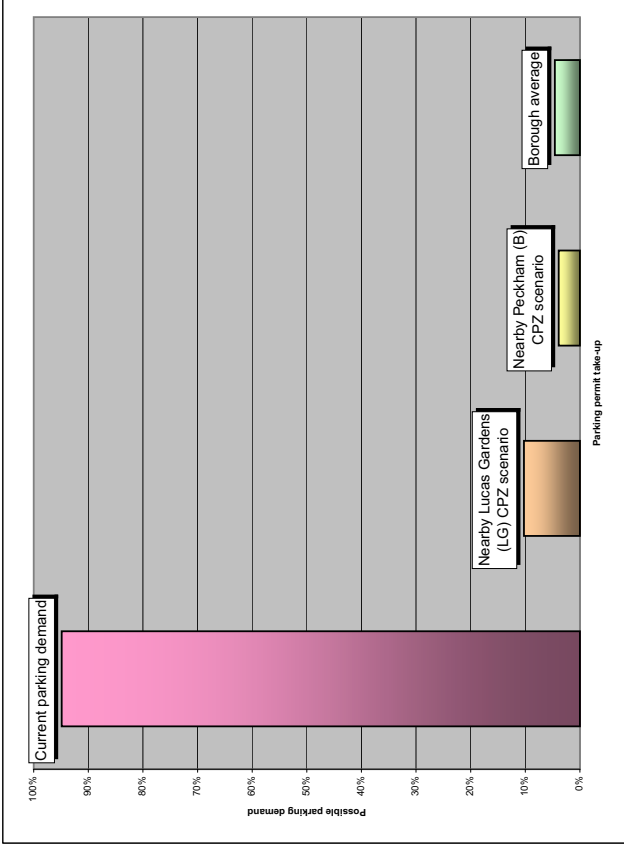
The number of spaces is the length available divided by 5.5m (this is a standard length used which accounts for parking and manoeuvring into the space (An average VW Polo is ~4.0m, a Ford Mondeo is ~4.8m)

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)	3	10%
Peckham (B) CPZ - 11% (An adjacent CPZ scenario)	1	4%
Average of all Southwark CPZs - 13% (the average all-zone scenario)	2	5%

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**

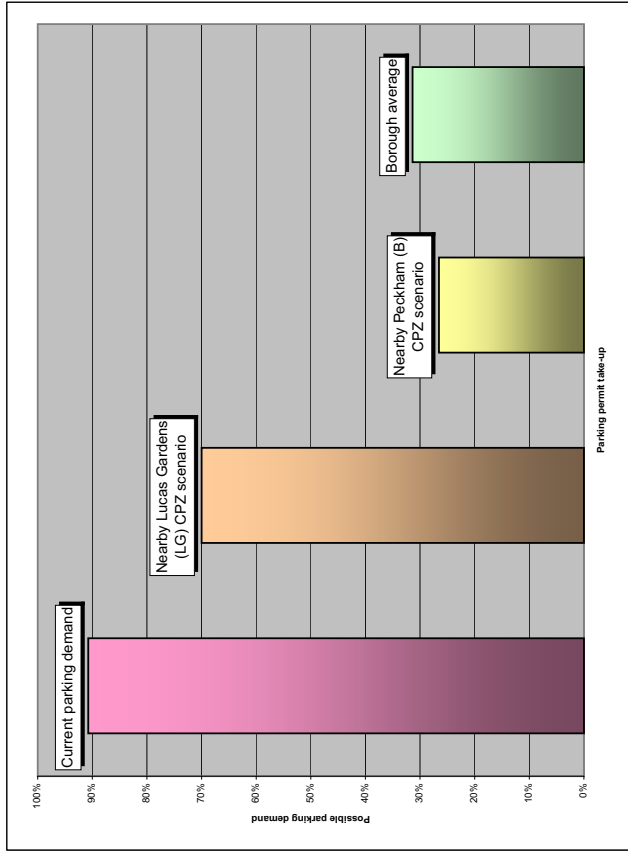
The number of spaces is the length available divided by 5.5m (this is a standard length used which accounts for parking and manoeuvring into the space (An average VW Polo is ~4.0m, a Ford Mondeo is ~4.8m)

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)	73	70%
Peckham (B) CPZ - 11% (An adjacent CPZ scenario)	28	27%
Average of all Southwark CPZs - 13% (the average all-zone scenario)	33	31%

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**

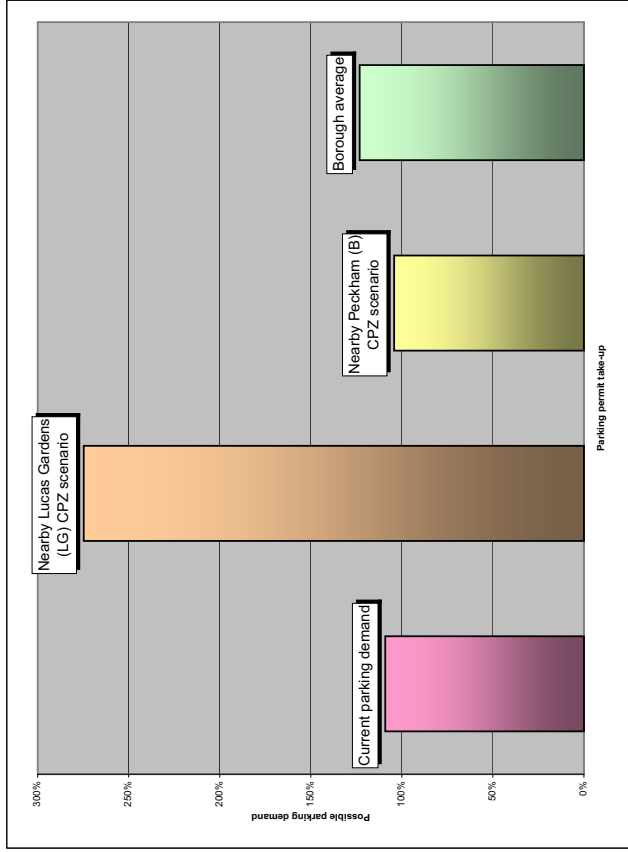
The number of spaces is the length available divided by 5.5m (this is a standard length used which accounts for parking and manoeuvring into the space (An average VW Polo is ~4.0m, a Ford Mondeo is ~4.8m)

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)	52	275%
Peckham (B) CPZ - 11% (An adjacent CPZ scenario)	20	104%
Average of all Southwark CPZs - 13% (the average all-zone scenario)	23	123%

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%
ZONE AVERAGE or MODE	54%	63%	06:00	45%	15:00 & 18:00	8%	8%
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



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

- * 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 Or calling 0207 525 7764. Or completing an online form at 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 or by completing an online form at
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

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
- 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

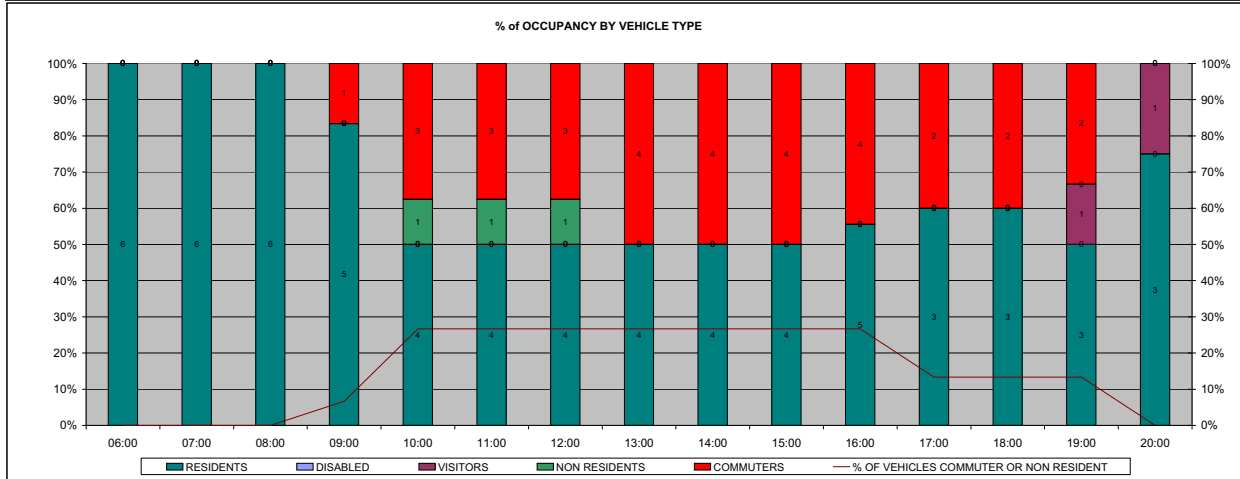
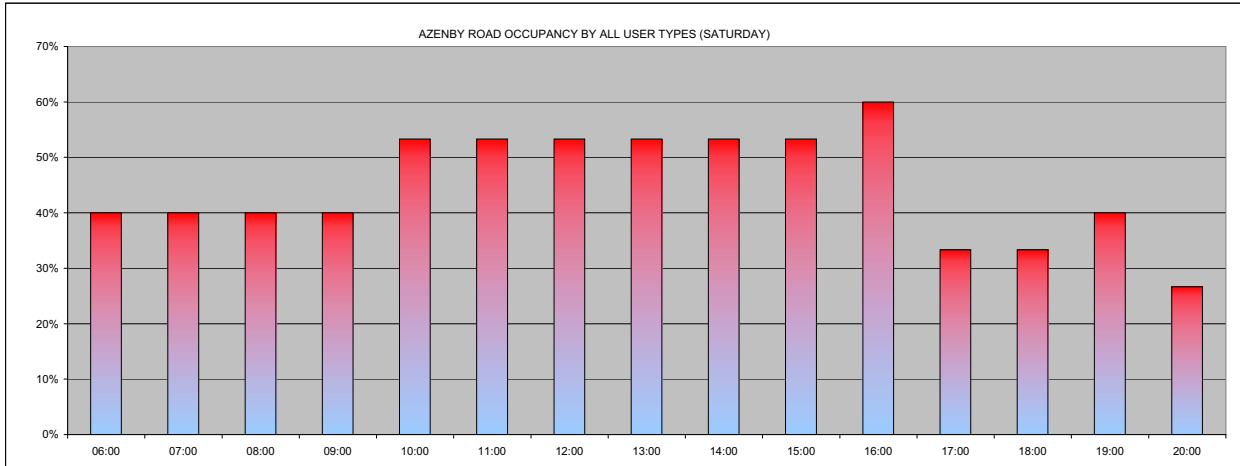
Survey Type: Parking Survey data

Survey Date: Saturday 20 October 2012

Survey Time: 06:00 - 21:00

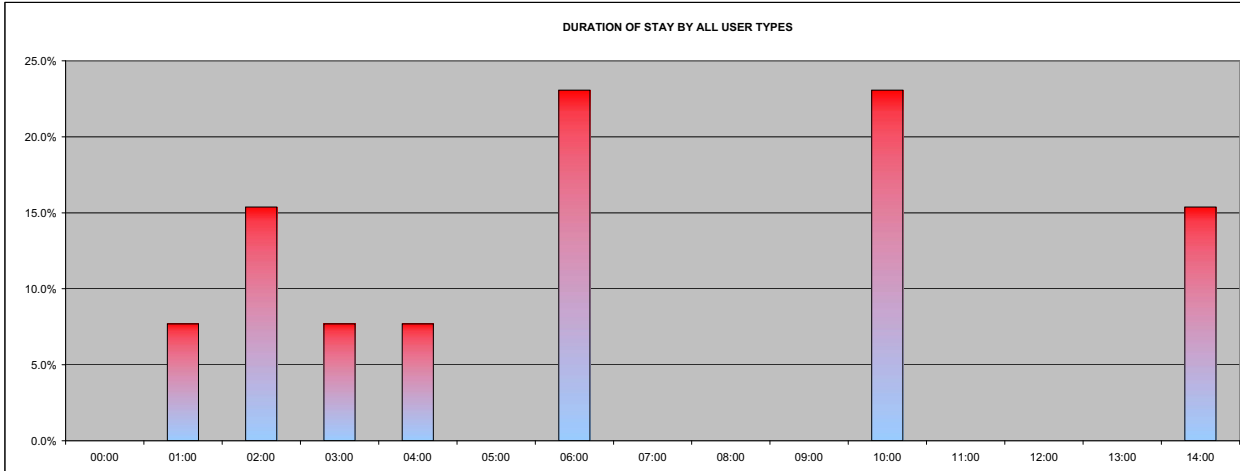
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	
COMMUTERS	0	0	0	1	3	3	4	4	4	4	4	2	2	2	0	
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NON RESIDENTS	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	
RESIDENTS	6	6	6	5	4	4	4	4	4	4	5	3	3	3	3	
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
TOTAL 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%	7%	7%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%
% OF VEHICLES - RESIDENTS		40%	40%	40%	33%	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%	7%	7%	

% OF VEHICLES COMMUTER OR NON RESIDENT		0%	0%	0%	7%	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%	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%	0.0%	23.1%	0.0%	0.0%	0.0%	23.1%	0.0%	0.0%	0.0%	0.0%	15.4%
% OF VEHICLES - COMMUTERS (> 6hrs)		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%	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%	0.0%	0.0%	0.0%	0.0%	0.0%	15.4%	0.0%	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%

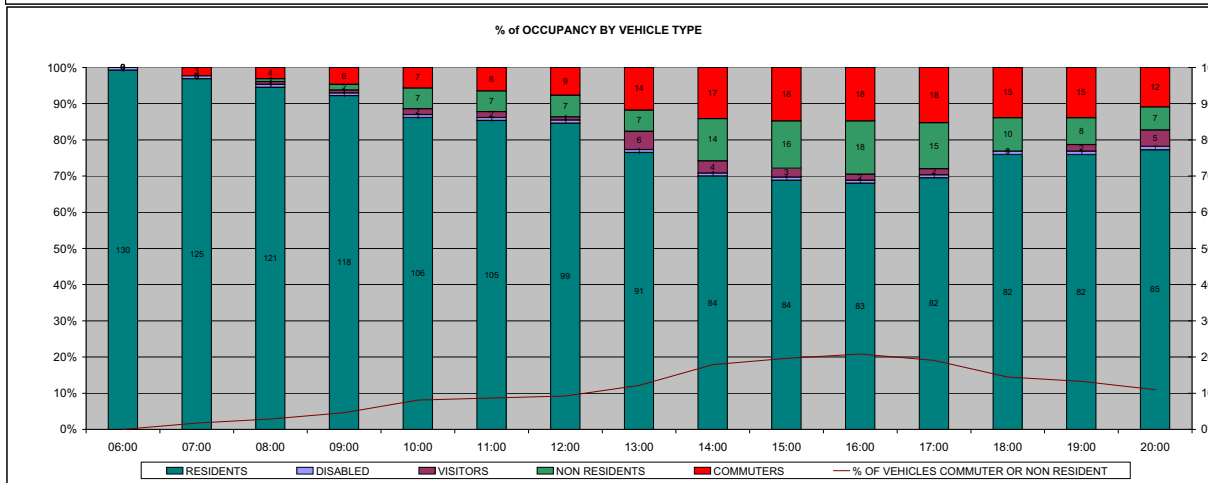
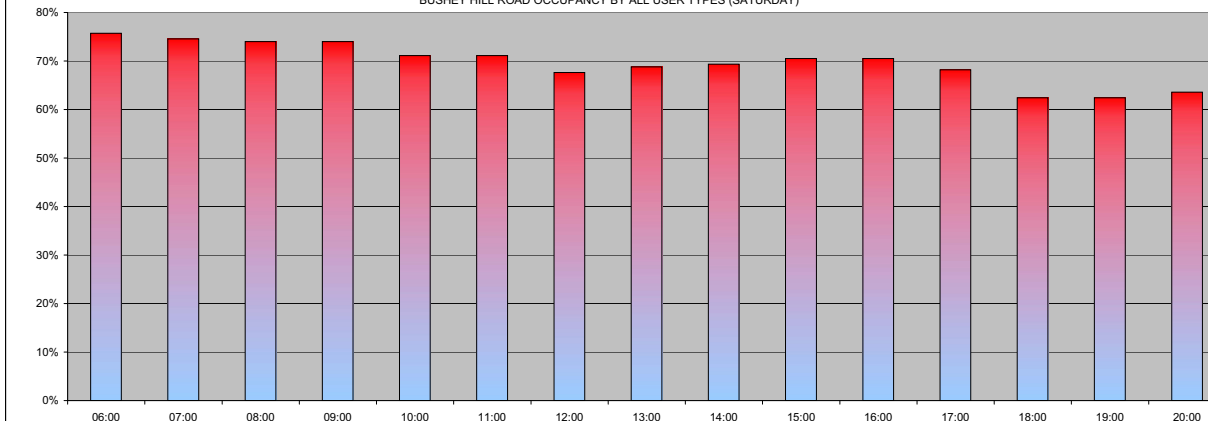
% OF VEHICLES COMMUTER OR NON RESIDENT		0.0%	0.0%	0.6%	0.0%	0.0%	1.8%	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED		0.0%	0.6%	0.6%	0.6%	0.6%	0.0%	0.0%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	0.0%	85.7%



	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	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	16	18	15	10	8	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	2	0	2	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%	57%	53%	49%	45%	42%	40%	37%	33%	31%	28%
% OF VEHICLES - VISITORS (0-3hrs)	0%	0%	1%	1%	1%	1%	1%	3%	2%	2%	1%	1%	0%	1%	3%

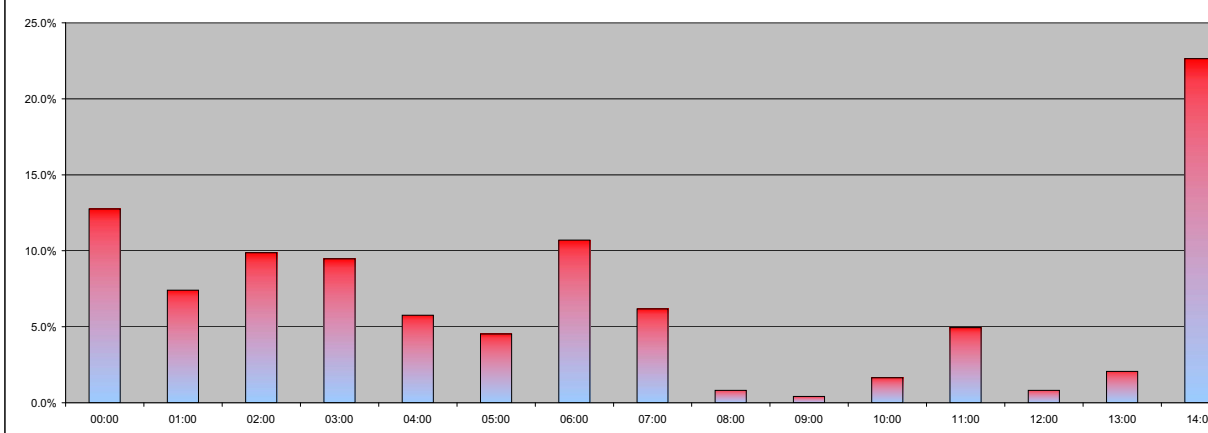
% OF VEHICLES COMMUTER OR NON RESIDENT	0%	2%	3%	5%	8%	9%	9%	12%	18%	20%	21%	19%	14%	13%	11%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED	76%	73%	71%	69%	63%	62%	58%	51%	47%	45%	40%	37%	33%	31%	28%



	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	178
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

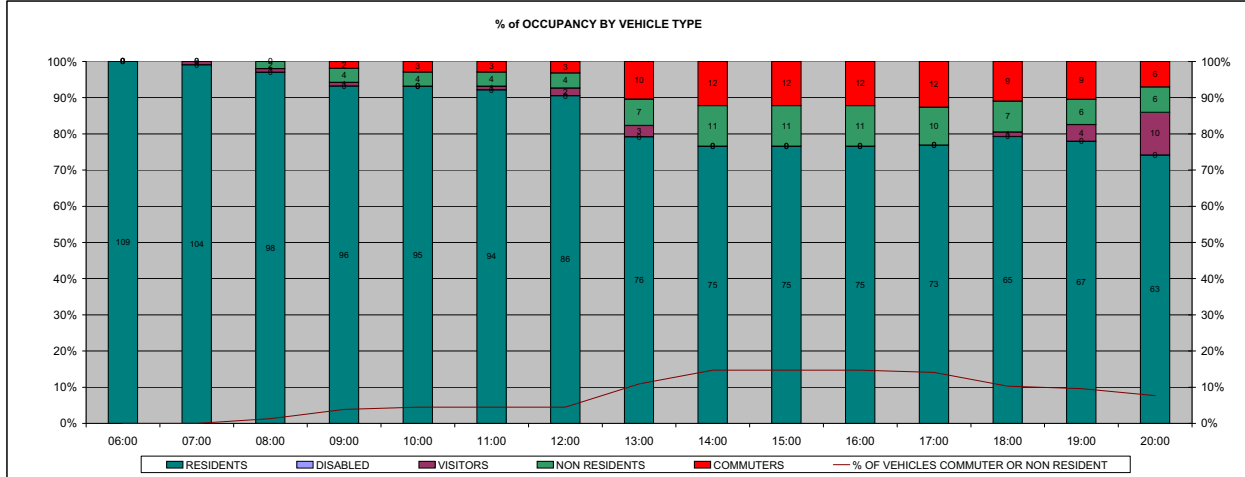
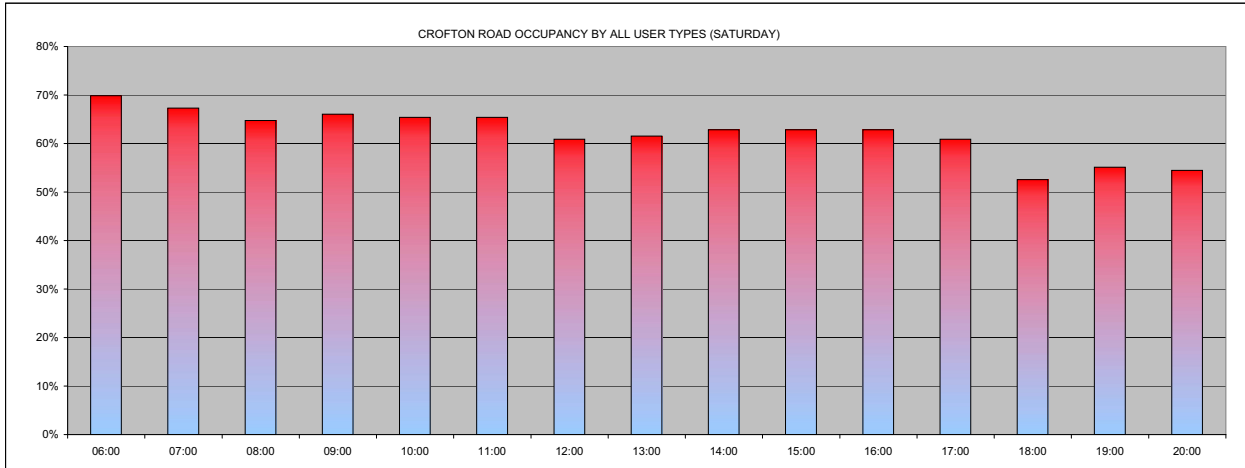
BUSHEY HILL ROAD DURATION BY ALL USER TYPES	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00
% OF VEHICLES - COMMUTERS (> 6hrs)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	2.9%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%
% OF VEHICLES - DISABLED	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	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%	4.2%	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%



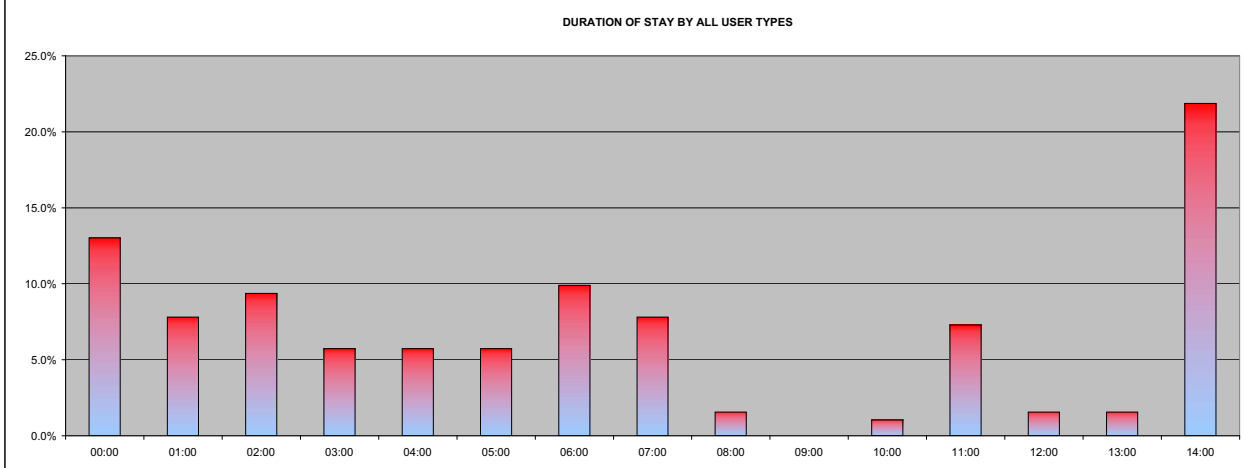
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
COMMUTERS	0	0	0	2	3	3	3	10	12	12	12	12	9	9	6
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	2	4	4	4	4	7	11	11	11	10	7	6	6
RESIDENTS	109	104	98	96	95	94	86	76	75	75	73	65	67	63	
VISITORS	0	1	1	1	0	1	2	3	0	0	0	1	4	10	
TOTAL SAFE PARKING SPACES	156														
CROFTON ROAD OCCUPANCY BY ALL USER TYPES (SATURDAY)															
% OF VEHICLES - COMMUTERS (> 6hrs)	0%	0%	0%	1%	2%	2%	2%	6%	8%	8%	8%	8%	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%	8%	15%	15%	15%	14%	10%	10%	8%
% OF VEHICLES - RESIDENTS	70%	67%	63%	62%	61%	60%	58%	48%	48%	48%	48%	47%	42%	43%	40%
% OF VEHICLES - VISITORS (0-3hrs)	0%	1%	1%	1%	0%	1%	1%	2%	0%	0%	0%	0%	1%	3%	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%



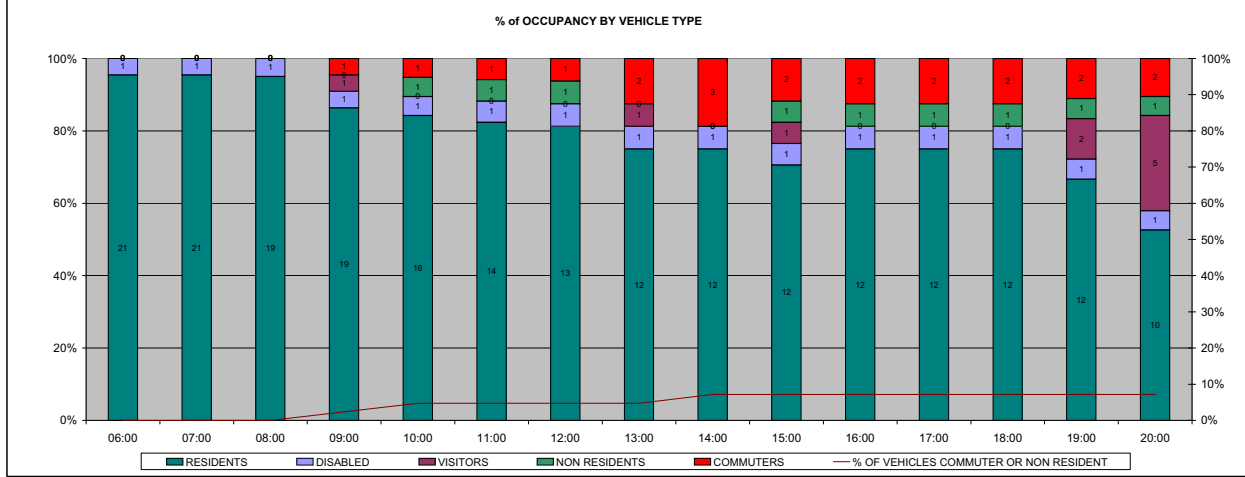
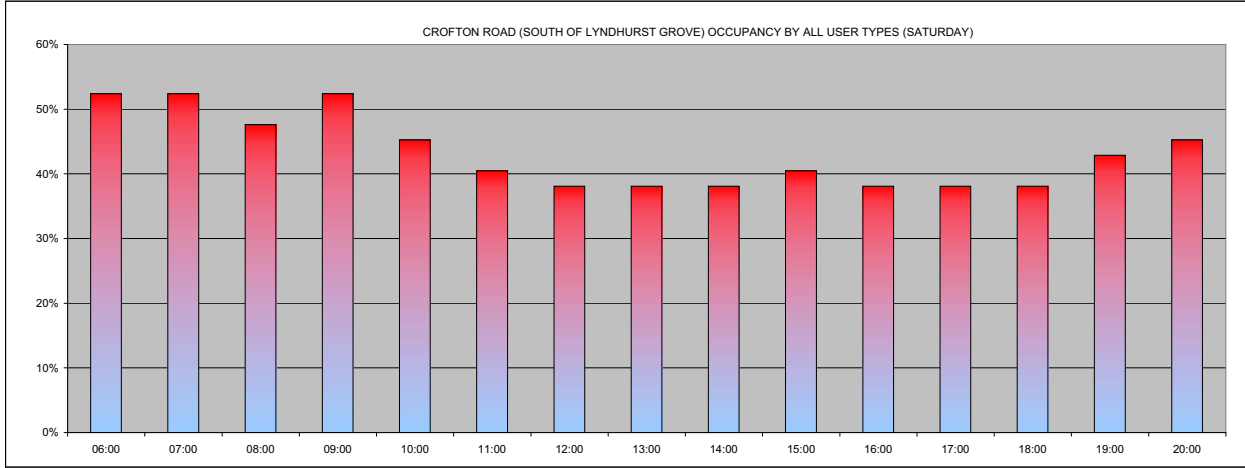
	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	TOT
COMMUTERS	0	0	0	0	0	0	1	3	6	2	0	0	0	0	0	12
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	6	8	9	0	0	0	0	0	0	0	0	0	0	21
RESIDENTS	11	10	12	5	2	10	16	9	1	0	2	14	3	3	42	140
VISITORS	14	5	0	0	0	0	0	0	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																
% OF VEHICLES - COMMUTERS (> 6hrs)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	3.1%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	21.9%
% 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%	3.1%	3.1%	4.7%	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	5.7%	5.2%	6.3%	2.6%	1.0%	5.2%	8.3%	4.7%	0.5%	0.0%	1.0%	7.3%	1.6%	1.6%	1.6%	21.6%
% 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%	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%



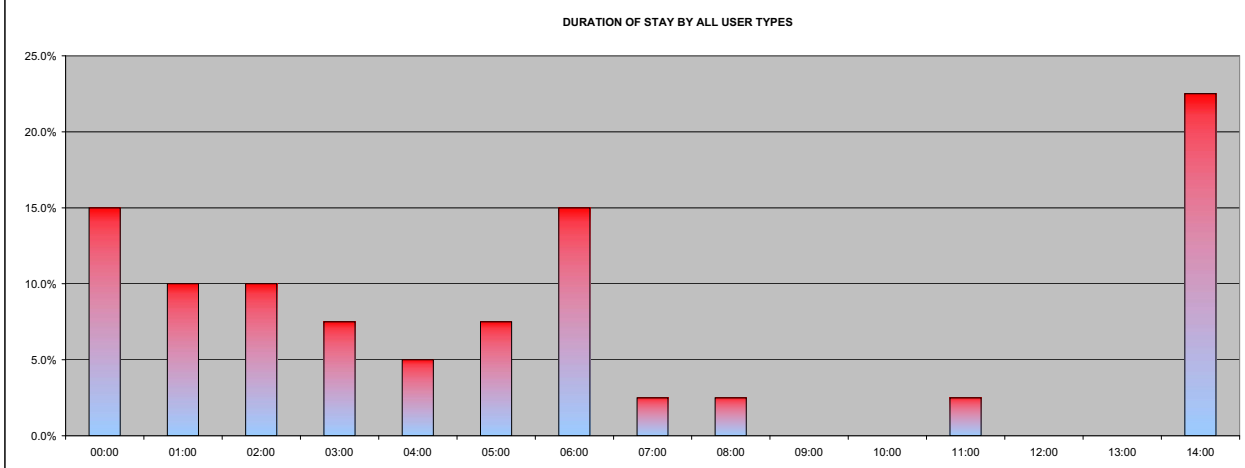
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
COMMUTERS	0	0	0	1	1	1	2	3	2	2	2	2	2	2	2
DISABLED	1	1	1	1	1	1	1	0	1	1	1	1	1	1	1
NON RESIDENTS	0	0	0	0	1	1	1	0	0	1	1	1	1	1	1
RESIDENTS	21	21	19	19	16	14	13	12	12	12	12	12	12	12	10
VISITORS	0	0	0	1	0	0	0	1	0	0	0	0	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%



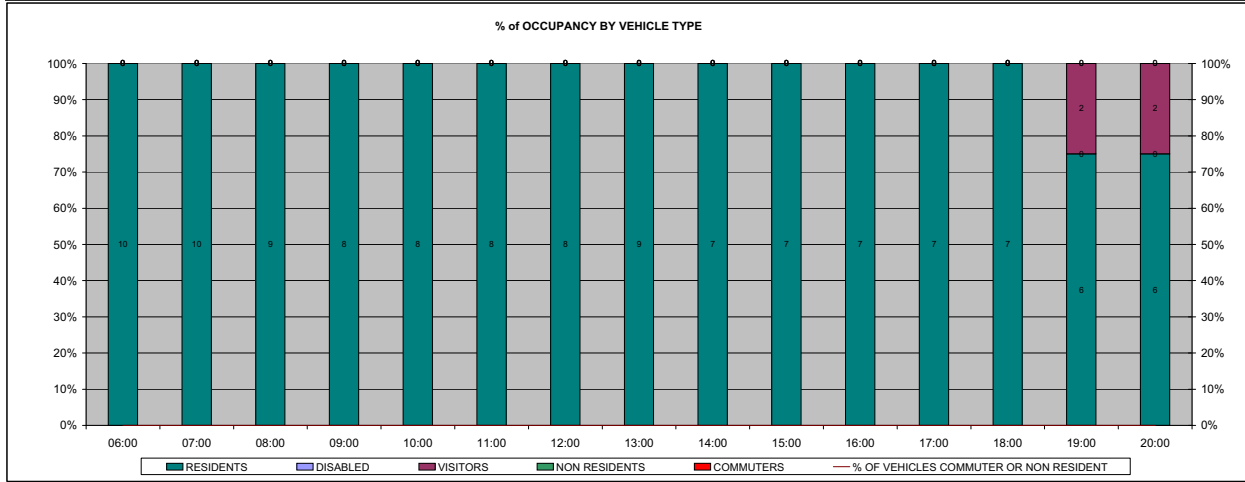
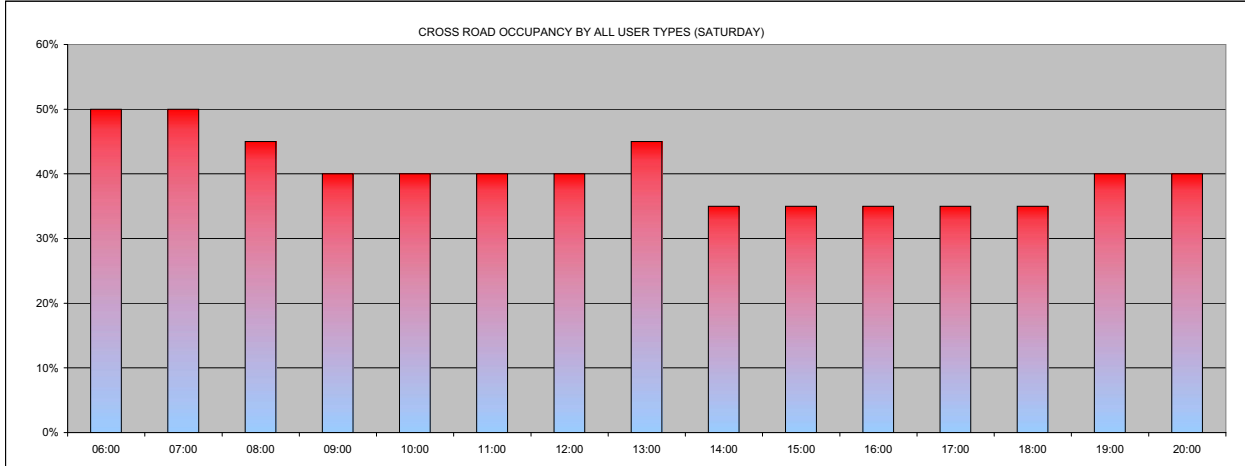
	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	TOT
COMMUTERS	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
NON RESIDENTS	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
RESIDENTS	0	2	1	3	2	2	5	0	1	0	0	1	0	0	0	25
VISITORS	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8
TOTAL	6	4	3	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%	0.0%	2.5%	2.5%	2.5%	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%	7.5%	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	10.0%	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%



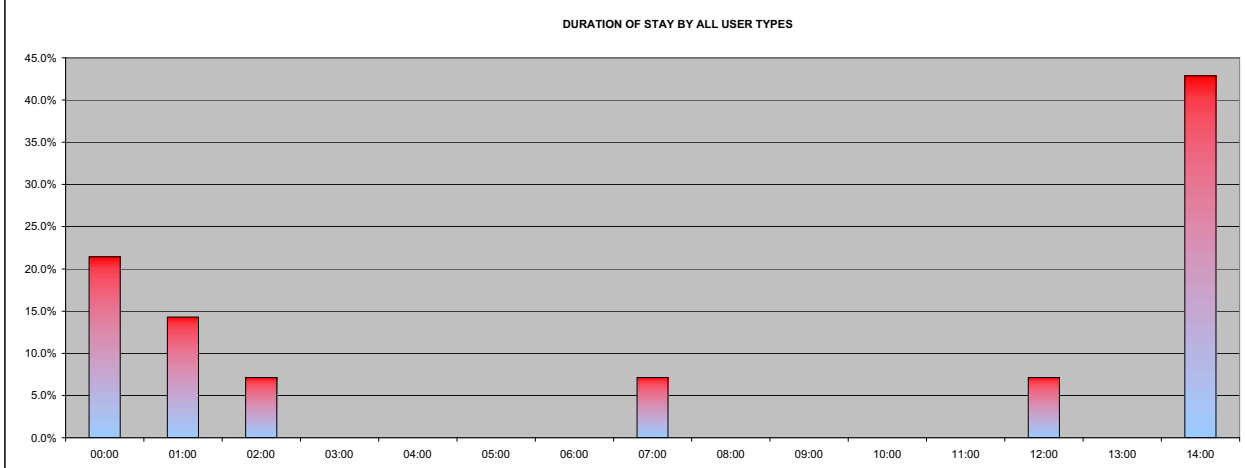
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
COMMUTERS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
RESIDENTS	10	10	9	8	8	8	8	9	7	7	7	7	7	6	6
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
TOTAL SAFE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



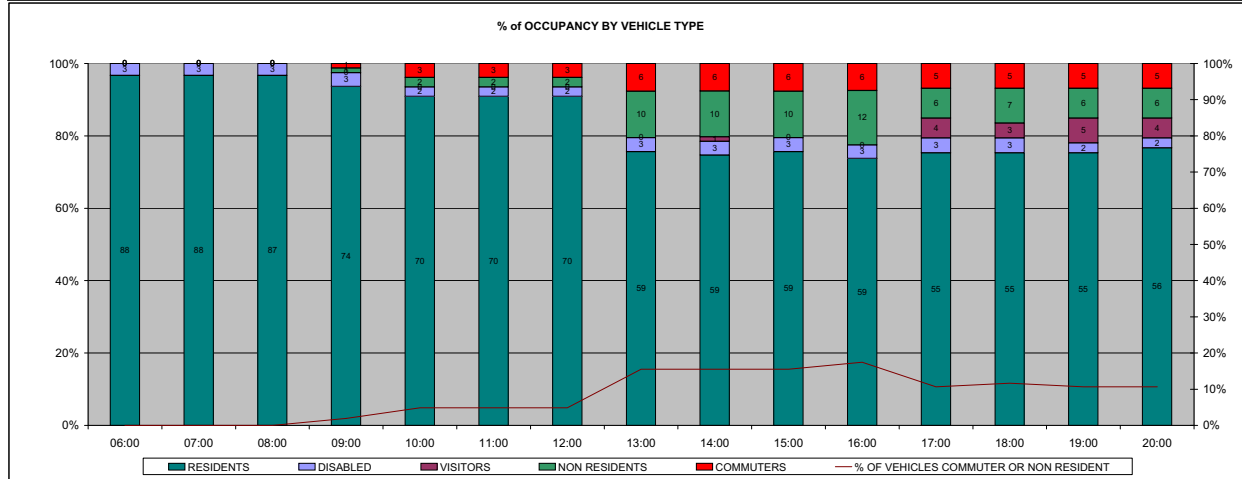
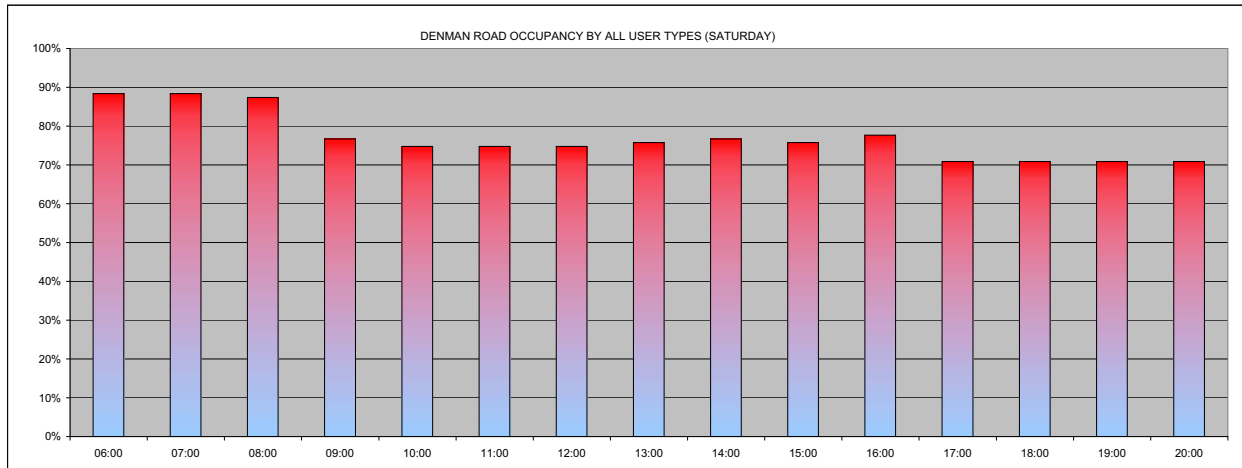
	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	TOT
COMMUTERS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
RESIDENTS	1	1	1	0	0	0	0	0	1	0	0	0	0	1	0	6
VISITORS	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
TOTAL	3	2	1	0	0	0	0	0	1	0	0	0	0	1	0	14
TOTAL SAFE PARKING SPACES	13															
CROSS ROAD DURATION BY ALL USER TYPES	21.4%	14.3%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	0.0%	0.0%	0.0%	0.0%	7.1%	0.0%	42.9%
% 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%	0.0%	7.1%	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%	0.0%	0.5%	0.0%	85.7%



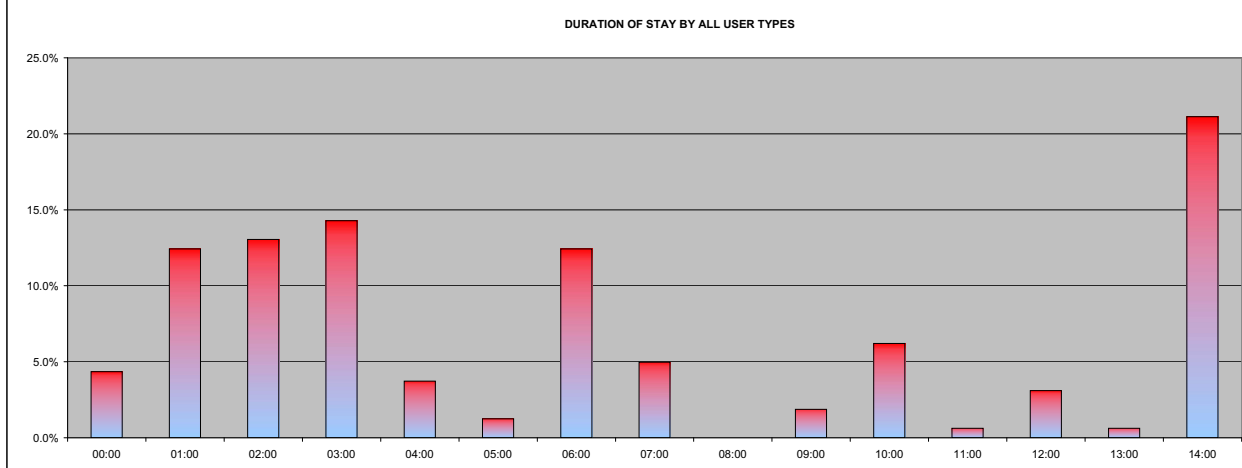
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
COMMUTERS	0	0	0	1	3	3	3	6	6	6	6	5	5	5	5
DISABLED	3	3	3	3	2	2	2	3	3	3	3	3	3	2	2
NON RESIDENTS	0	0	0	1	2	2	2	3	3	3	3	6	7	6	6
RESIDENTS	88	88	87	74	70	70	70	59	59	59	55	55	55	55	56
VISITORS	0	0	0	0	0	0	0	0	0	0	4	3	5	4	
TOTAL SAFE PARKING SPACES	103														
DENMAN ROAD OCCUPANCY BY ALL USER TYPES (SATURDAY)															
% 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%	87%	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%	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%

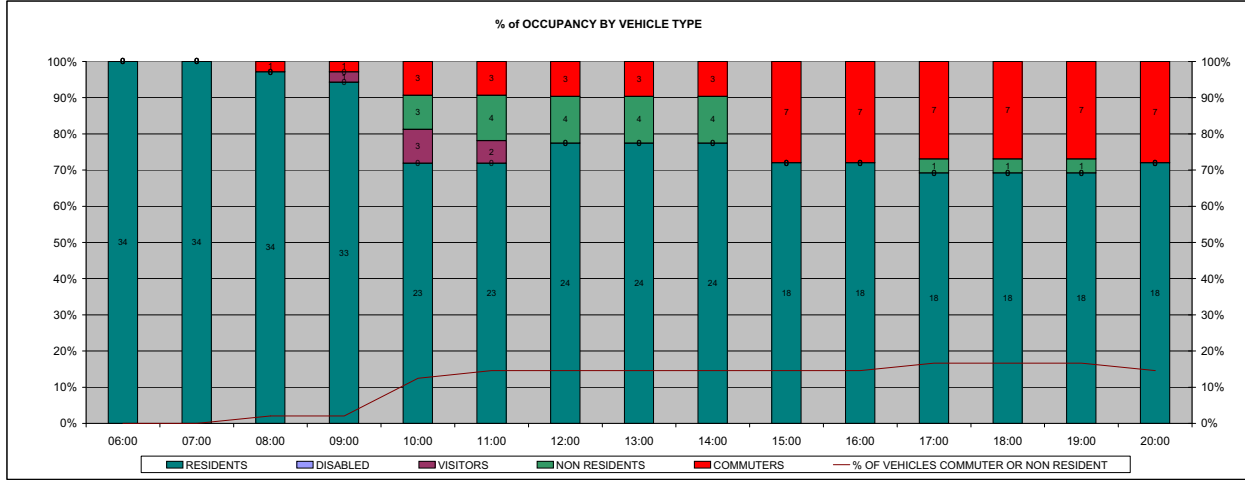
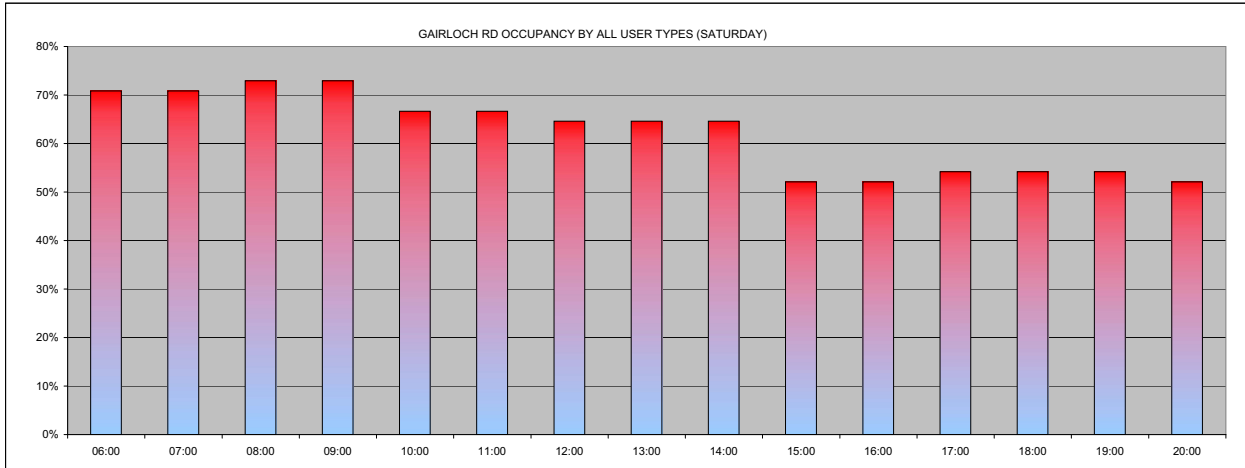


	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	TOT
COMMUTERS	0	0	0	0	0	0	1	3	0	0	1	1	0	0	0	6
DISABLED	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	4
NON RESIDENTS	0	0	5	11	3	0	0	0	0	0	0	0	0	0	0	19
RESIDENTS	4	13	16	11	3	2	19	4	0	3	9	0	4	1	33	122
VISITORS	3	7	0	0	0	0	0	0	0	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 DURATION BY ALL USER TYPES																
% 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%	21.1%
% 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%	3.1%	6.8%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% OF VEHICLES - RESIDENTS	2.5%	8.1%	9.2%	6.8%	1.5%	1.2%	11.8%	2.5%	0.0%	1.5%	8.6%	0.0%	2.2%	0.6%	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%	0.0%

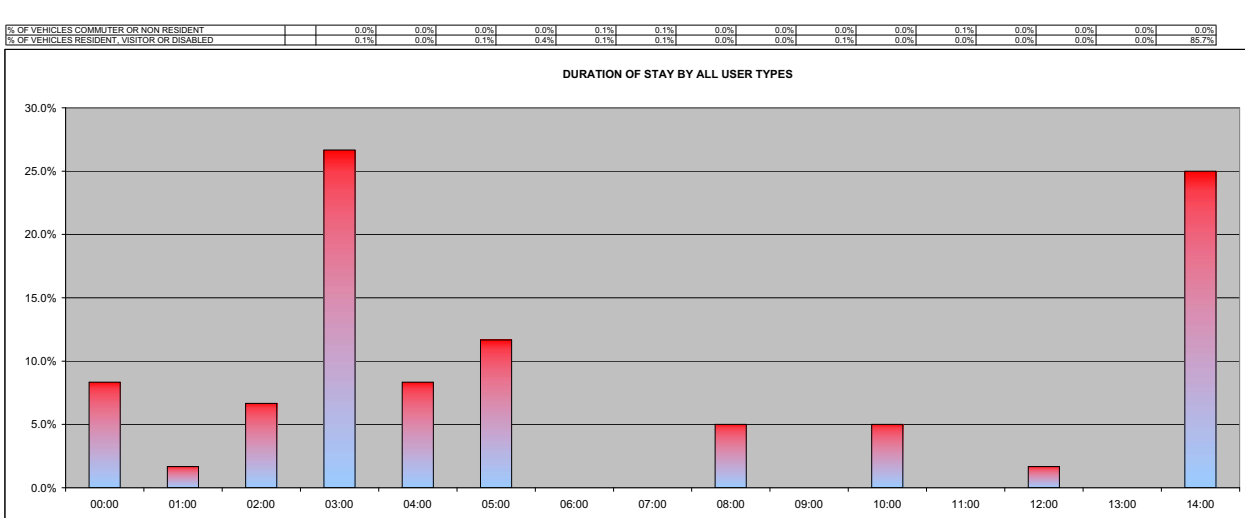
% OF VEHICLES COMMUTER OR NON RESIDENT	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	85.7%



	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%	65%	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%

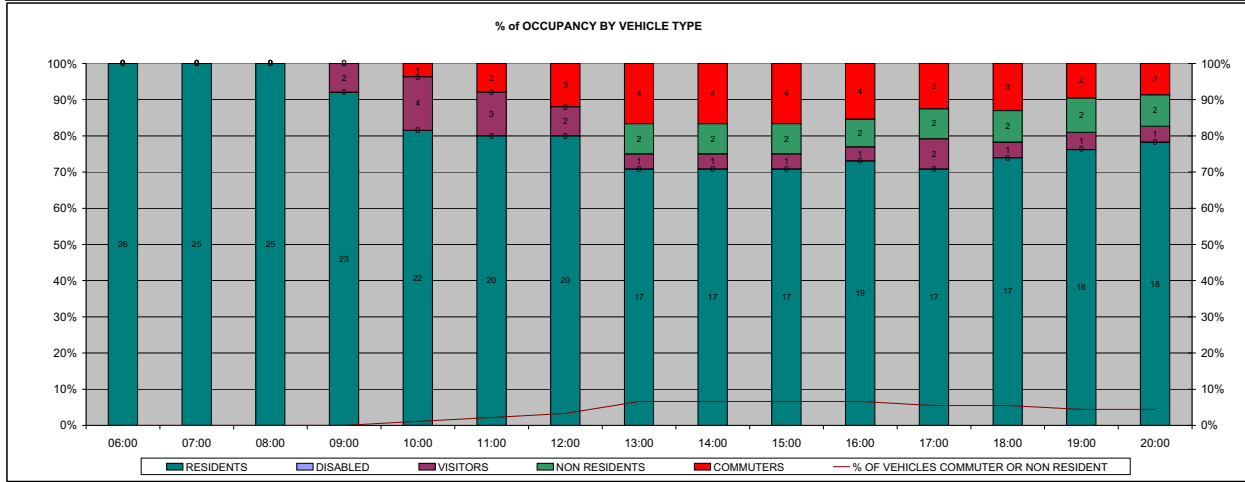
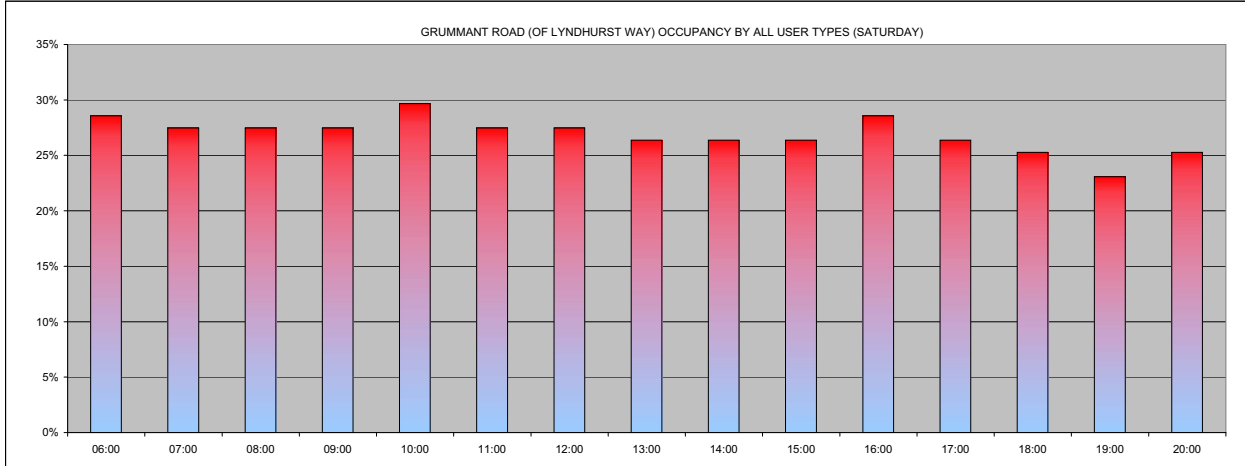


	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	TOT
COMMUTERS	0	0	0	0	0	4	0	0	0	0	2	0	1	0	0	7
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	1	1	3	0	0	0	0	0	0	0	0	0	0	5
RESIDENTS	1	0	3	15	2	3	0	0	3	0	1	0	0	0	15	43
VISITORS	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5	5
TOTAL	5	1	4	18	5	7	0	0	3	0	3	0	1	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%	



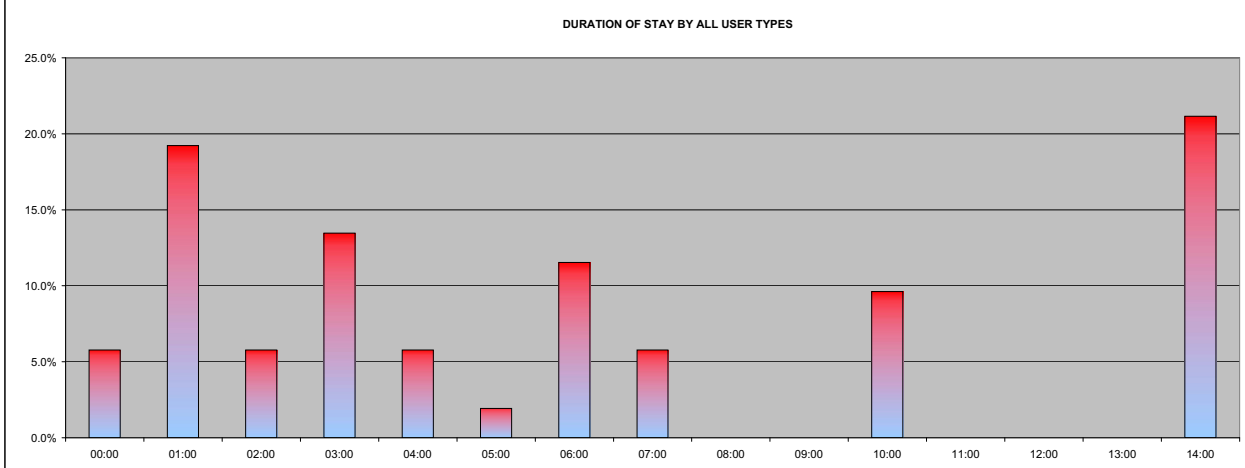
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
COMMUTERS	0	0	0	0	1	2	3	4	4	4	4	3	3	2	2
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	0	0	0	0	0	2	2	2	2	2	2	2	2
RESIDENTS	26	25	25	23	22	20	17	17	17	17	19	17	17	16	18
VISITORS	0	0	0	2	4	3	2	1	1	1	1	2	1	1	1
TOTAL SAFE PARKING SPACES	91														
GRUMMANT ROAD (OF LYNDHURST 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%	21%	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%



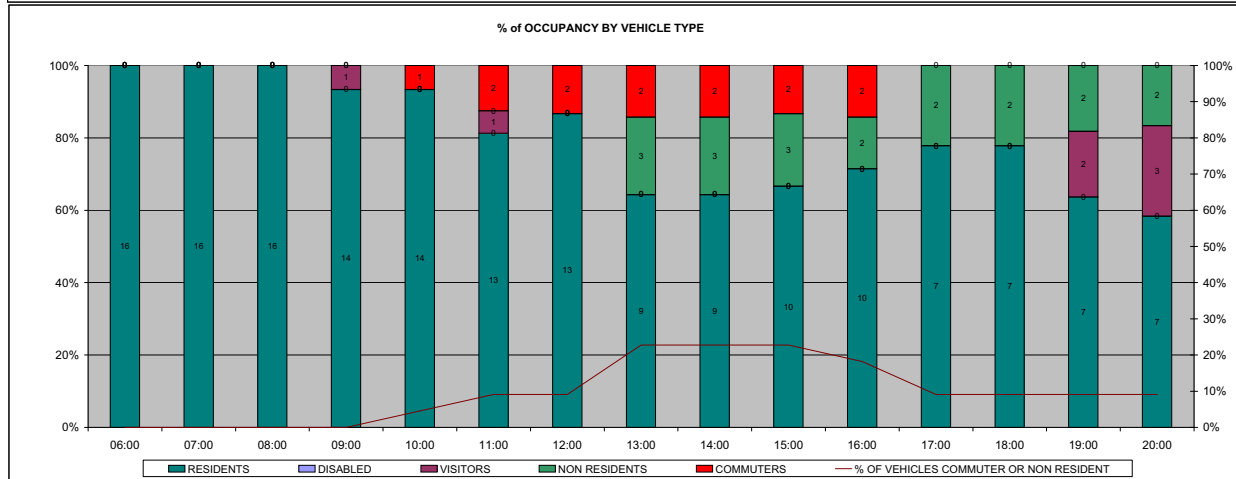
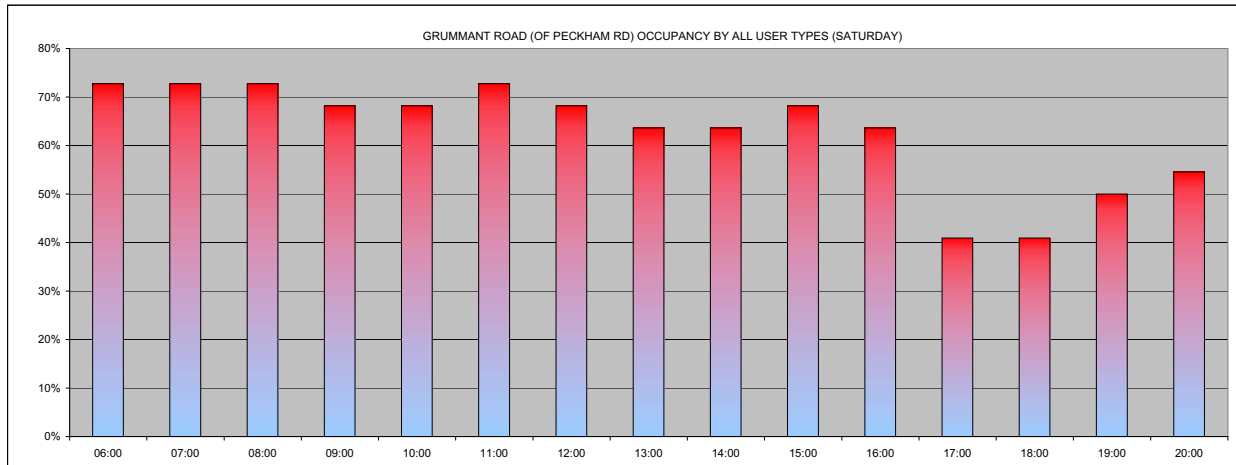
	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	TOT
COMMUTERS	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	4
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4
RESIDENTS	3	0	3	3	3	0	5	2	0	4	0	0	0	0	11	34
VISITORS	0	10	0	0	0	0	0	0	0	0	0	0	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 LYNDHURST 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%
USER TYPES (SATURDAY)	0.0%	0.0%	0.0%	0.0%	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 - 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%	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%	5.8%	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%



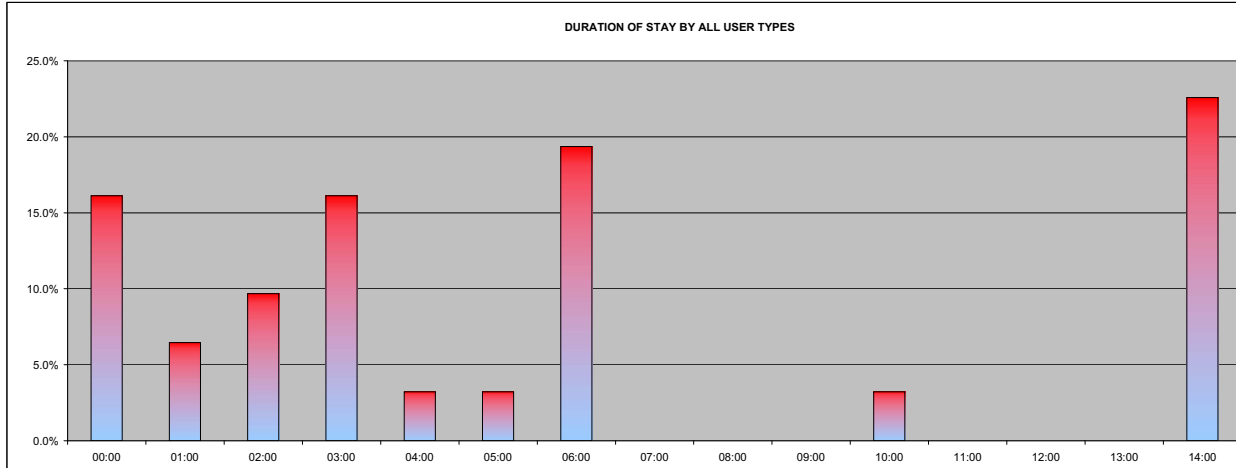
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
COMMUTERS	0	0	0	0	1	2	2	2	2	2	2	0	0	0	0
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	0	0	0	0	0	3	3	3	2	2	2	2	2
RESIDENTS	16	16	16	14	14	13	13	9	9	10	10	7	7	7	7
VISITORS	0	0	0	1	0	1	0	0	0	0	0	0	0	2	3
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%	66%	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%	64%	64%	59%	41%	41%	45%	45%	32%	32%	41%	45%

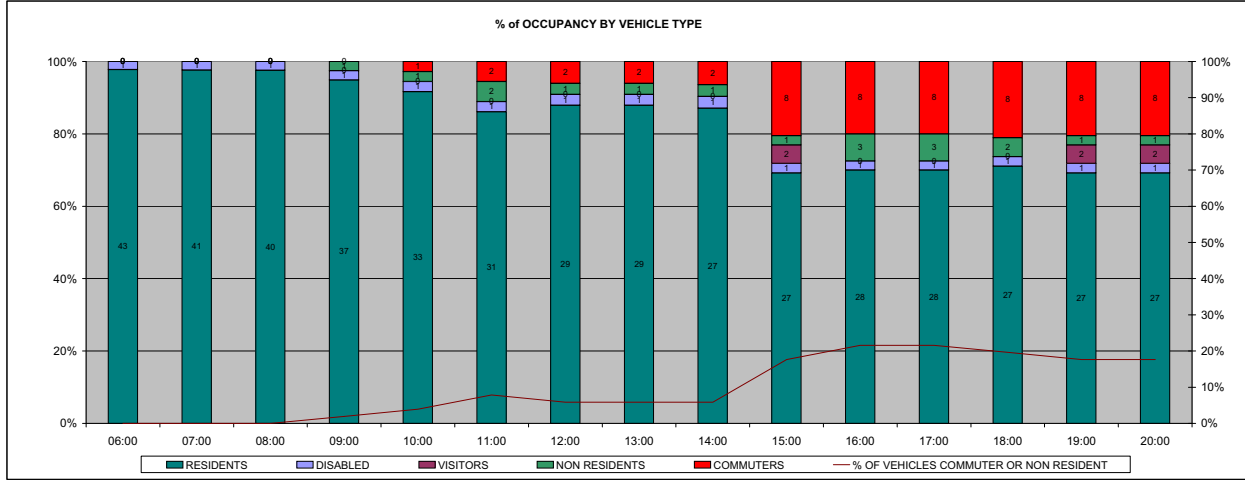
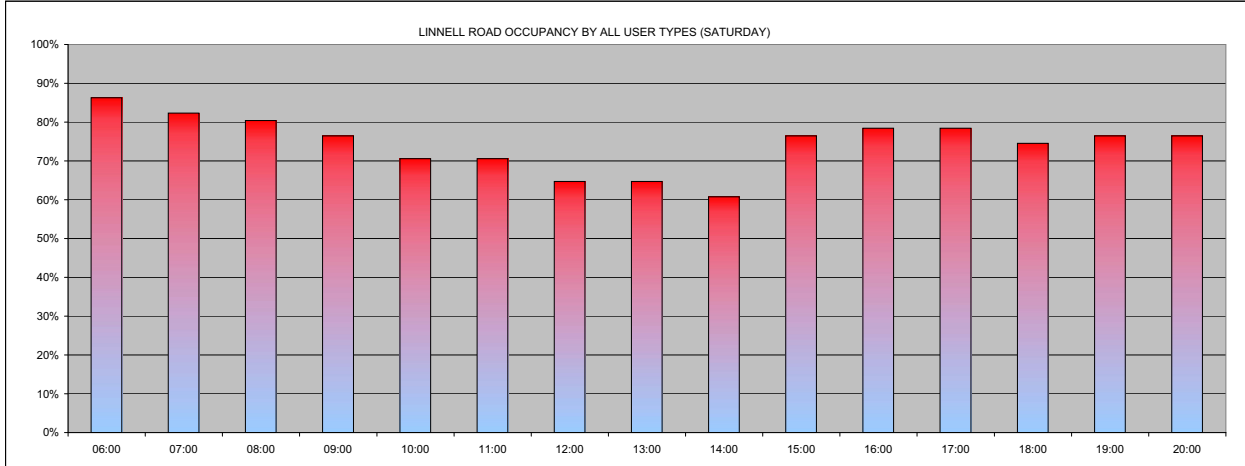


	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	TOT
COMMUTERS	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	5
RESIDENTS	0	1	2	1	1	0	5	0	0	0	1	0	0	0	7	18
VISITORS	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
TOTAL	5	2	3	5	1	1	6	0	0	0	1	0	0	0	31	
TOTAL SAFE PARKING SPACES	13	23.00	13.00	23.00	13.00	23.00	23.00	23.00	23.00	23.00	23.00	23.00	23.00	23.00	23.00	22.6%
GRUNNANT ROAD (OF PECKHAM RD) DURATION BY ALL USER TYPES	16.1%	6.5%	9.7%	16.1%	3.2%	3.2%	19.4%	0.0%	0.0%	0.0%	3.2%	0.0%	0.0%	0.0%	22.6%	
% OF VEHICLES - COMMUTERS (> 6hrs)	0.0%	0.0%	0.0%	0.0%	0.0%	3.2%	3.2%	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%	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%	
% OF VEHICLES - RESIDENTS	0.0%	3.2%	6.5%	3.2%	3.2%	3.2%	16.1%	0.0%	0.0%	0.0%	3.2%	0.0%	0.0%	0.0%	22.6%	
% 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%	

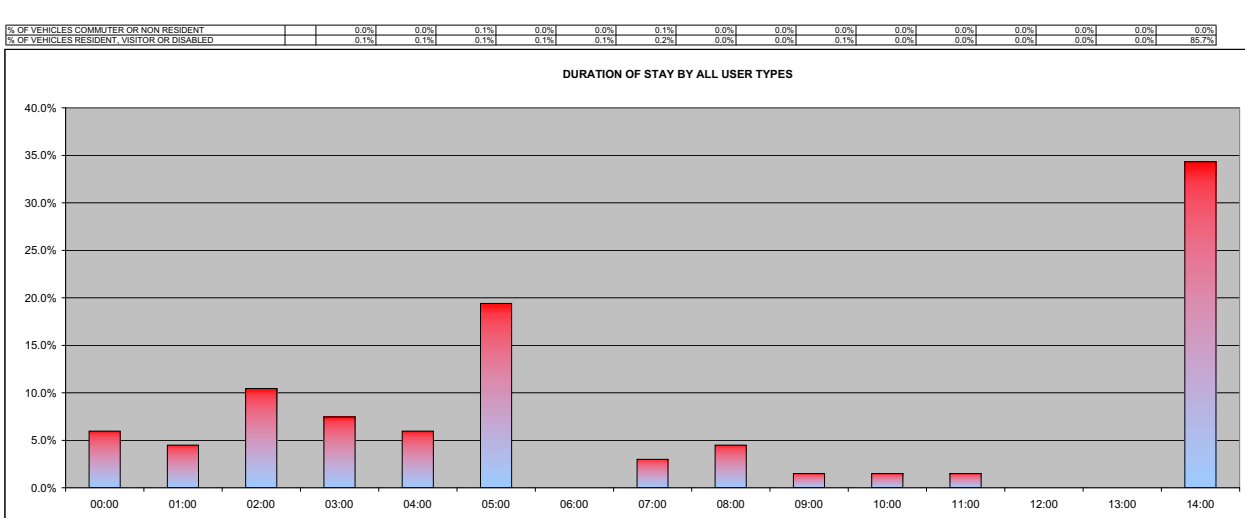
% OF VEHICLES COMMUTER OR NON RESIDENT	0.0%	0.0%	0.1%	0.4%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED	0.5%	0.2%	0.2%	0.1%	0.1%	0.0%	0.5%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	85.7%



	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	8	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)	86%	82%	80%	76%	71%	71%	65%	65%	61%	76%	76%	78%	75%	76%	78%
% OF VEHICLES - COMMUTERS (> 6hrs)	0%	0%	0%	0%	2%	4%	4%	4%	4%	10%	10%	10%	10%	10%	10%
% 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%	53%	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%	67%	63%	59%	59%	55%	59%	67%	57%	59%	59%	59%

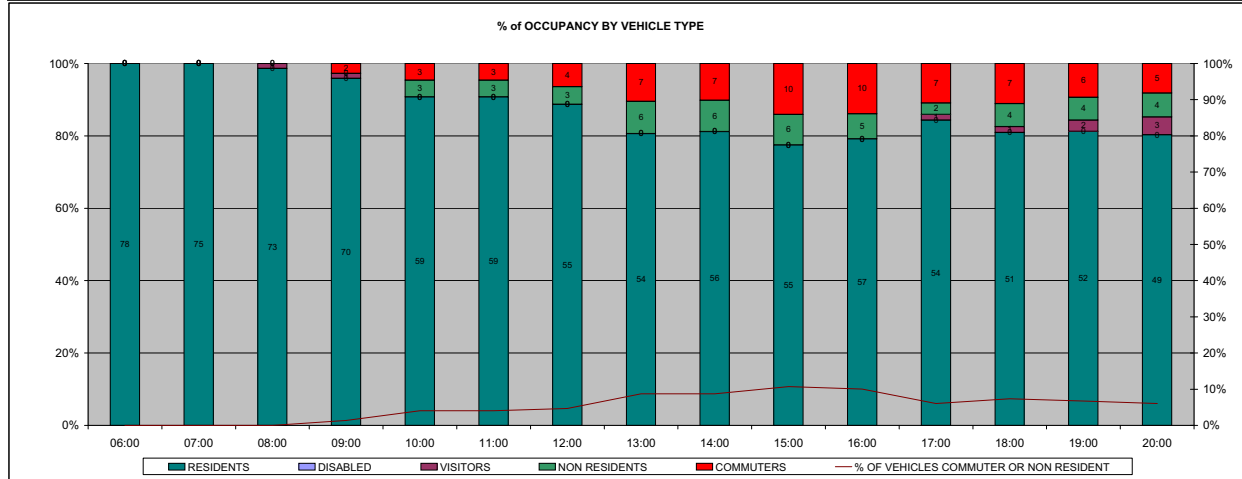
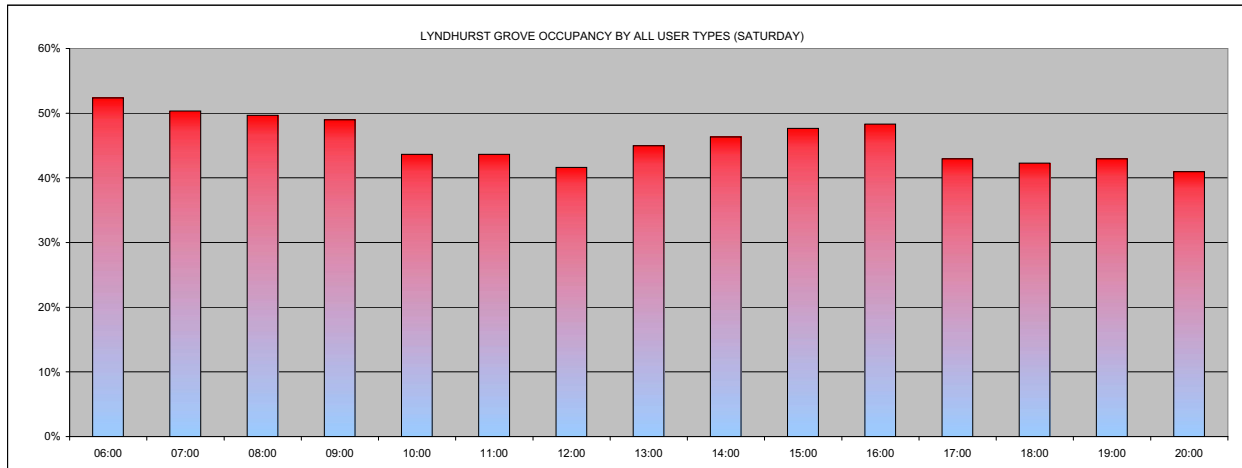


	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	TOT
COMMUTERS	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	6
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
NON RESIDENTS	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	5
RESIDENTS	2	1	4	4	3	7	0	2	3	0	0	1	0	0	0	22
VISITORS	2	2	0	0	0	0	0	0	0	0	0	0	0	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	6.0%	4.5%	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 - COMMUTERS (> 6hrs)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.5%	1.5%	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%	1.5%
% 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%	32.8%
% 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%



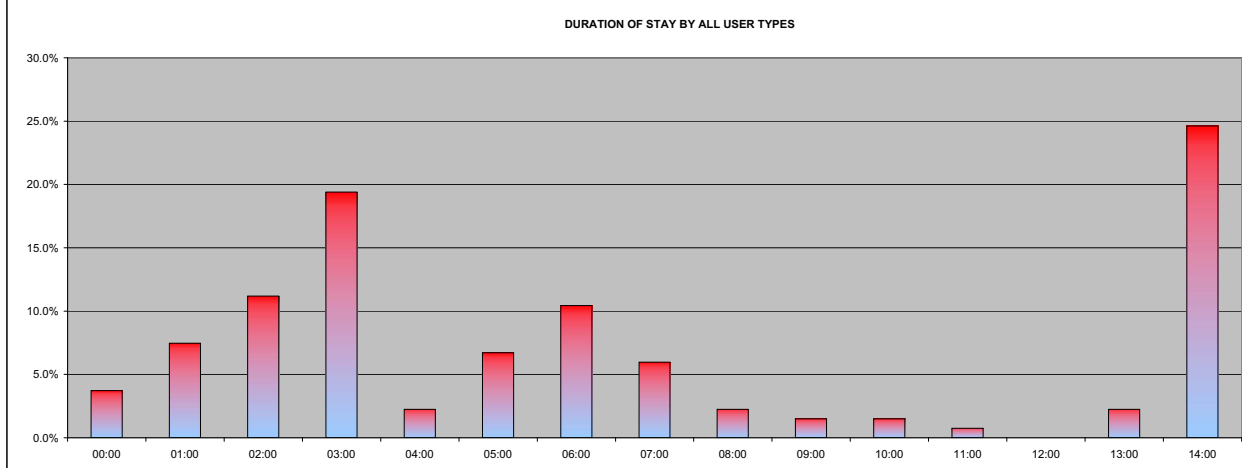
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
COMMUTERS	0	0	0	2	3	3	4	7	7	10	10	7	7	6	5
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	0	0	3	3	3	6	6	6	5	2	4	4	4
RESIDENTS	78	75	73	70	59	59	55	54	56	55	57	54	51	52	49
VISITORS	0	0	1	1	0	0	0	0	0	0	0	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%	33%	37%	38%	34%	34%	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%



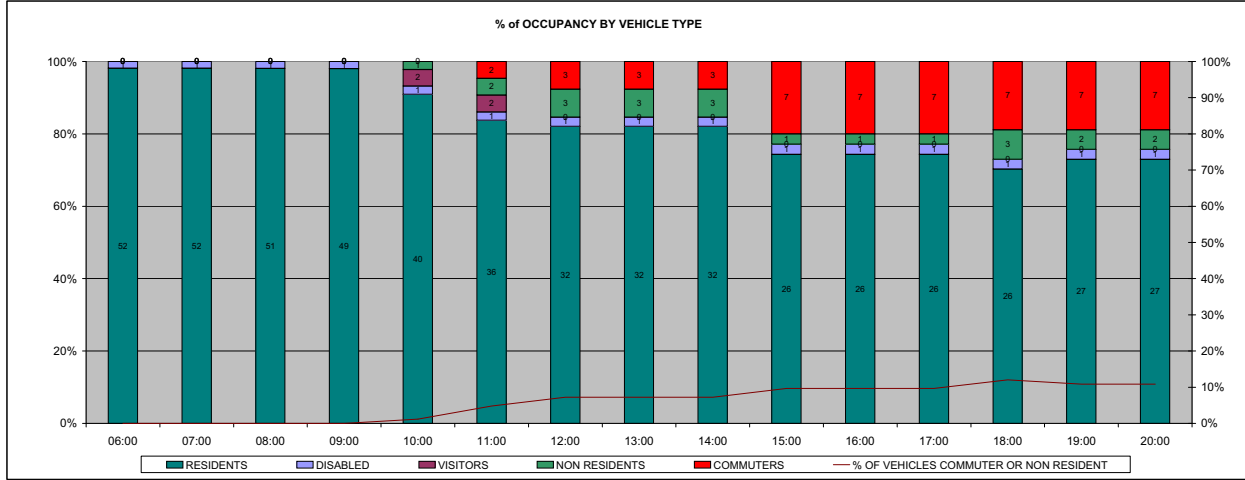
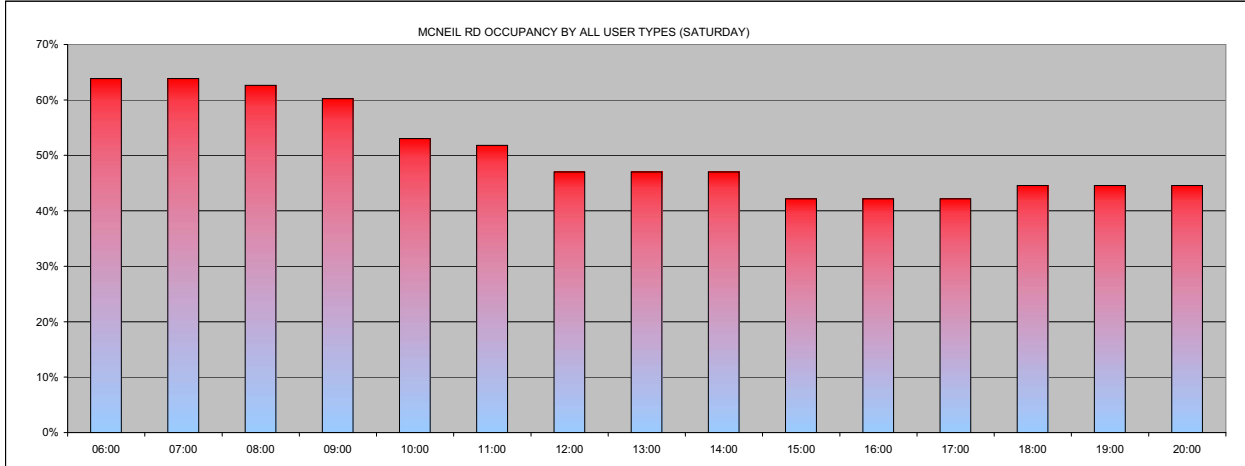
	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	TOT
COMMUTERS	0	0	0	0	0	4	2	0	1	0	0	0	0	0	0	10
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	6	7	0	0	0	0	0	0	0	0	0	0	0	13
RESIDENTS	4	6	9	19	3	5	12	5	2	2	2	1	0	3	3	108
VISITORS	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	5
TOTAL	5	10	15	26	3	9	14	8	3	2	2	1	0	3	35	134
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%	6.5%	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%



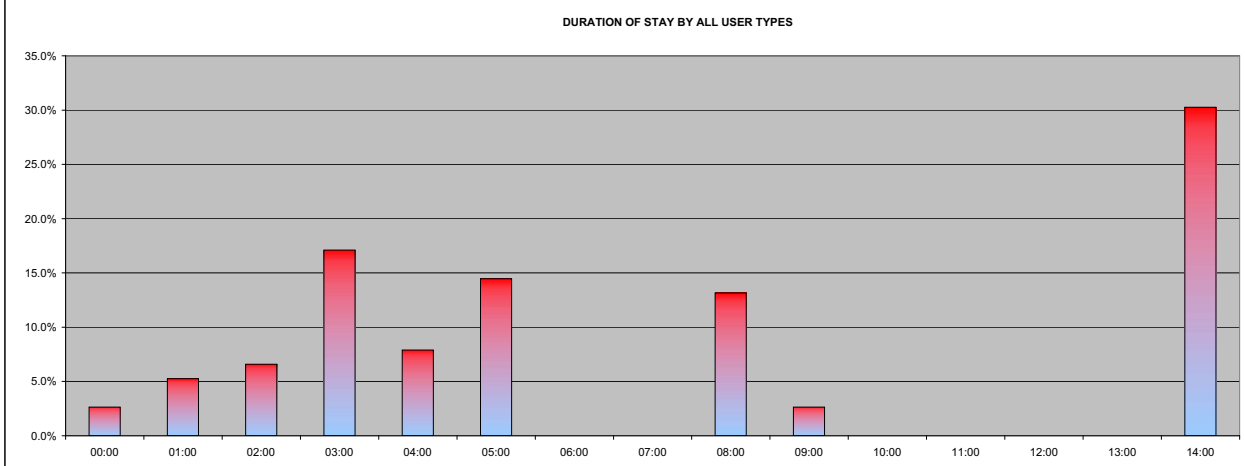
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
COMMUTERS	0	0	0	0	0	2	3	3	3	7	7	7	7	7	7
DISABLED	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
NON RESIDENTS	0	0	0	0	1	2	3	3	3	1	1	1	3	2	2
RESIDENTS	52	52	51	49	40	36	32	32	32	26	26	26	26	27	27
VISITORS	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
TOTAL SAFE PARKING SPACES	83														
MCNEIL RD OCCUPANCY BY ALL USER TYPES (SATURDAY)															
% OF VEHICLES - COMMUTERS (> 6hrs)	64%	64%	63%	60%	53%	52%	47%	47%	47%	42%	42%	42%	45%	45%	45%
% OF VEHICLES - DISABLED	0%	0%	0%	0%	0%	2%	4%	4%	4%	0%	0%	0%	0%	0%	0%
% OF VEHICLES - NON RESIDENTS (3-6hrs)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
% OF VEHICLES - RESIDENTS	0%	0%	0%	0%	1%	2%	4%	4%	4%	1%	1%	1%	4%	2%	2%
% 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%



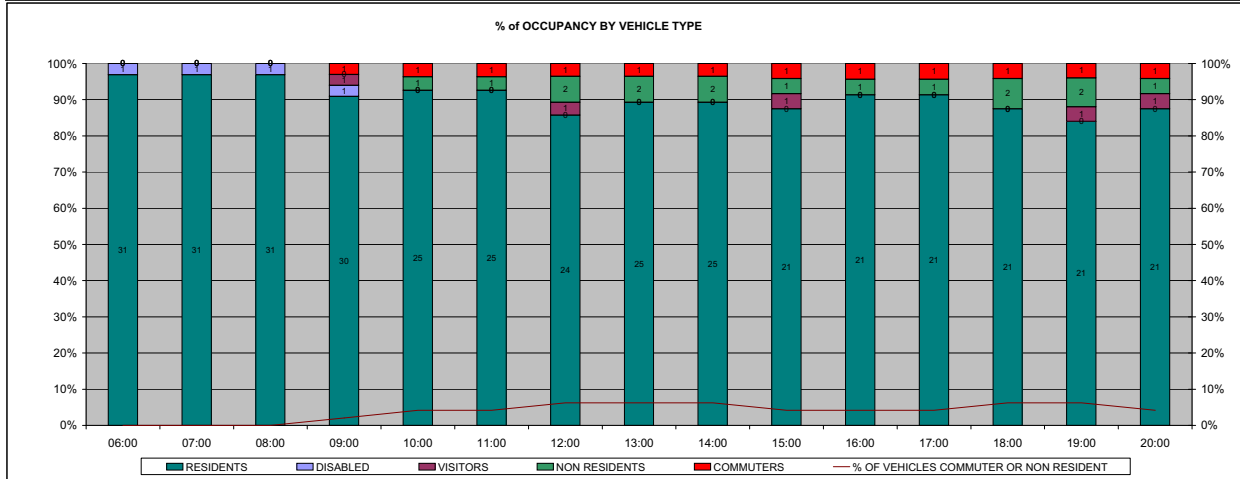
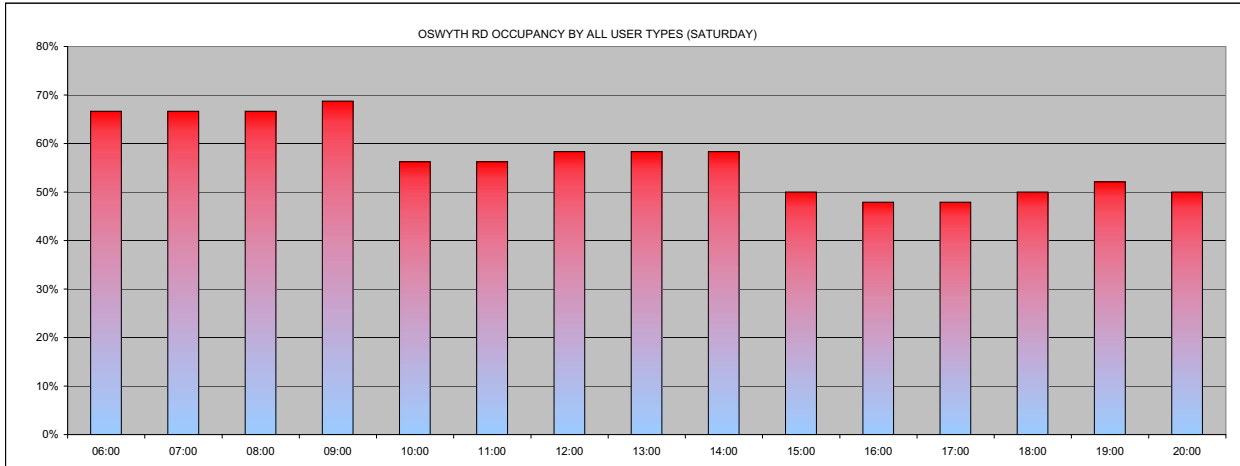
	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	TOT
COMMUTERS	0	0	0	0	0	0	4	0	0	1	2	0	0	0	0	7
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
NON RESIDENTS	0	0	3	2	1	0	0	0	0	0	0	0	0	0	0	6
RESIDENTS	0	3	2	11	5	7	0	0	0	0	0	0	0	0	22	59
VISITORS	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
TOTAL	13	4	5	13	6	11	0	0	10	2	0	0	0	0	23	76
TOTAL SAFE PARKING SPACES																
MCNEIL RD DURATION BY ALL USER TYPES																
% OF VEHICLES - COMMUTERS (> 6hrs)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.3%	0.0%	0.0%	1.3%	2.6%	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%



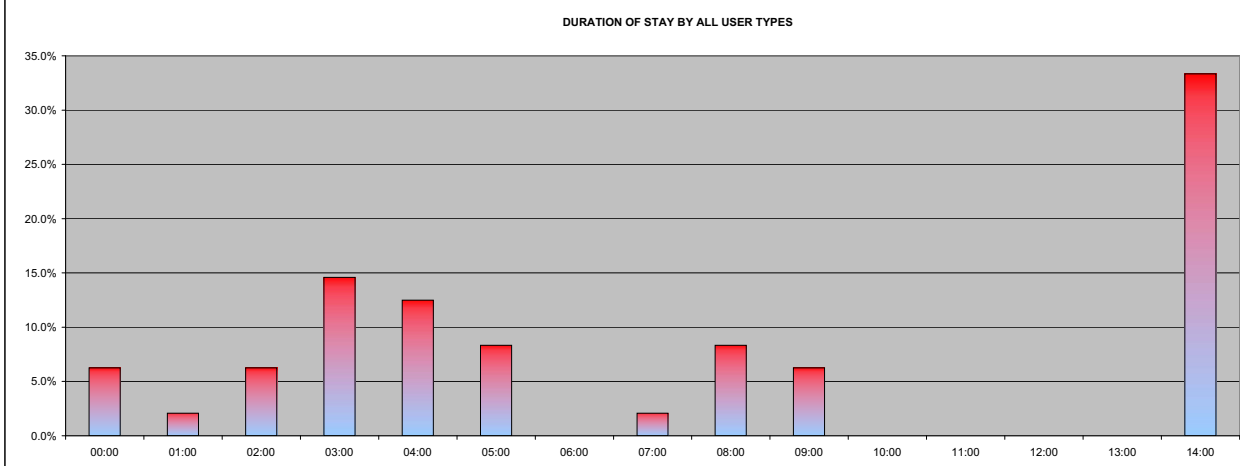
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
COMMUTERS	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1
DISABLED	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	0	0	1	1	2	2	2	1	1	1	2	2	1
RESIDENTS	31	31	31	30	25	25	24	25	25	21	21	21	21	21	21
VISITORS	0	0	0	1	0	0	0	0	0	0	0	0	0	0	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%



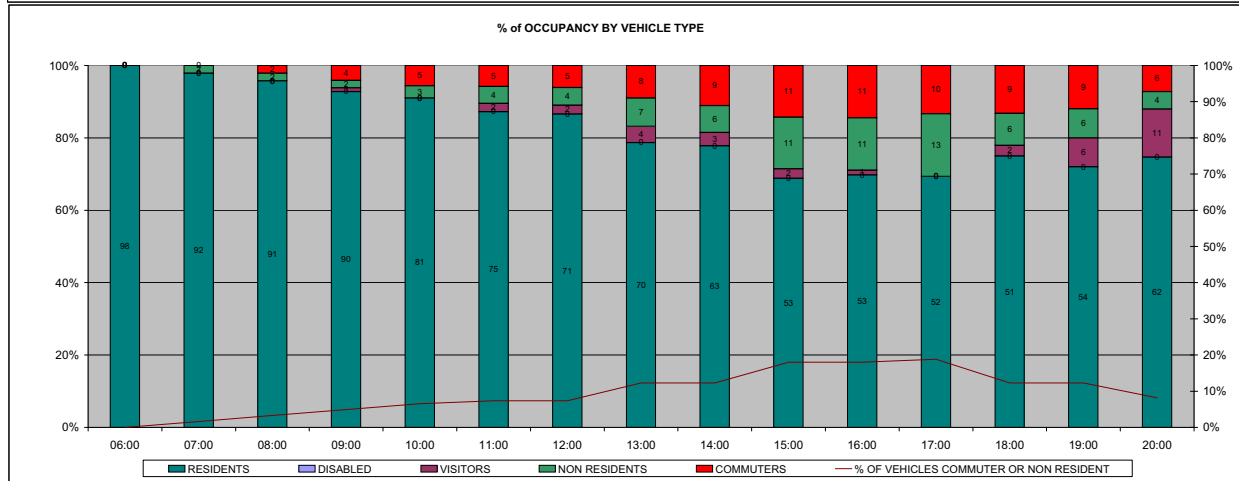
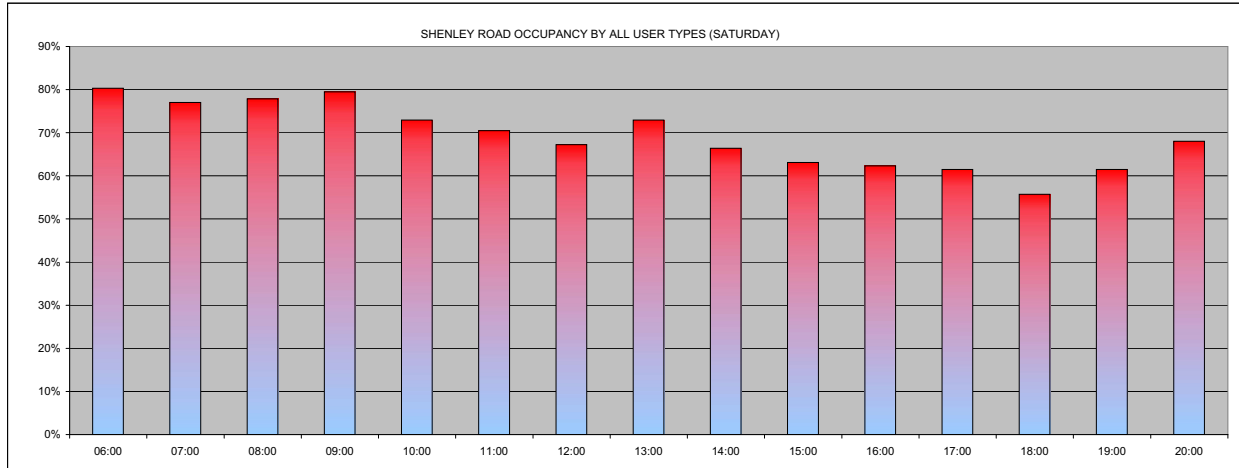
	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	TOT
COMMUTERS	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
DISABLED	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
NON RESIDENTS	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	4
RESIDENTS	0	0	1	3	4	2	0	1	4	3	0	0	0	0	0	16
VISITORS	3	1	3	7	6	4	0	1	4	3	0	0	0	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%



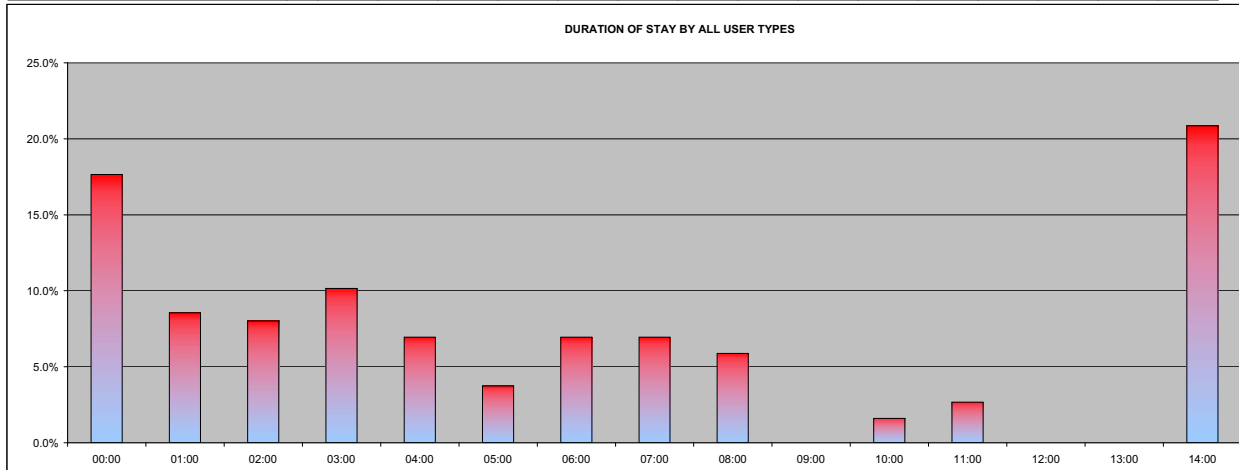
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
COMMUTERS	0	0	2	4	5	5	8	9	11	11	10	9	9	6	6
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	2	2	2	3	4	4	7	6	11	11	13	6	6	4
RESIDENTS	98	92	91	90	81	75	71	70	63	53	53	52	51	54	62
VISITORS	0	0	0	1	0	2	2	4	3	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%	8%	8%	7%	6%	6%	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%	2%	2%	2%	2%	3%	3%	6%	5%	9%	9%	11%	5%	5%	3%
% OF VEHICLES - RESIDENTS	80%	77%	78%	80%	73%	70%	67%	73%	66%	63%	62%	61%	56%	61%	68%
% 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%	60%



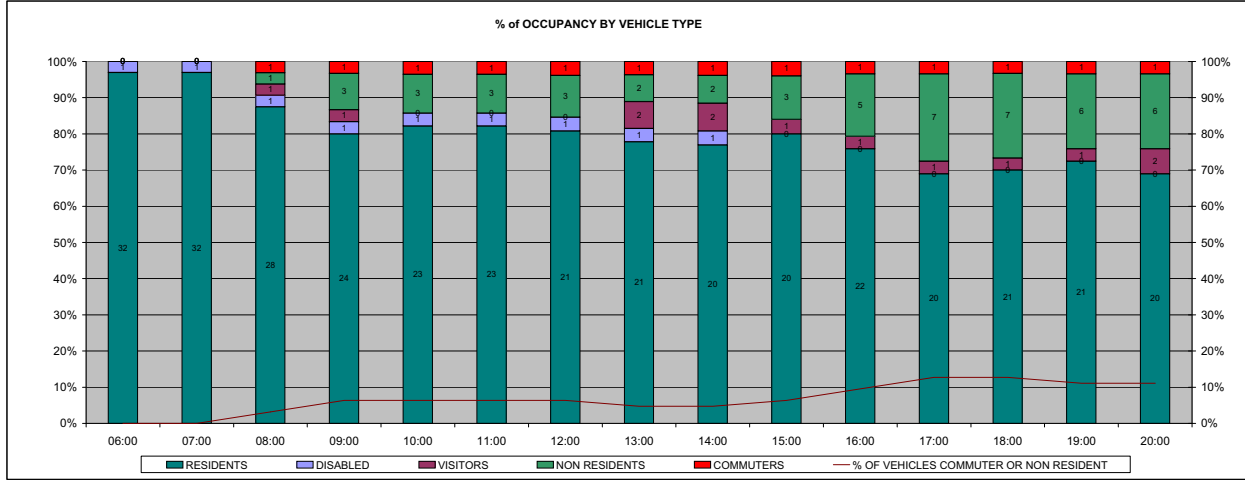
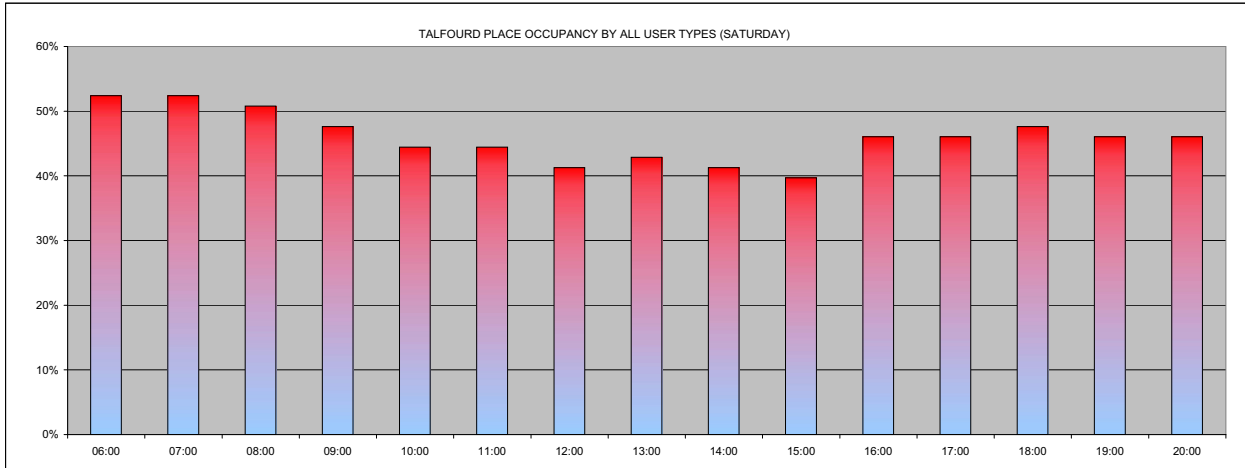
	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	TOT
COMMUTERS	0	0	0	0	0	0	3	4	1	2	0	2	0	0	0	12
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	8	8	5	0	0	0	0	0	0	0	0	0	0	21
RESIDENTS	17	7	7	11	8	4	9	12	9	0	1	5	0	0	39	129
VISITORS	16	9	0	0	0	0	0	0	0	0	0	0	0	0	0	25
TOTAL	33	16	15	19	13	7	13	13	11	0	3	5	0	0	39	187
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%	7.0%	7.0%	5.9%	0.0%	1.6%	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%	2.1%	0.5%	1.1%	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	8.1%	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%



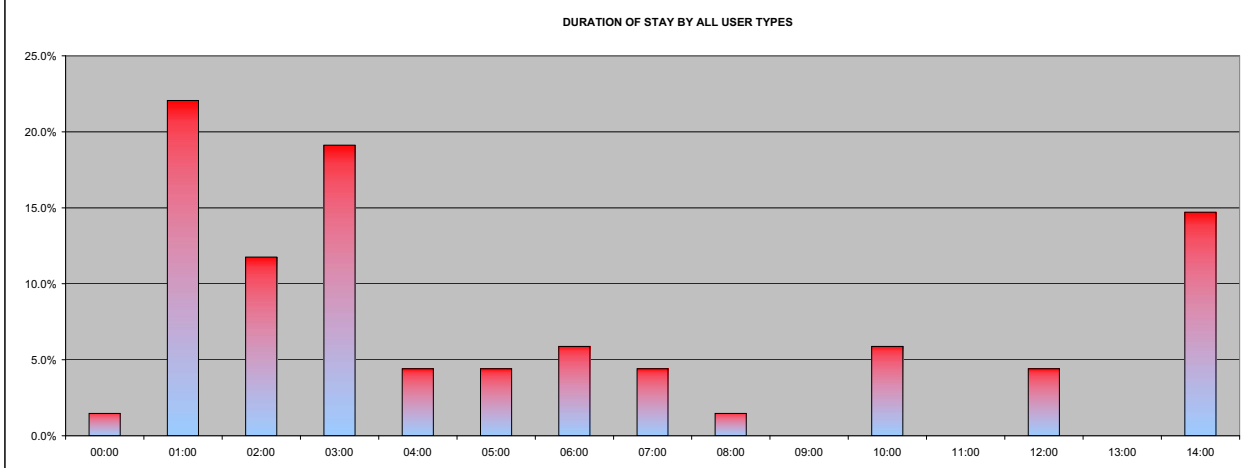
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
COMMUTERS	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1
DISABLED	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0
NON RESIDENTS	0	0	1	3	3	3	3	2	2	3	5	7	7	6	6
RESIDENTS	32	32	28	24	23	23	21	21	20	20	22	20	21	21	20
VISITORS	0	0	1	1	0	0	0	2	2	1	1	1	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%	33%	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%	11%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED		52%	52%	48%	41%	38%	38%	35%	38%	37%	33%	37%	33%	35%	35%	



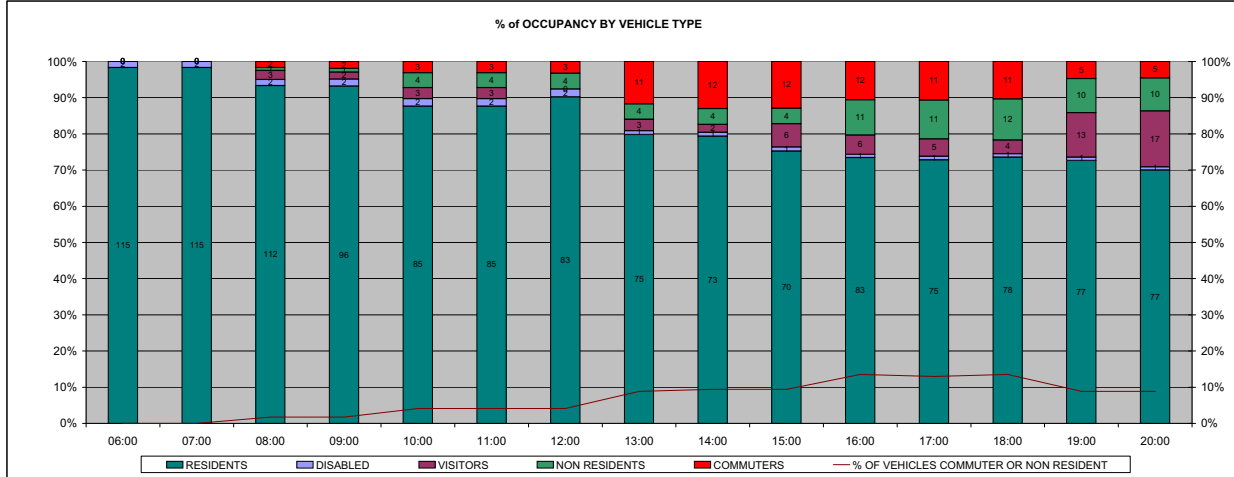
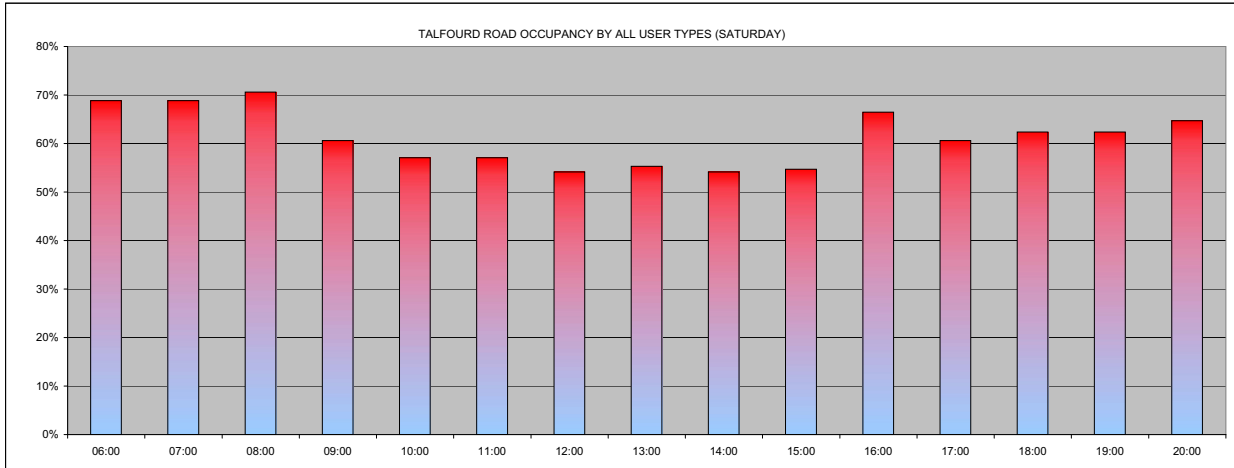
	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	TOT
COMMUTERS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
DISABLED	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
NON RESIDENTS	0	0	3	8	2	0	0	0	0	0	0	0	0	0	0	13
RESIDENTS	0	9	5	3	1	3	4	3	0	0	4	0	2	0	10	48
VISITORS	1	6	0	0	0	0	0	0	0	0	0	0	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%	0.0%	1.5%	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%



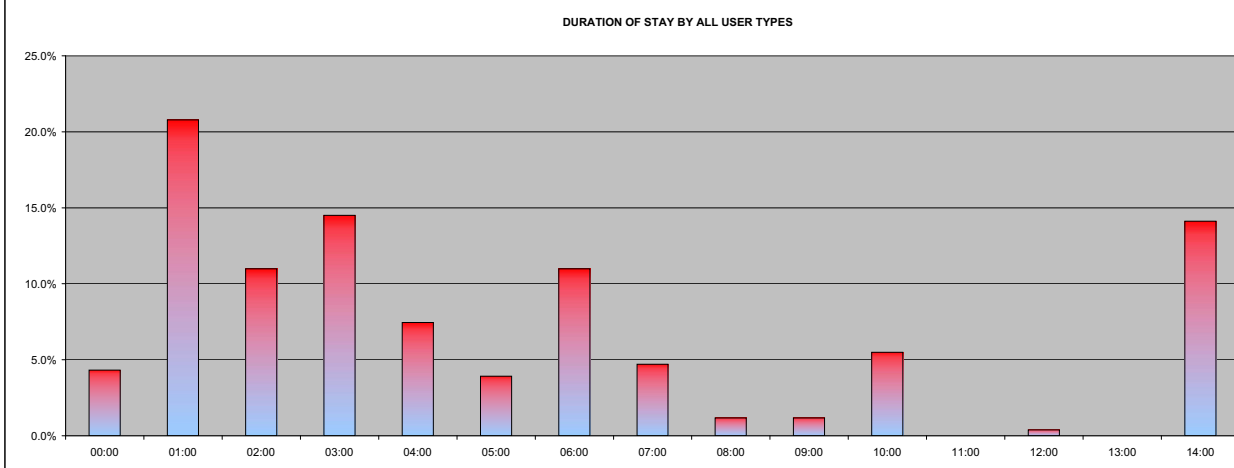
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
COMMUTERS	0	0	2	2	3	3	11	12	12	12	11	11	11	5	5
DISABLED	2	2	2	2	2	2	2	1	1	1	1	1	1	1	1
NON RESIDENTS	0	0	1	1	4	4	4	4	4	4	11	11	12	10	10
RESIDENTS	115	115	112	96	85	85	83	75	73	70	83	75	78	77	77
VISITORS	0	0	3	2	3	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%



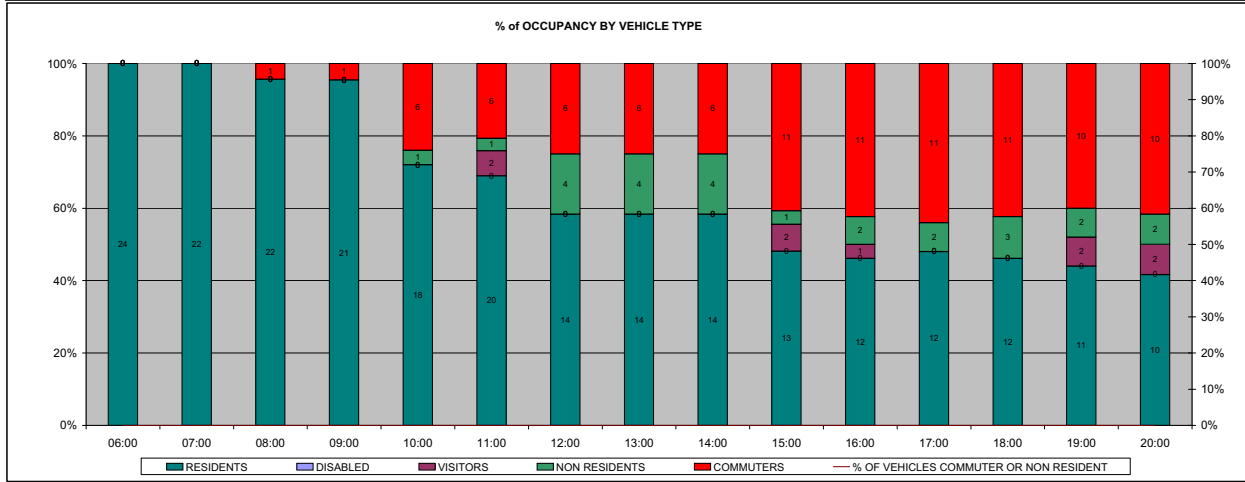
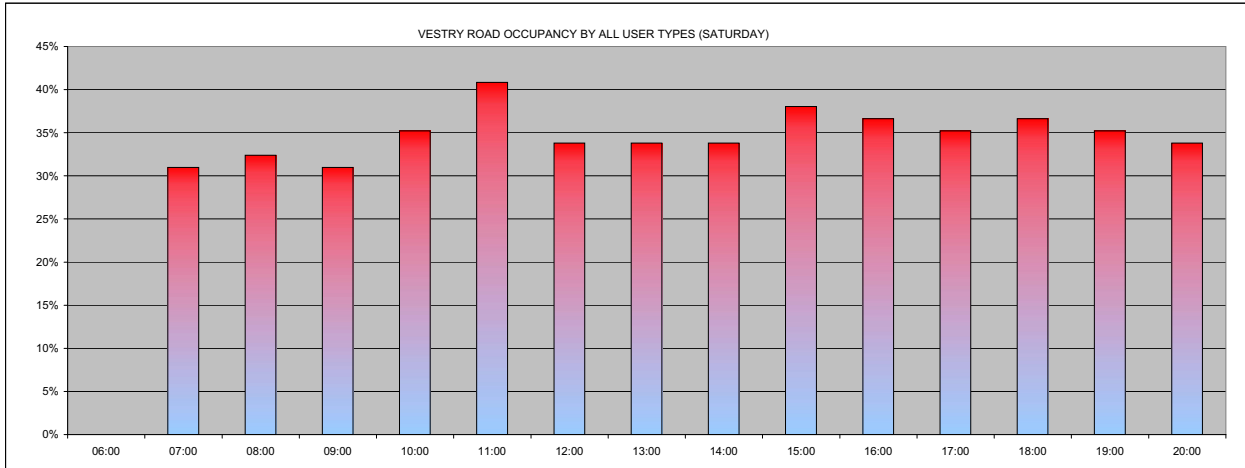
	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	TOT
COMMUTERS	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	12
DISABLED	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2
NON RESIDENTS	0	0	6	8	6	0	0	0	0	0	0	0	0	0	0	20
RESIDENTS	4	23	22	29	13	5	26	9	2	3	12	0	1	0	35	184
VISITORS	7	30	0	0	0	0	0	0	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%



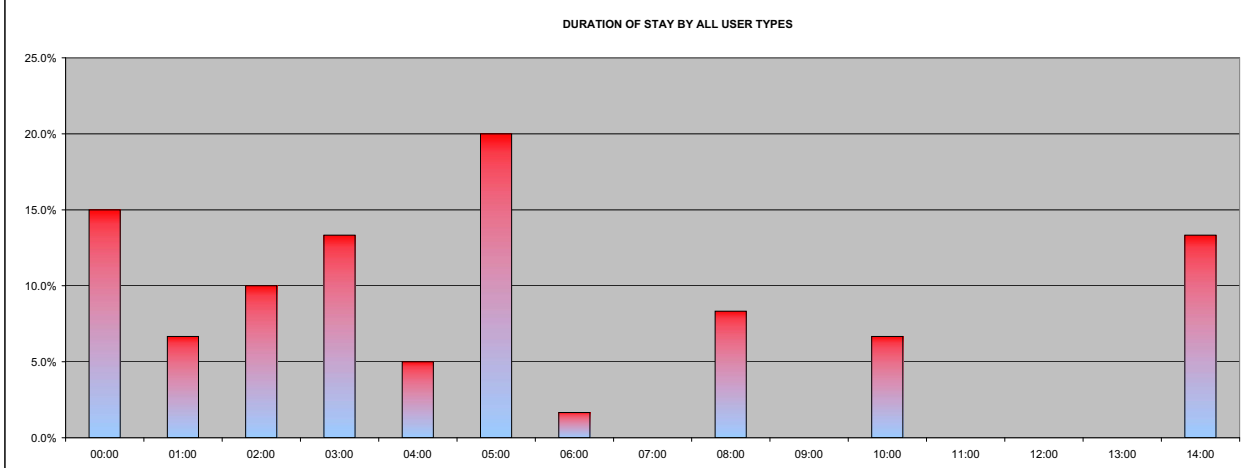
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
COMMUTERS	0	0	1	1	6	6	6	6	11	11	11	11	11	10	10
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	0	0	1	1	4	4	4	1	2	2	3	2	2
RESIDENTS	24	22	22	21	18	20	14	14	14	13	12	12	12	11	10
VISITORS	0	0	0	0	0	2	0	0	0	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%	
% 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%	1%	1%	8%	8%	6%	1%	3%	4%	3%	3%	
% OF VEHICLES - RESIDENTS	0%	31%	31%	30%	25%	28%	20%	20%	20%	18%	17%	17%	15%	14%	
% OF VEHICLES - VISITORS (0-3hrs)	0%	0%	0%	0%	0%	3%	0%	0%	0%	3%	1%	0%	0%	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	7	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

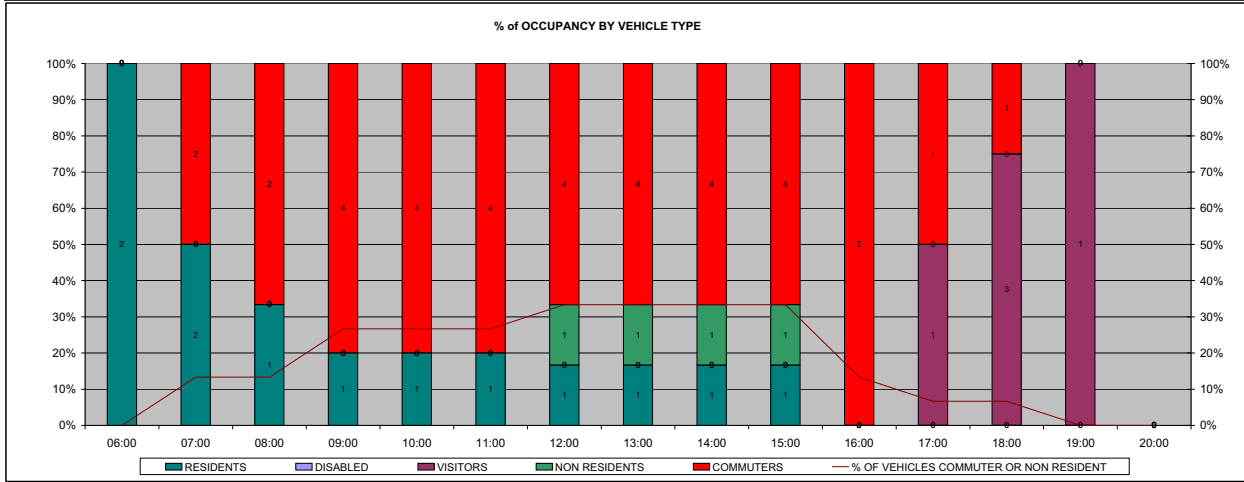
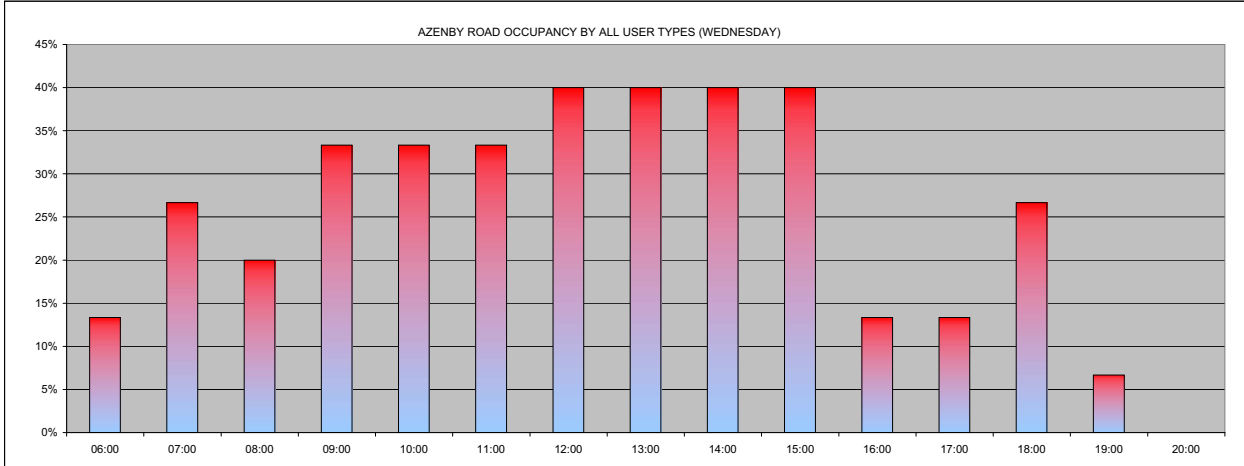
Survey Type: Parking Survey data

Survey Date: Wednesday 17 October 2012

Survey Time: 06:00 - 21:00

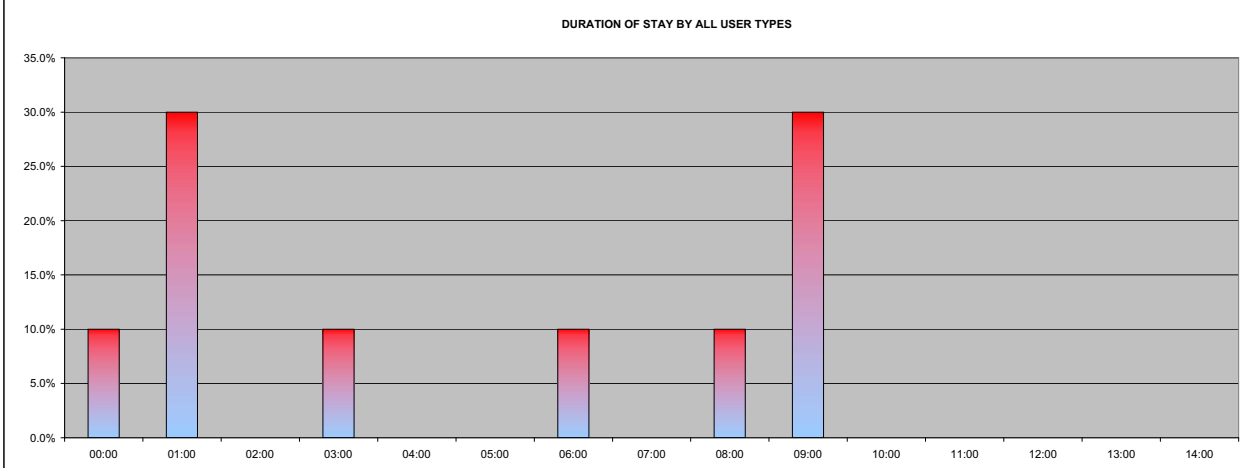
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COMMUTERS	0	2	2	4	4	4	4	4	4	4	2	1	1	0	0
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	0	0	0	0	1	1	1	1	1	0	0	0	0
RESIDENTS	2	2	1	1	1	1	1	1	1	1	0	0	0	0	0
VISITORS	0	0	0	0	0	0	0	0	0	0	0	1	3	1	0
TOTAL SAFE PARKING SPACES	15														
AZENBY 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%	10%	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%



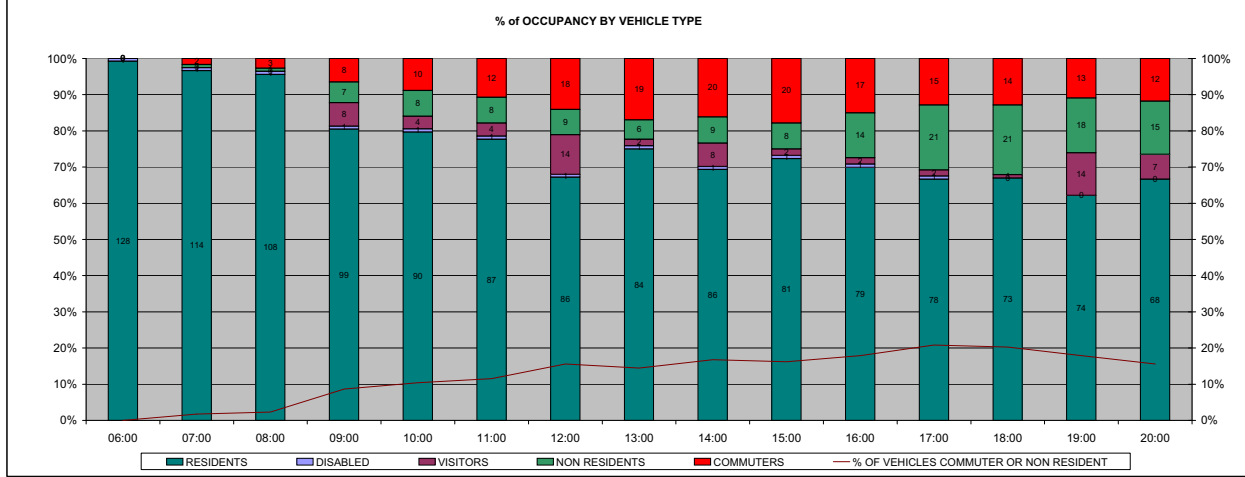
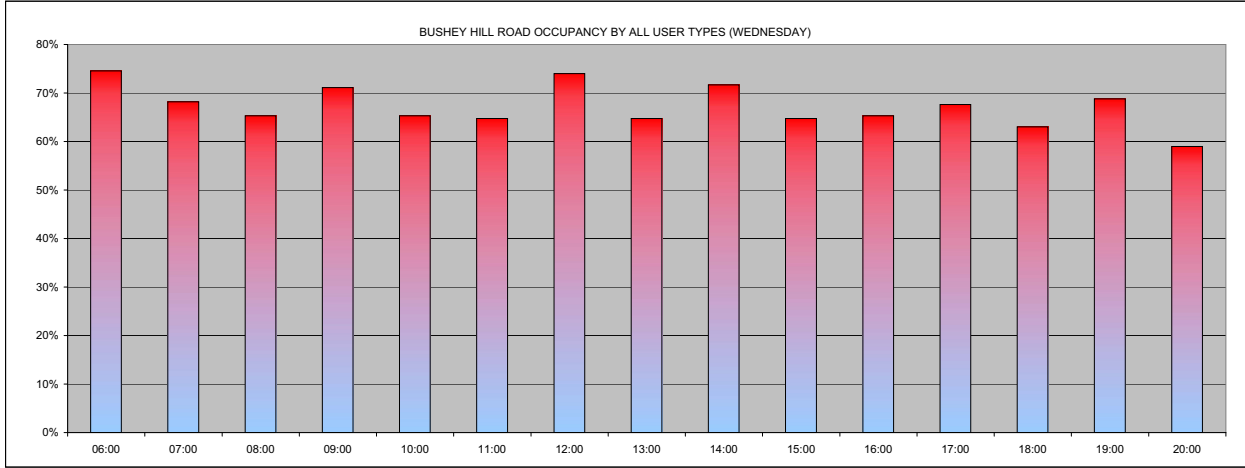
	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	TOT
COMMUTERS	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	4
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
RESIDENTS	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2
VISITORS	1	2	0	0	0	0	0	0	0	0	0	0	0	0	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%	0.0%	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%	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%	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%	0.0%	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%	0.0%	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%



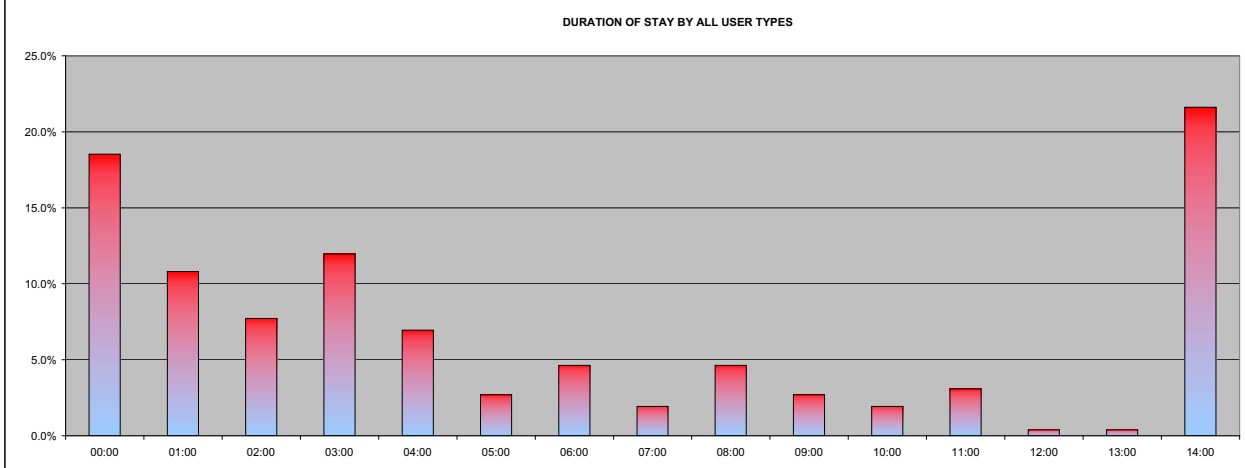
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
COMMUTERS	0	2	3	8	10	12	18	19	20	20	17	15	14	13	12
DISABLED	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0
NON RESIDENTS	0	1	1	7	8	8	9	6	9	8	14	21	21	18	15
RESIDENTS	128	114	108	99	90	87	86	84	86	81	79	78	73	74	68
VISITORS	0	0	0	0	4	4	4	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%	7%	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%	3%	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%



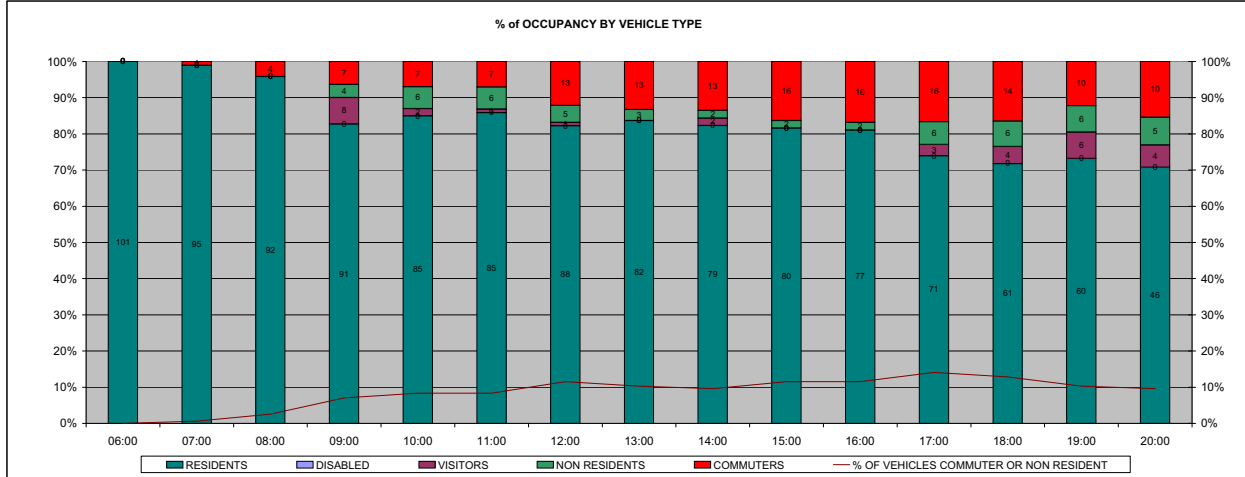
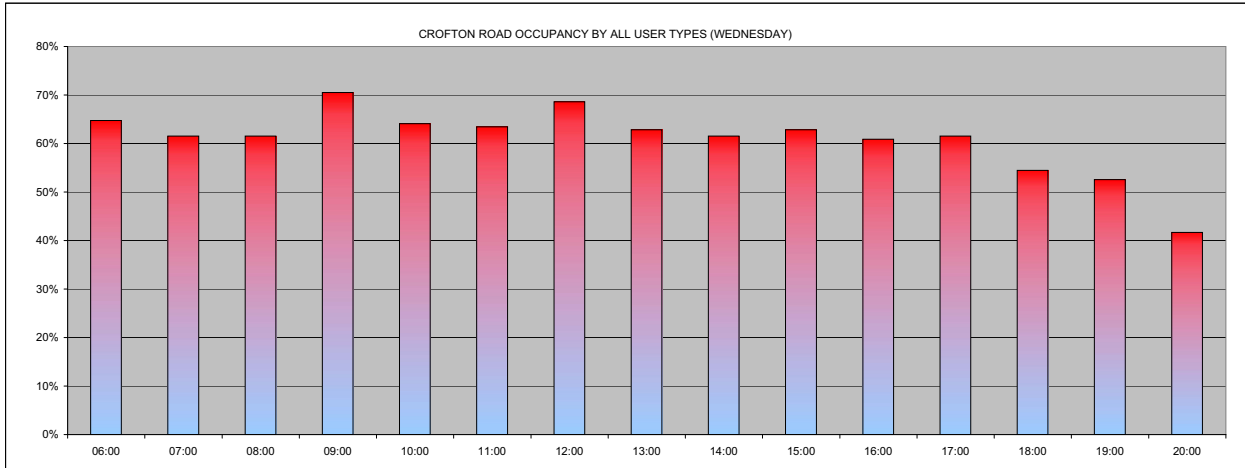
	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	TOT
COMMUTERS	0	0	0	0	0	0	0	0	1	6	2	0	0	0	0	22
DISABLED	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
NON RESIDENTS	0	0	6	17	12	0	0	0	0	0	0	0	0	0	0	35
RESIDENTS	18	10	14	14	6	2	7	3	6	5	5	5	1	1	56	153
VISITORS	32	18	0	0	0	0	0	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
TOTAL SAFE PARKING SPACES	13	20:00	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
BUSHEY HILL ROAD DURATION BY ALL USER TYPES	18.5%	10.8%	7.7%	12.0%	6.9%	2.7%	4.6%	1.9%	4.6%	2.7%	1.9%	3.1%	0.4%	0.4%	21.6%	
% OF VEHICLES - COMMUTERS (> 6hrs)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.9%	0.9%	0.4%	2.3%	0.8%	1.2%	0.0%	0.0%	0.0%	
% 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%	
% 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%	
% 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%	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%	

% 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%



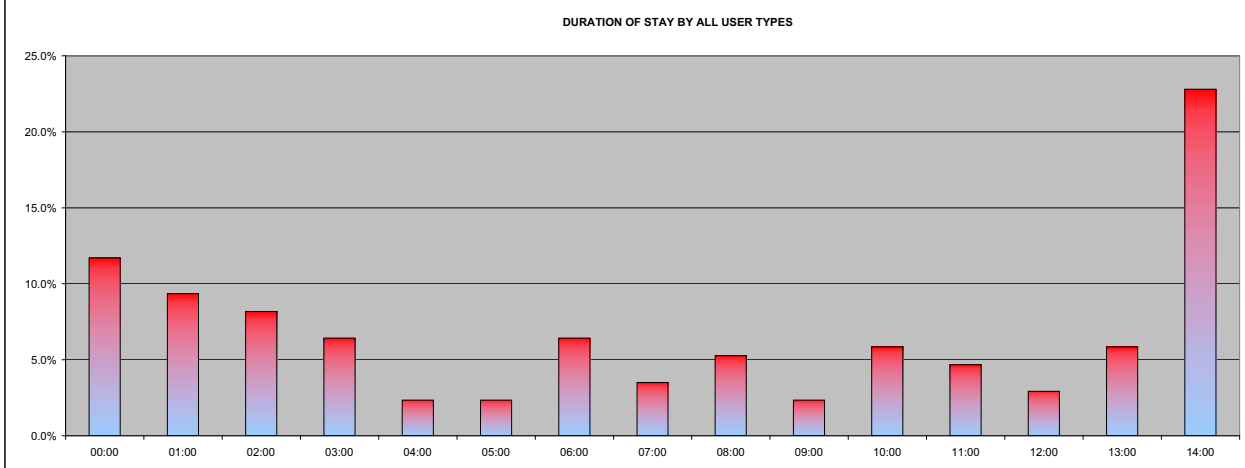
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
COMMUTERS	0	1	4	7	7	7	13	13	13	16	16	16	14	10	10
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	0	4	6	6	5	3	2	2	2	6	6	6	5
RESIDENTS	101	95	92	91	85	85	88	82	79	80	77	71	61	60	46
VISITORS	0	0	0	8	2	1	1	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%	0%	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	85%	81%	59%	63%	56%	55%	57%	53%	52%	51%	49%	47%	42%	42%	32%



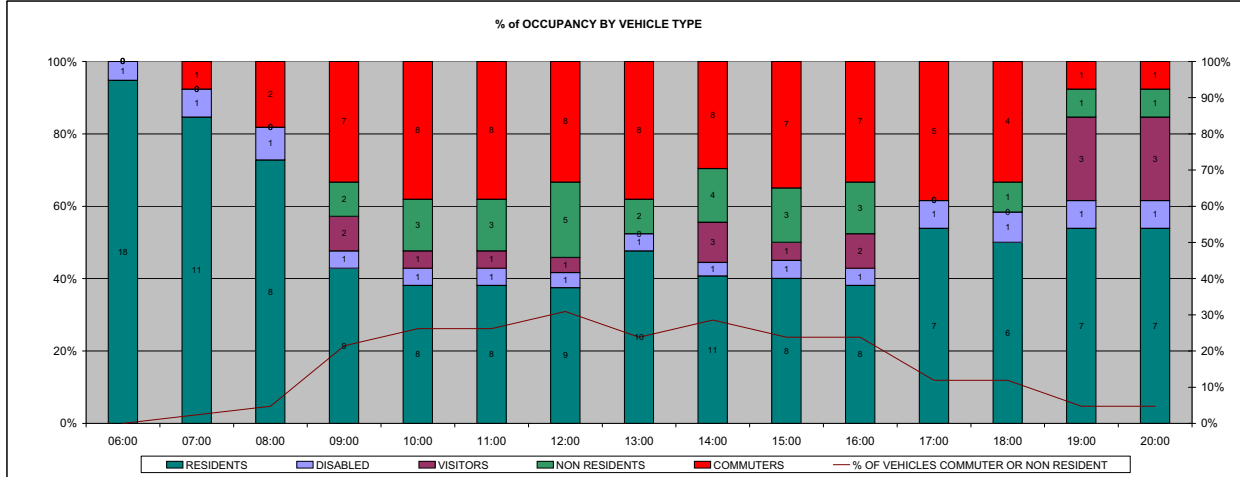
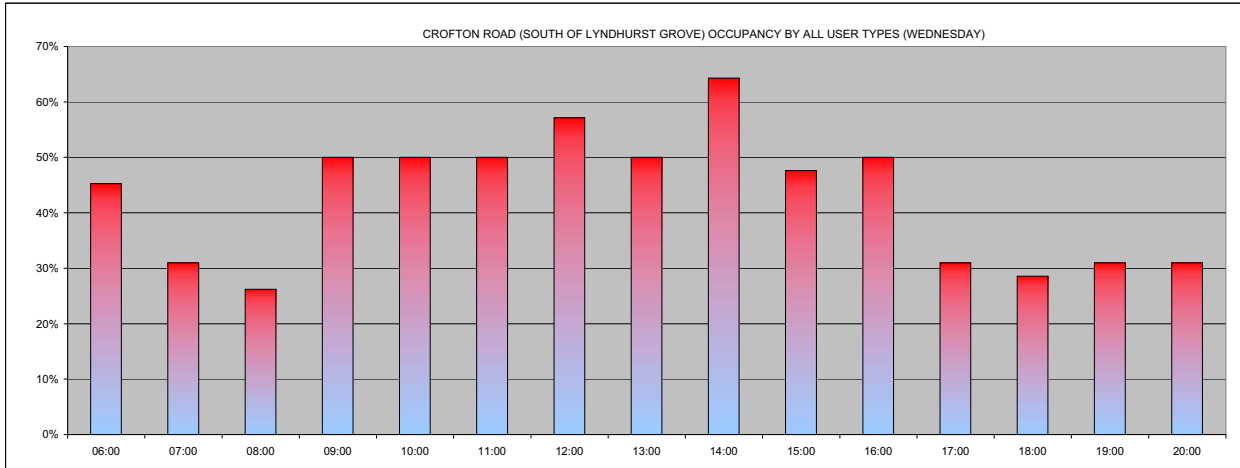
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	TOT
COMMUTERS	0	0	0	0	0	0	3	3	0	5	0	1	1	2	1	16
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	6	5	3	0	0	0	0	0	0	0	0	0	0	14
RESIDENTS	9	6	8	8	1	1	8	6	4	4	9	7	3	9	9	125
VISITORS	11	10	0	0	0	0	0	0	0	0	0	0	0	0	0	21
TOTAL	20	16	14	11	4	4	11	6	4	4	10	6	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%	2.5%	0.0%	0.0%	0.6%	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%



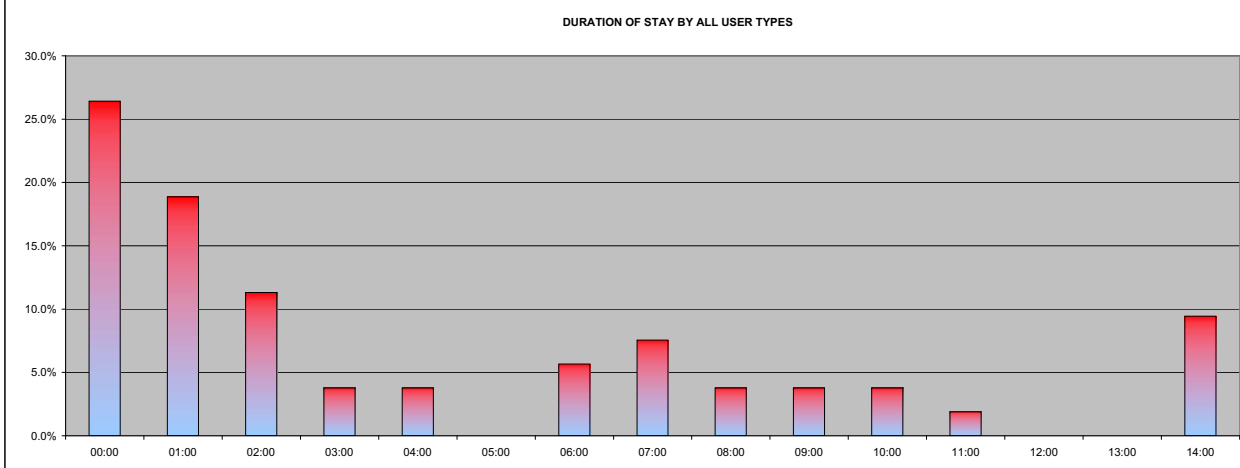
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
COMMUTERS	0	1	2	7	8	8	8	8	8	7	5	4	1	1	1
DISABLED	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
NON RESIDENTS	0	0	0	2	3	3	5	2	4	3	3	0	1	1	1
RESIDENTS	18	11	8	9	8	8	9	10	11	8	8	7	6	7	7
VISITORS	0	0	0	2	1	1	1	0	3	1	2	0	0	3	3
TOTAL 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%	21%	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%



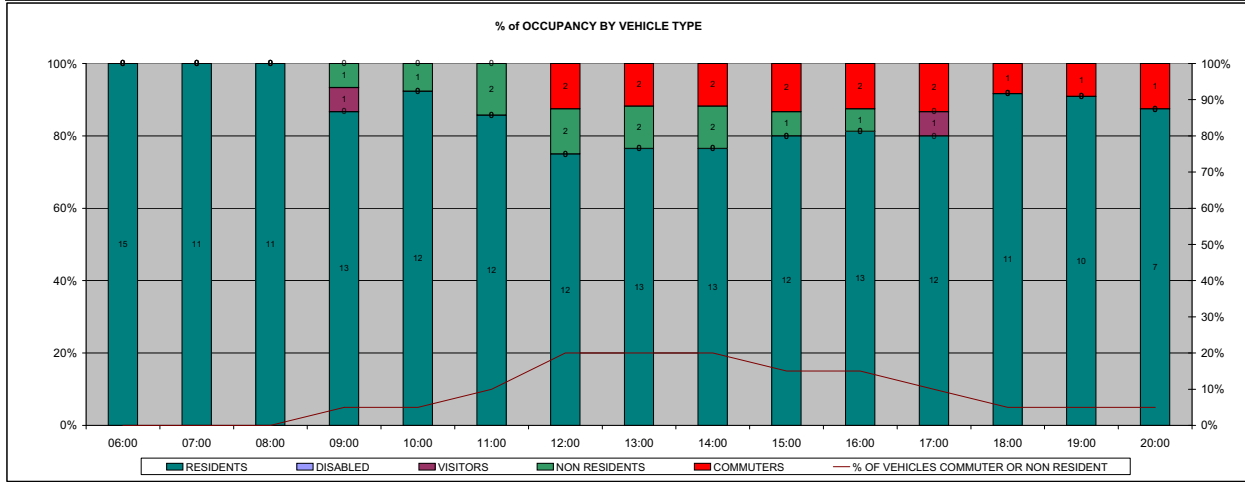
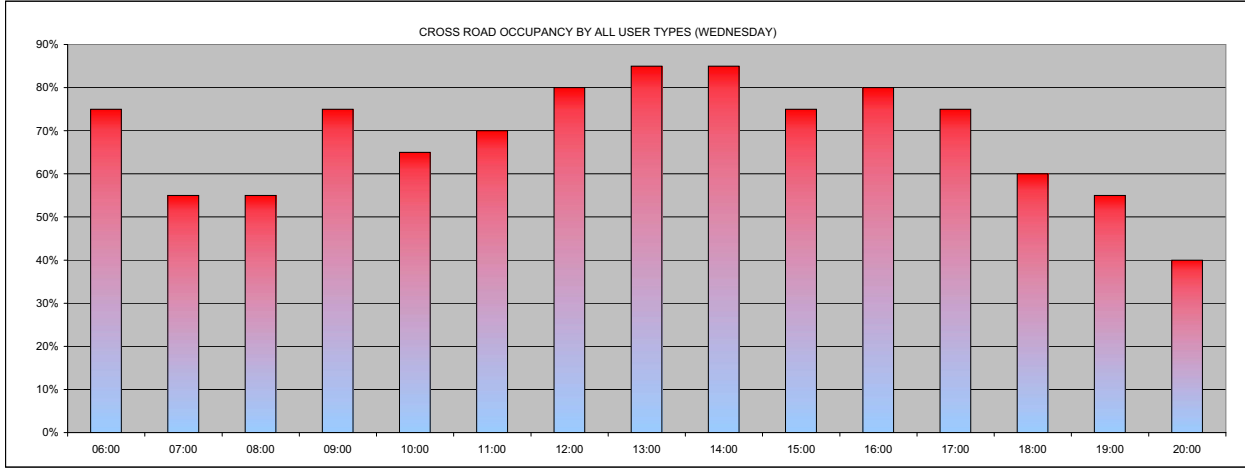
	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	TOT
COMMUTERS	0	0	0	0	0	0	1	2	1	2	1	1	0	0	0	8
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
NON RESIDENTS	0	0	5	2	1	0	0	0	0	0	0	0	0	0	0	8
RESIDENTS	9	4	1	0	1	0	2	2	1	0	1	0	0	0	0	4
VISITORS	5	6	0	0	0	0	0	0	0	0	0	0	0	0	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%	1.9%	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%



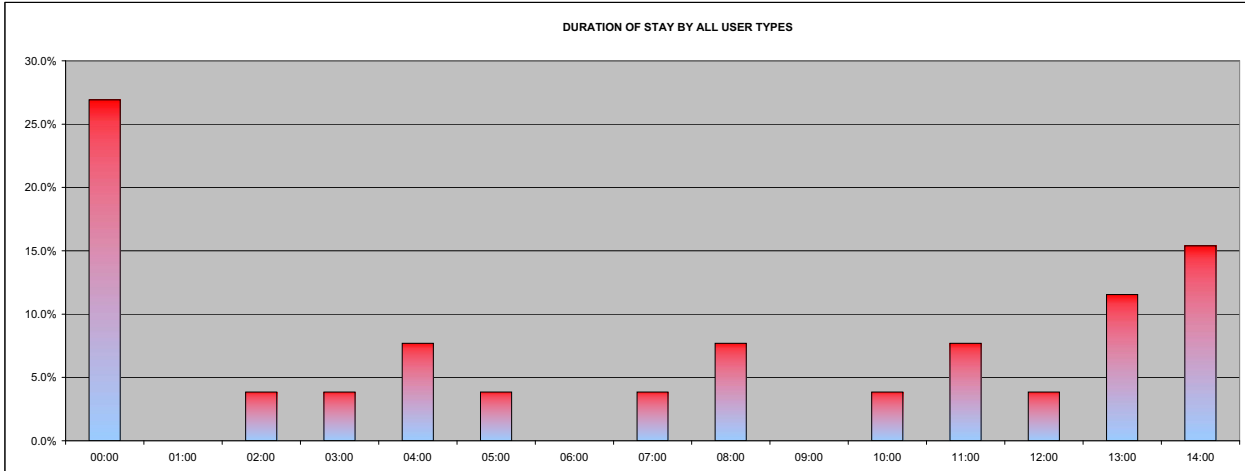
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
COMMUTERS	0	0	0	0	0	0	2	2	2	2	2	2	1	1	1
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	0	1	1	2	2	2	2	1	1	0	0	0	0
RESIDENTS	15	11	11	13	12	12	12	13	13	12	13	12	11	10	7
VISITORS	0	0	0	1	0	0	0	0	0	0	0	1	0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



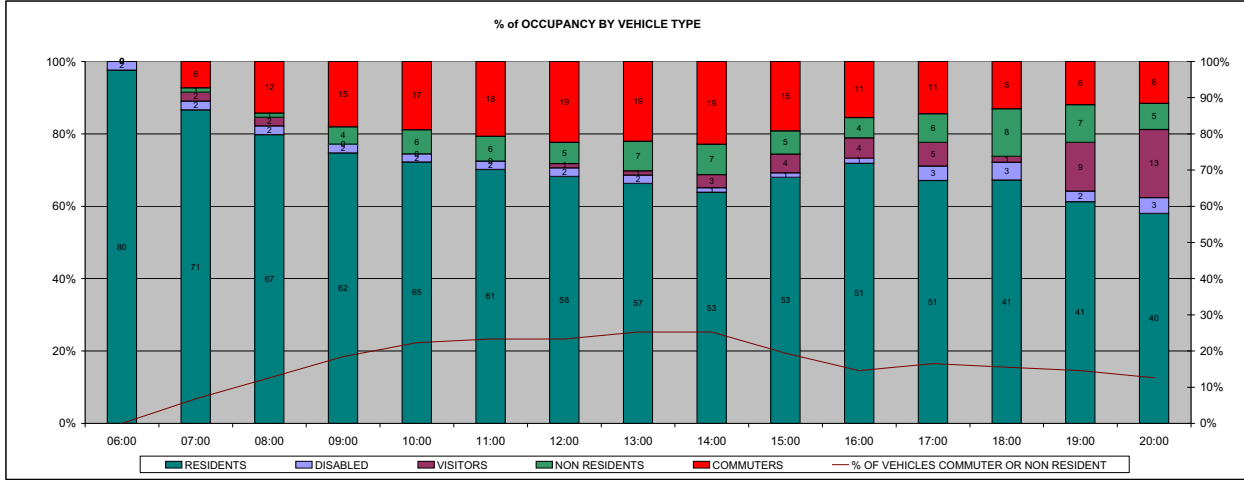
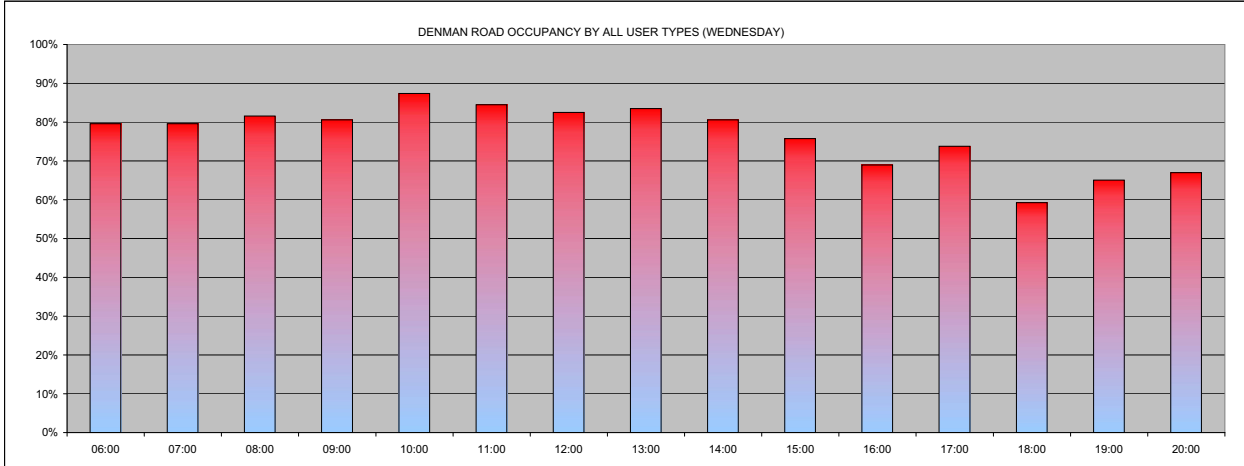
	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	TOT
COMMUTERS	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3
RESIDENTS	5	0	0	1	0	0	0	1	1	0	1	2	1	3	4	19
VISITORS	2	0	0	0	0	0	0	0	0	0	0	0	0	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%	0.0%	0.1%	0.1%	0.0%	0.1%	0.3%	0.1%	0.4%	85.7%



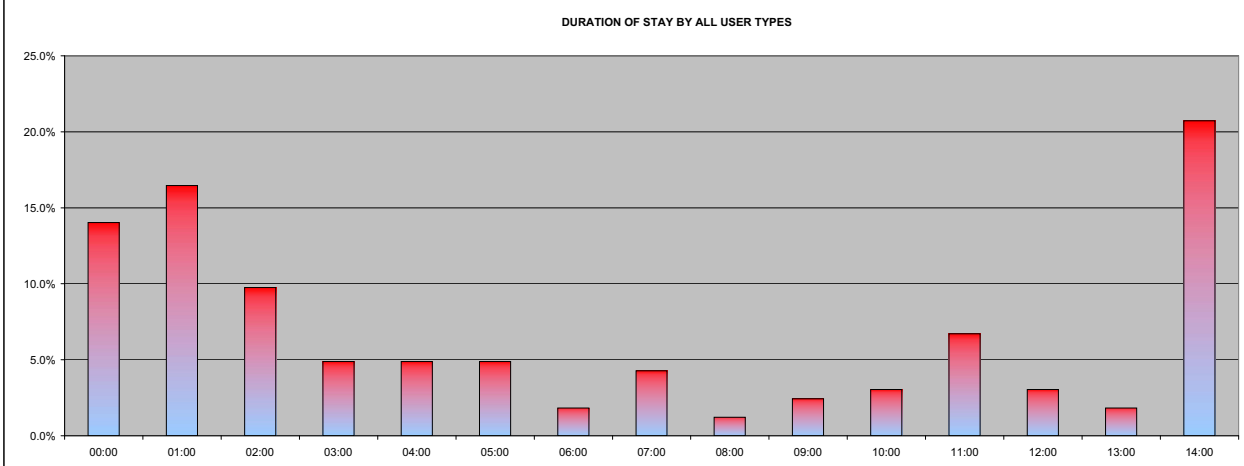
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
COMMUTERS	0	6	12	15	17	18	19	19	19	15	11	11	8	8	8
DISABLED	2	2	2	2	2	2	2	2	1	1	1	3	3	2	3
NON RESIDENTS	0	1	1	4	6	6	5	7	7	5	4	6	8	7	5
RESIDENTS	80	71	67	62	58	61	58	57	53	53	51	51	41	41	40
VISITORS	0	2	2	0	0	0	1	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%



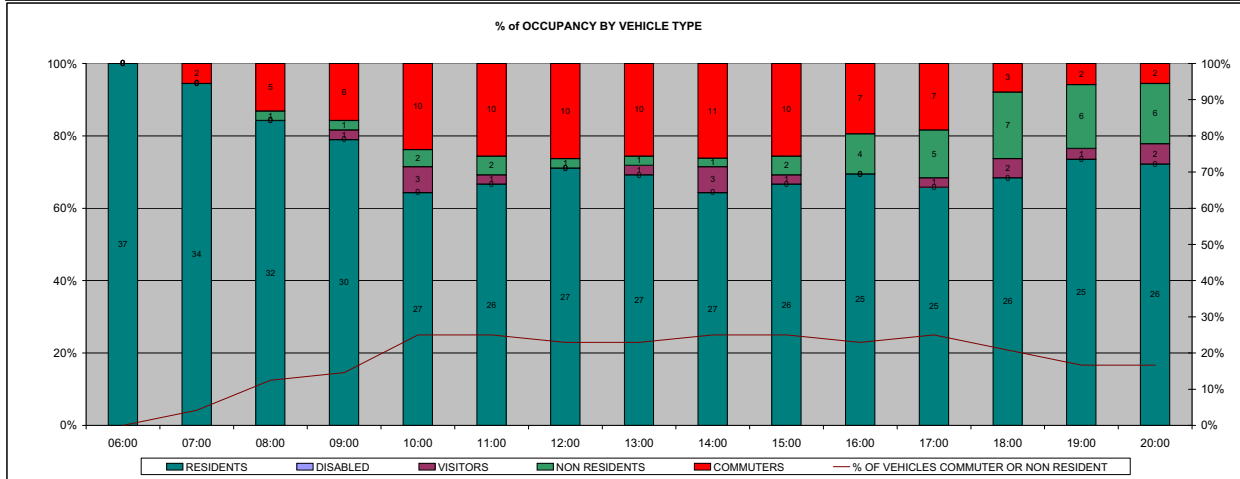
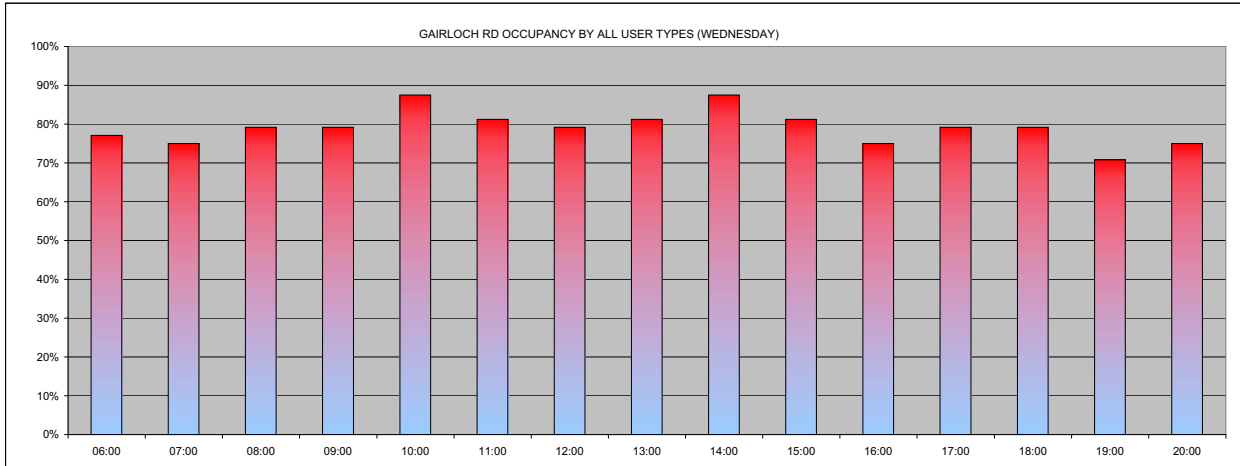
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	TOT
COMMUTERS	0	0	0	0	0	3	1	3	2	2	2	2	0	1	0	19
DISABLED	1	1	0	1	0	0	0	1	0	0	0	0	0	0	1	5
NON RESIDENTS	0	0	9	5	5	0	0	0	0	0	0	0	0	0	0	19
RESIDENTS	11	9	7	2	3	5	2	3	0	2	3	9	2	2	33	93
VISITORS	11	17	0	0	0	0	0	0	0	0	0	0	0	0	0	28
TOTAL	23	27	16	8	8	8	3	7	2	4	5	11	5	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%	4.3%	1.2%	2.4%	3.0%	6.7%	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)	6.7%	10.4%	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%	

% 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%



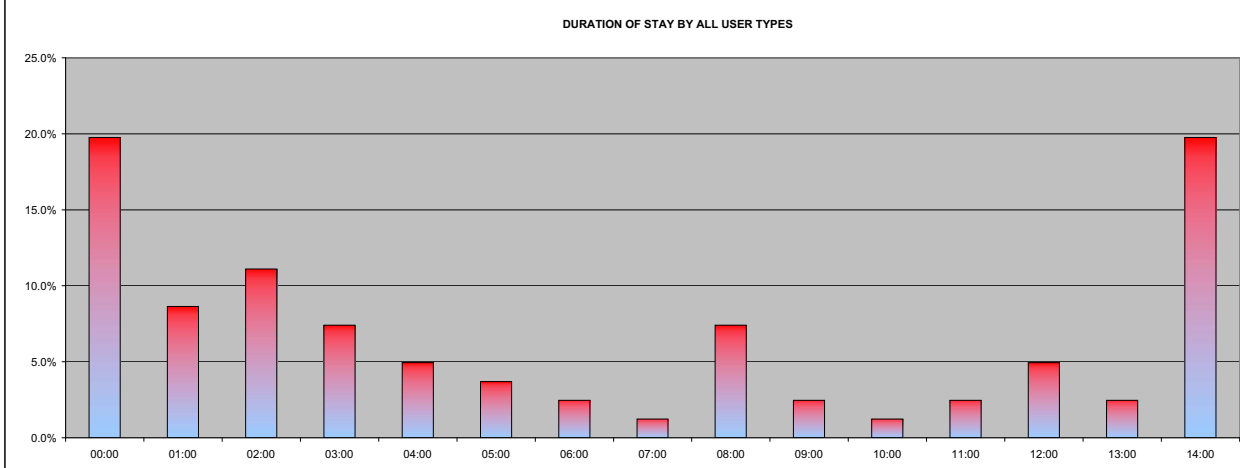
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	
COMMUTERS	0	2	5	6	10	10	10	11	10	7	7	3	2	2	2	
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NON RESIDENTS	0	0	1	1	2	2	1	1	1	2	4	5	7	6	6	
RESIDENTS	37	34	32	30	27	27	27	27	26	25	25	25	26	25	26	
VISITORS	0	0	0	1	3	1	0	1	3	1	0	1	2	1	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%



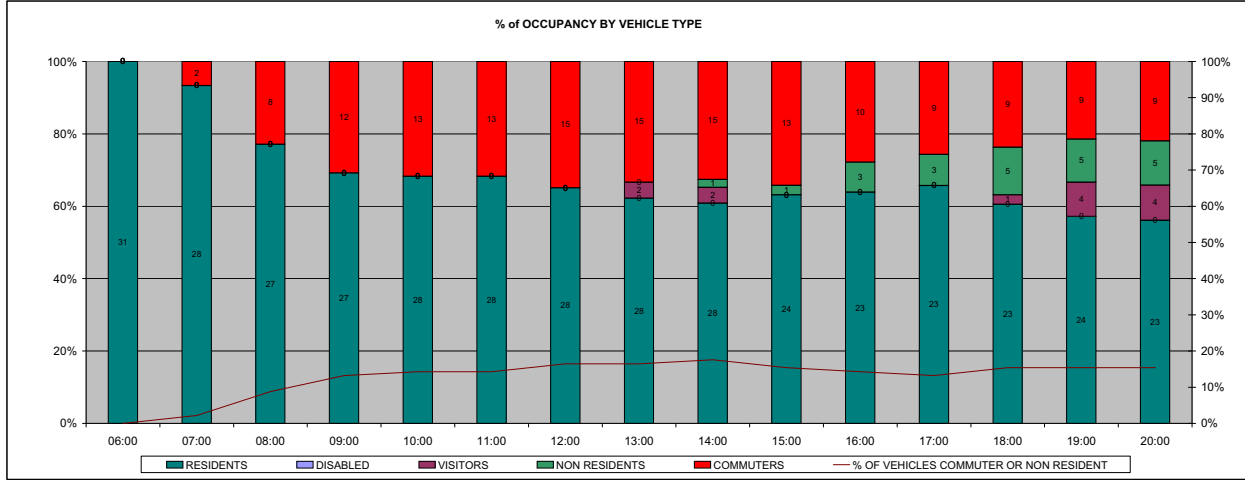
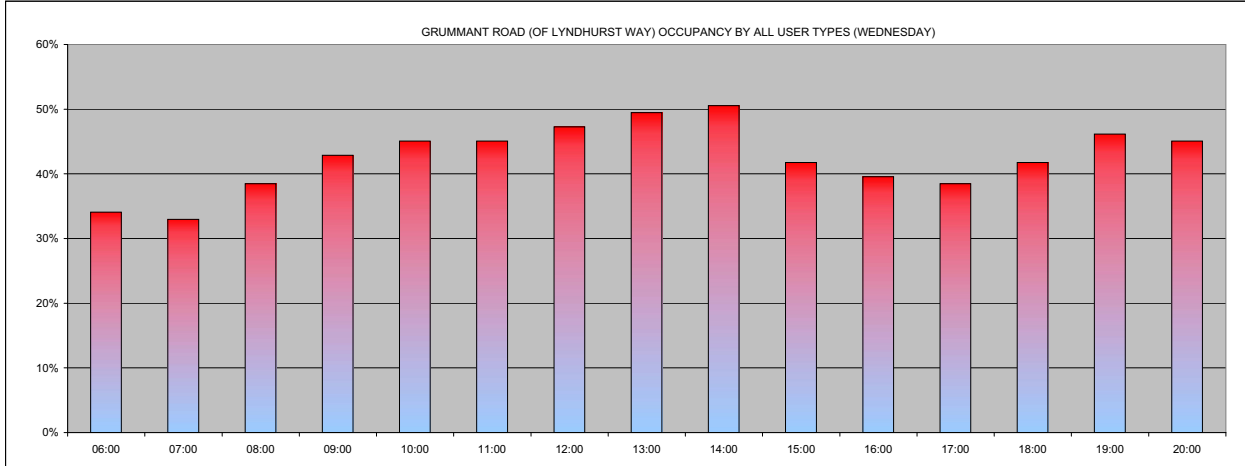
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	TOT
COMMUTERS	0	0	0	0	0	2	2	1	3	1	1	0	1	0	0	11
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	4	3	3	0	0	0	0	0	0	0	0	0	0	10
RESIDENTS	6	4	5	3	1	1	0	0	3	1	0	2	3	2	16	47
VISITORS	10	3	0	0	0	0	0	0	0	0	0	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%	
% 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%	

% 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%



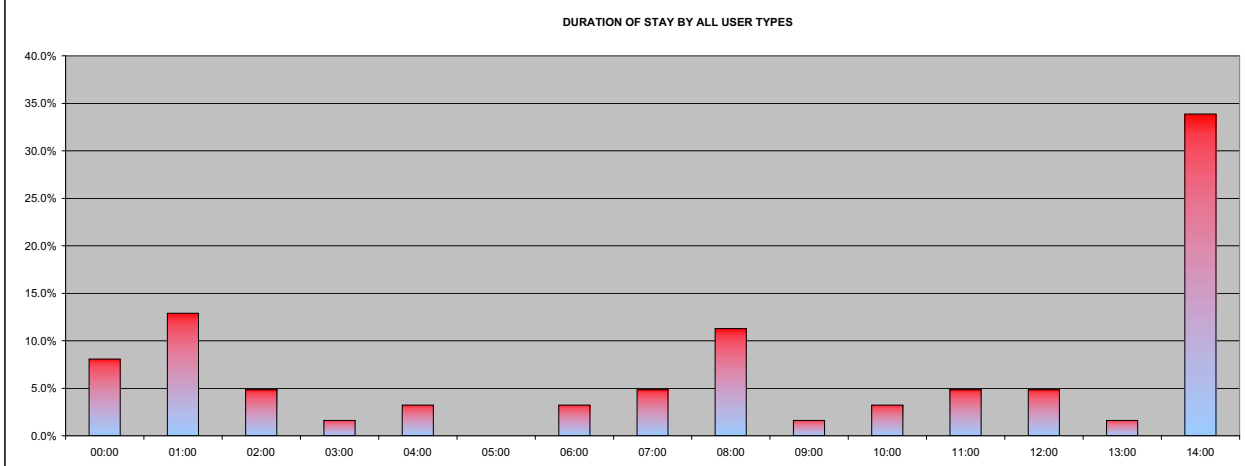
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
COMMUTERS	0	2	8	12	13	13	15	15	13	10	9	9	9	9	9
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	0	0	0	0	0	0	1	1	3	3	5	5	5
RESIDENTS	31	28	27	27	28	28	28	28	24	23	23	23	23	24	23
VISITORS	0	0	0	0	0	0	0	2	0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



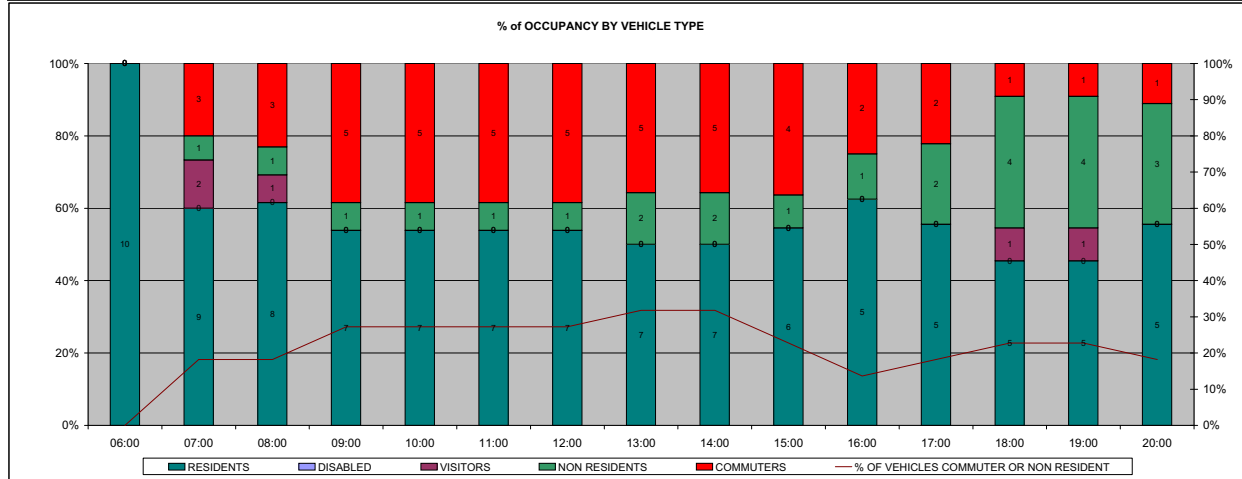
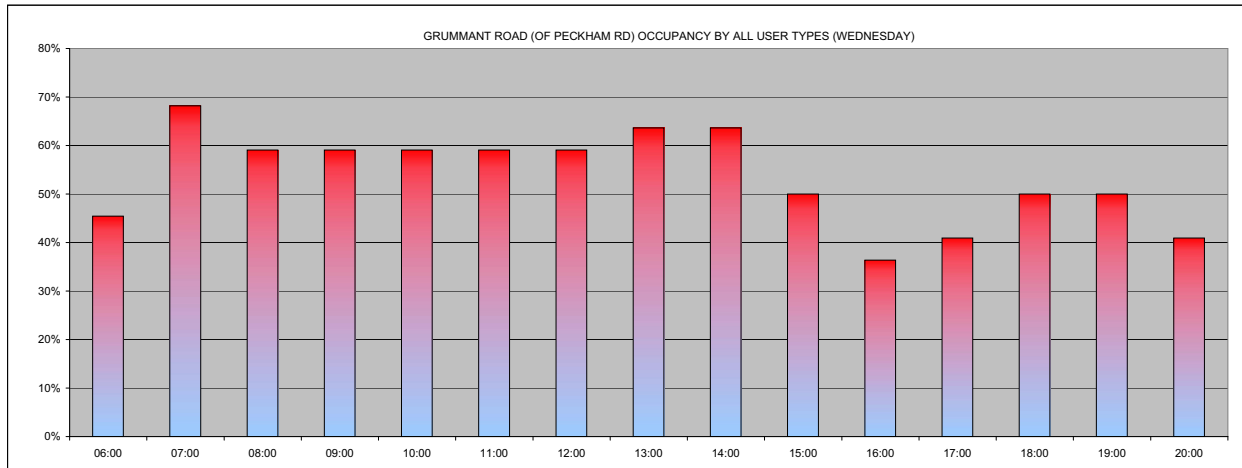
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	TOT
COMMUTERS	0	2	8	12	13	13	15	15	13	10	9	9	9	9	9	15
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	0	0	0	0	0	0	1	1	3	3	5	5	5	0
RESIDENTS	31	28	27	27	28	28	28	28	24	23	23	23	23	24	23	24
VISITORS	0	0	0	0	0	0	0	0	2	0	0	0	1	4	4	7
TOTAL	31	28	27	27	28	28	28	28	24	23	23	23	23	24	23	62
TOTAL SAFE PARKING SPACES	13															
GRUMMANT ROAD (OF LYNDBURST WAY) DURATION BY ALL USER TYPES																
% OF VEHICLES - COMMUTERS (> 6hrs)	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%	33.9%	
% 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%	
% OF VEHICLES - NON RESIDENTS (> 3hrs)	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%	
% 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%	33.9%	
% OF VEHICLES - VISITORS (0-3hrs)	1.6%	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%	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%



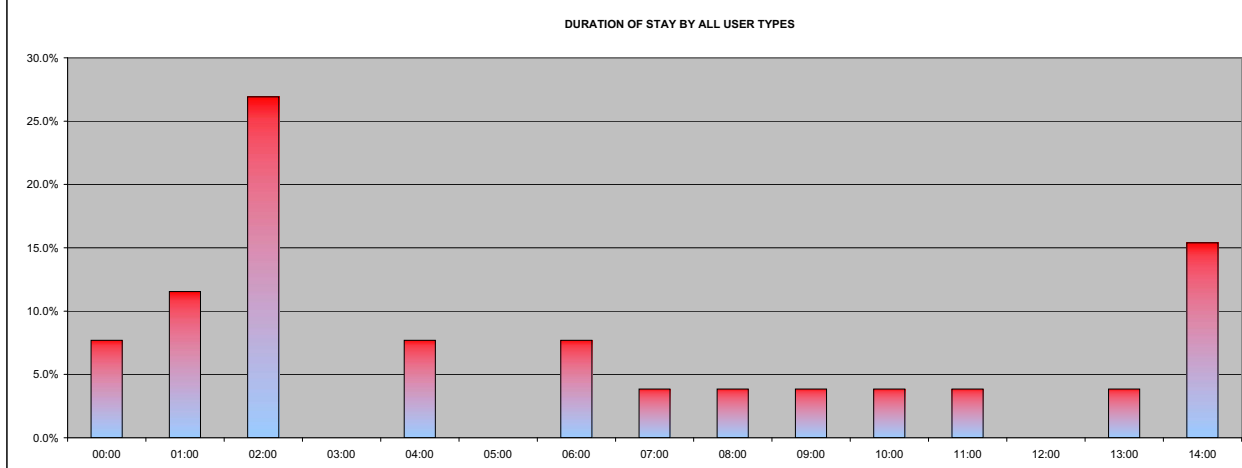
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
COMMUTERS	0	3	3	5	5	5	5	5	4	2	2	1	1	1	1
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	1	1	1	1	1	1	2	2	1	1	2	4	4	3
RESIDENTS	10	9	8	7	7	7	7	7	6	5	5	5	5	5	5
VISITORS	0	2	1	0	0	0	0	0	0	0	0	0	1	1	0
TOTAL SAFE 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%	6%	6%	6%	5%	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%	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%	27%	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%



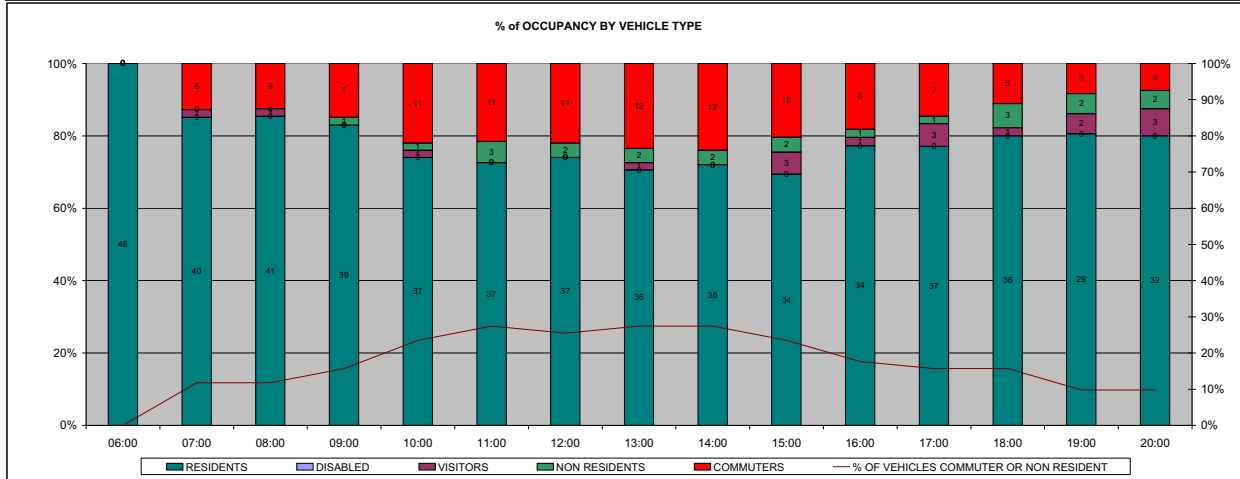
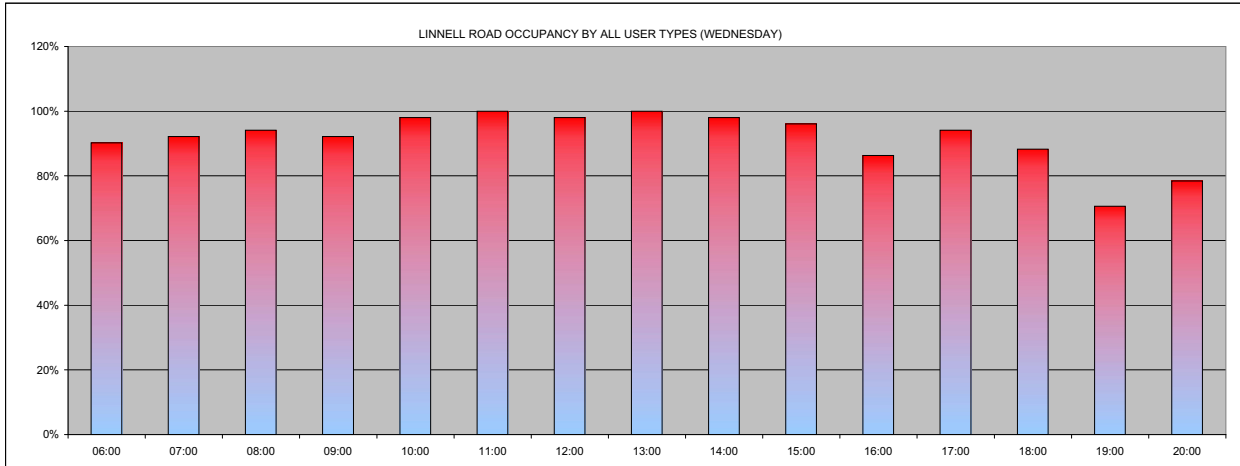
	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	TOT
COMMUTERS	0	0	0	0	0	0	2	1	0	0	1	0	0	1	0	5
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	5	0	2	0	0	0	0	0	0	0	0	0	0	7
RESIDENTS	1	1	2	0	0	0	0	1	1	0	1	0	1	0	0	11
VISITORS	1	2	0	0	0	0	0	0	0	0	0	0	0	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%	85.7%



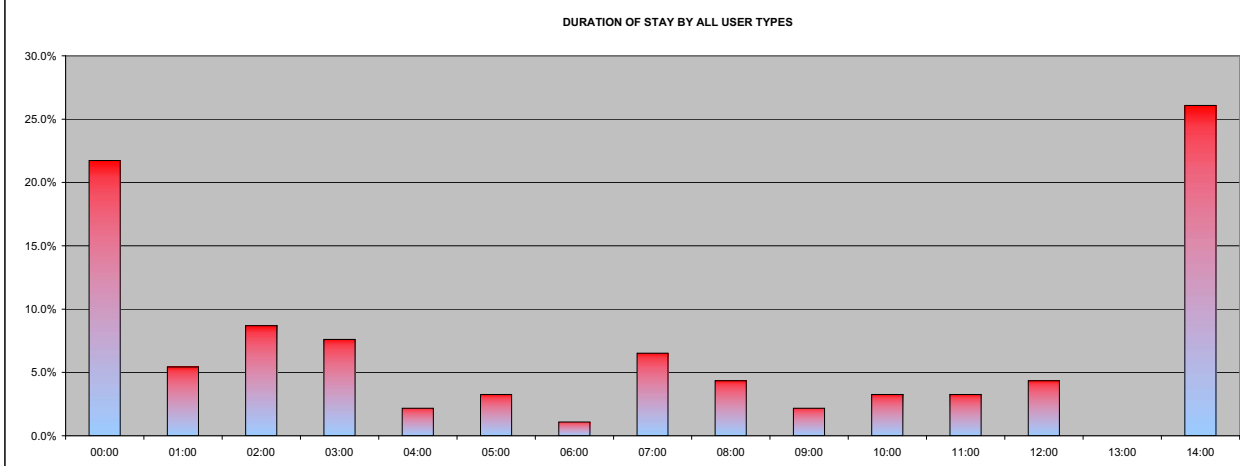
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
COMMUTERS	0	6	6	7	11	11	12	12	12	10	8	7	5	3	3
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	0	1	1	3	2	2	2	2	1	1	3	2	2
RESIDENTS	46	40	41	39	37	37	37	36	34	34	37	36	29	32	32
VISITORS	0	1	1	0	1	0	0	1	0	3	1	3	1	2	3
TOTAL SAFE PARKING SPACES	51														
LINNELL ROAD OCCUPANCY BY ALL USER TYPES (WEDNESDAY)															
% OF VEHICLES - COMMUTERS (> 6hrs)	0%	92%	94%	92%	88%	100%	98%	100%	98%	96%	88%	94%	88%	71%	78%
% 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%	2%	2%	8%	4%	4%	4%	4%	2%	2%	6%	4%	4%
% OF VEHICLES - RESIDENTS	90%	78%	80%	78%	73%	73%	73%	71%	71%	87%	87%	73%	73%	81%	83%
% OF VEHICLES - VISITORS (0-3hrs)	0%	2%	2%	0%	2%	0%	0%	2%	0%	6%	2%	6%	2%	4%	6%

% 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%	88%	82%	76%	75%	73%	73%	73%	71%	73%	89%	78%	73%	81%	89%



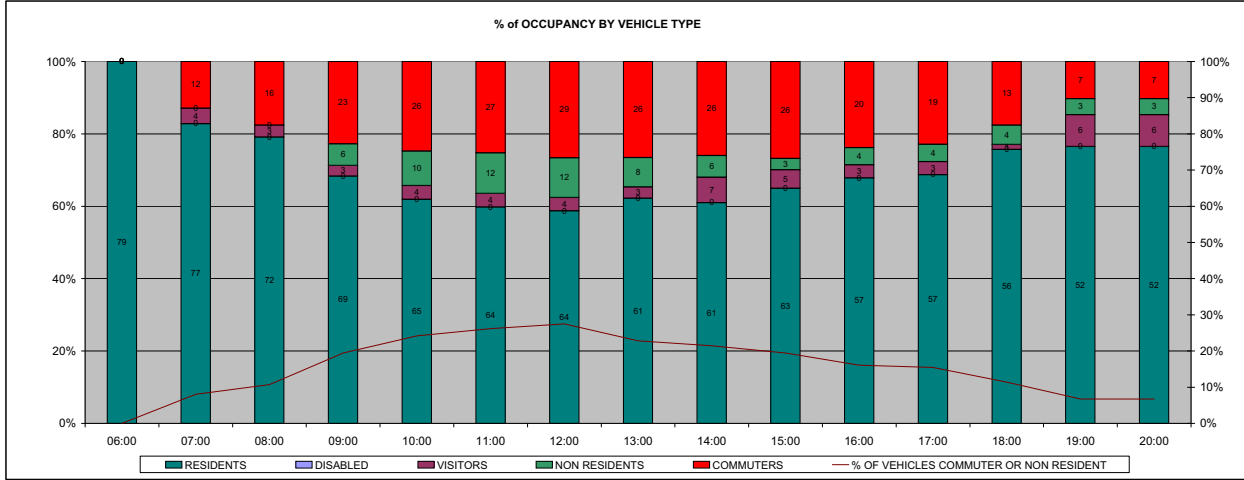
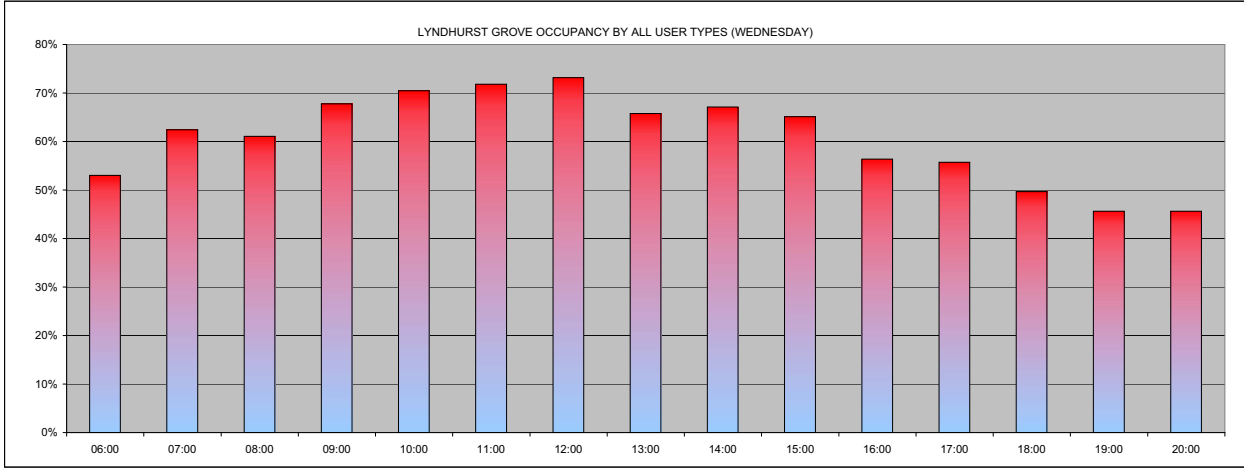
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	TOT
COMMUTERS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	3	2	1	0	0	0	0	0	0	0	0	0	0	6
RESIDENTS	13	0	5	3	1	0	1	1	3	1	2	1	4	0	24	61
VISITORS	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	12
TOTAL	20	5	8	7	2	3	1	1	3	1	2	3	4	0	24	92
TOTAL SAFE PARKING SPACES	13															
LINNELL 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%	28.1%
% 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%	3.3%	2.2%	1.1%	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	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%	0.0%	28.1%
% OF VEHICLES - VISITORS (0-3hrs)	7.8%	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%	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%	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%	0.0%	85.7%



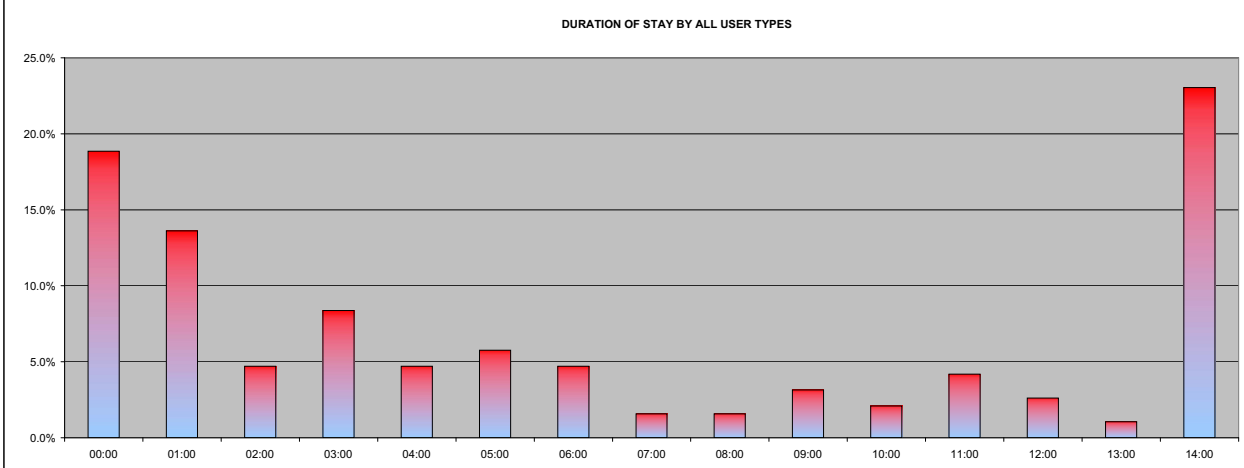
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
COMMUTERS	0	12	16	23	26	27	29	26	26	26	20	19	13	7	7
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	0	6	10	12	12	6	6	3	4	4	4	3	3
RESIDENTS	79	77	72	69	65	64	64	61	61	63	57	57	56	52	52
VISITORS	0	4	3	3	4	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%	16%	15%	17%	17%	15%	15%	15%	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	18	9	11	9	3	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%	1.6%	23.0%
% OF VEHICLES - COMMUTERS (> 6hrs)	0.0%	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%	1.0%	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%

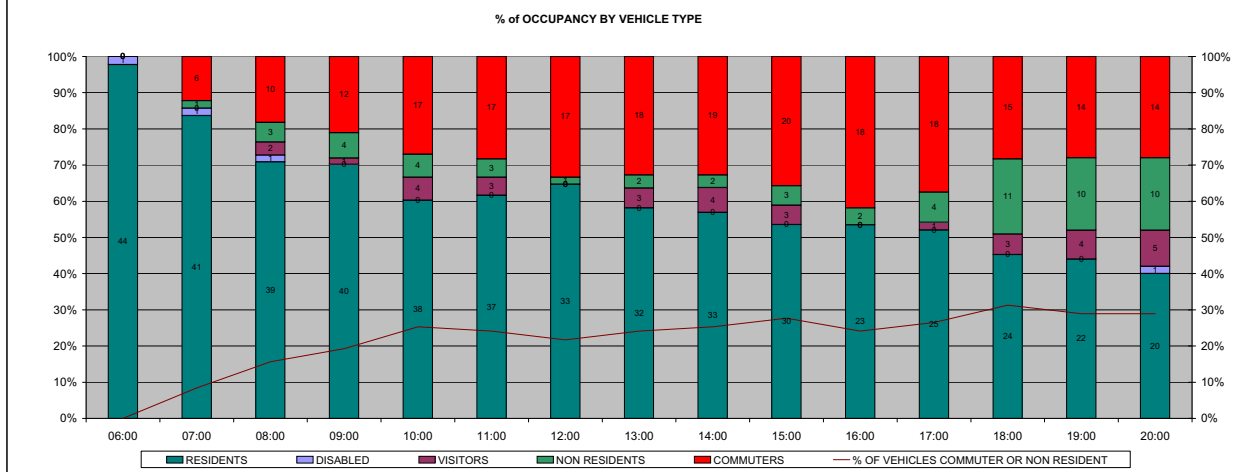
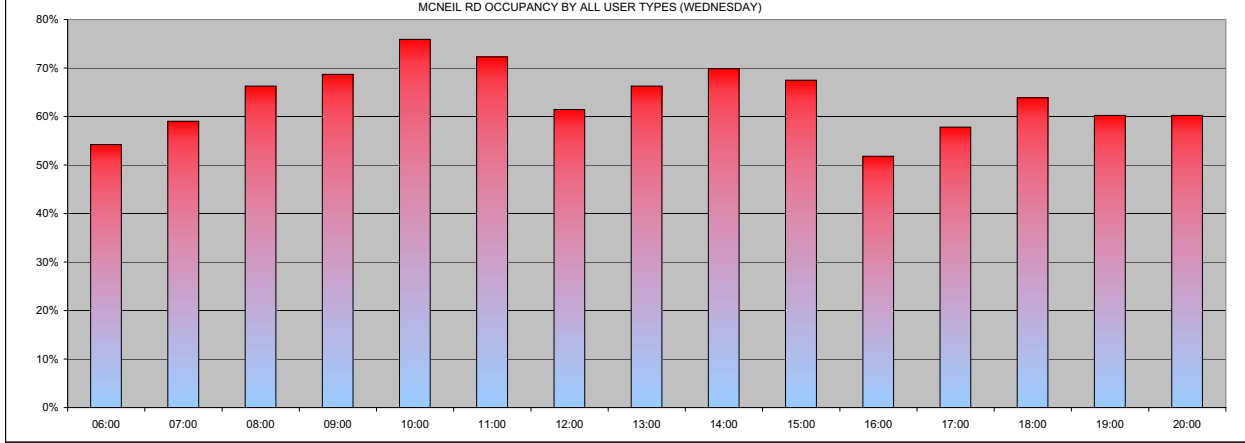
% OF VEHICLES COMMUTER OR NON RESIDENT	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	85.7%



	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%	23%	22%	23%	24%
% OF VEHICLES - VISITORS (0-3hrs)	0%	0%	2%	1%	5%	4%	0%	4%	5%	4%	0%	1%	4%	5%	8%

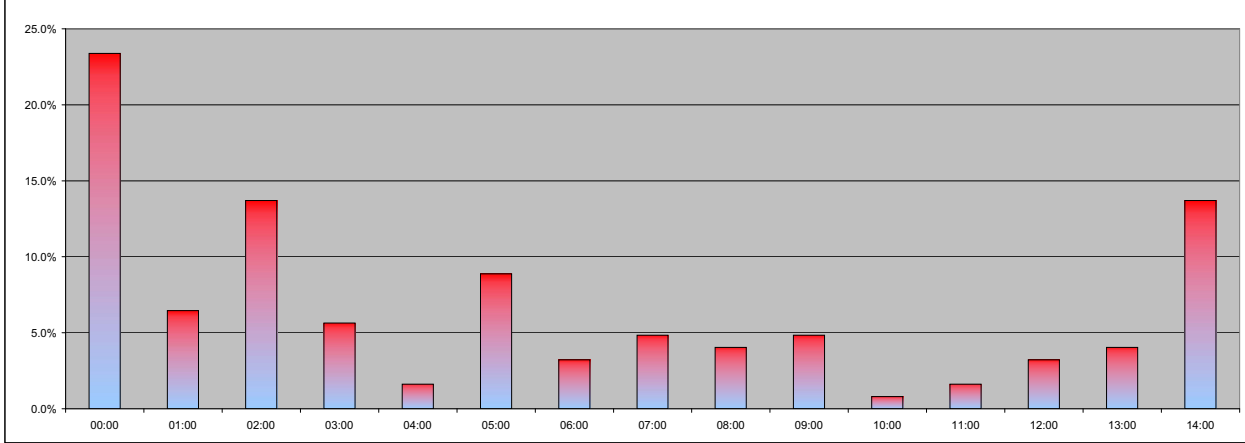
% OF VEHICLES COMMUTER OR NON RESIDENT	0%	8%	16%	19%	25%	24%	22%	24%	25%	28%	24%	27%	31%	29%	29%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED	54%	51%	51%	49%	51%	48%	49%	42%	45%	46%	28%	31%	33%	31%	31%



	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	0	2	4	0	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

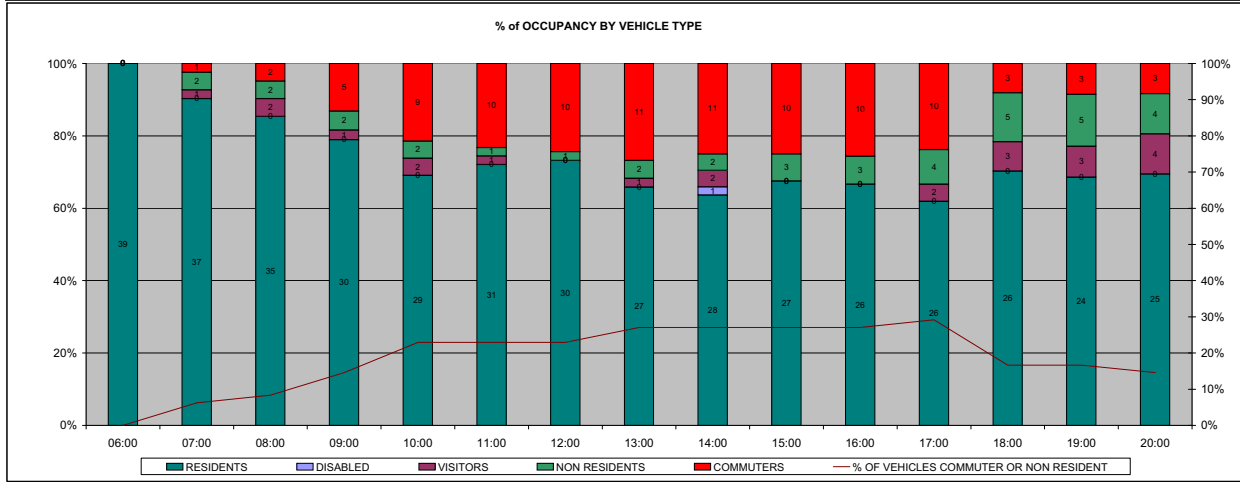
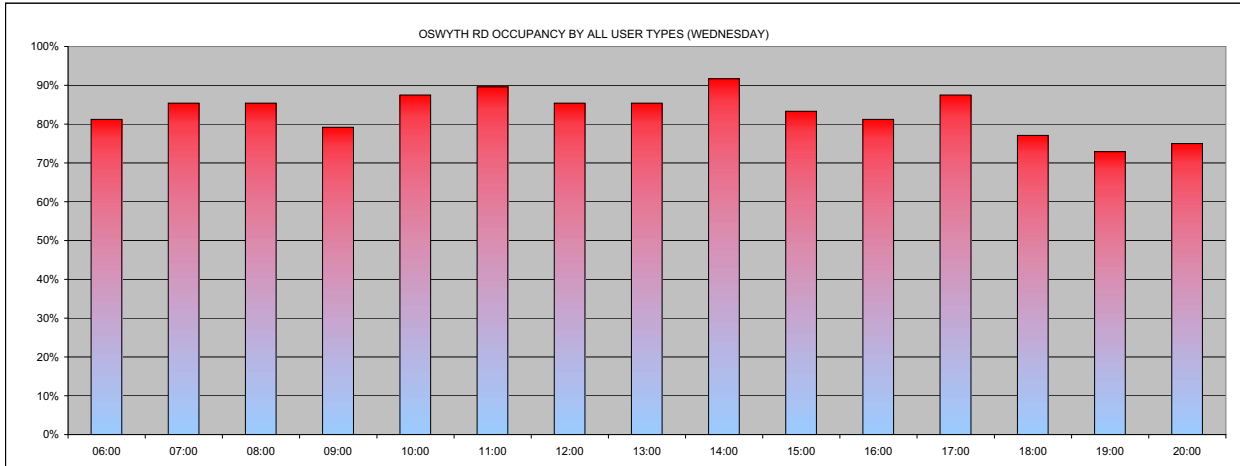
MCNEIL RD DURATION BY ALL USER TYPES	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	
% OF VEHICLES - COMMUTERS (> 6hrs)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.6%	1.6%	8.9%	3.2%	4.8%	4.0%	4.8%	1.6%	3.2%	13.7%
% OF VEHICLES - DISABLED	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	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%	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%	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%	13.7%
% 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%	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%	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%	0.0%	85.7%



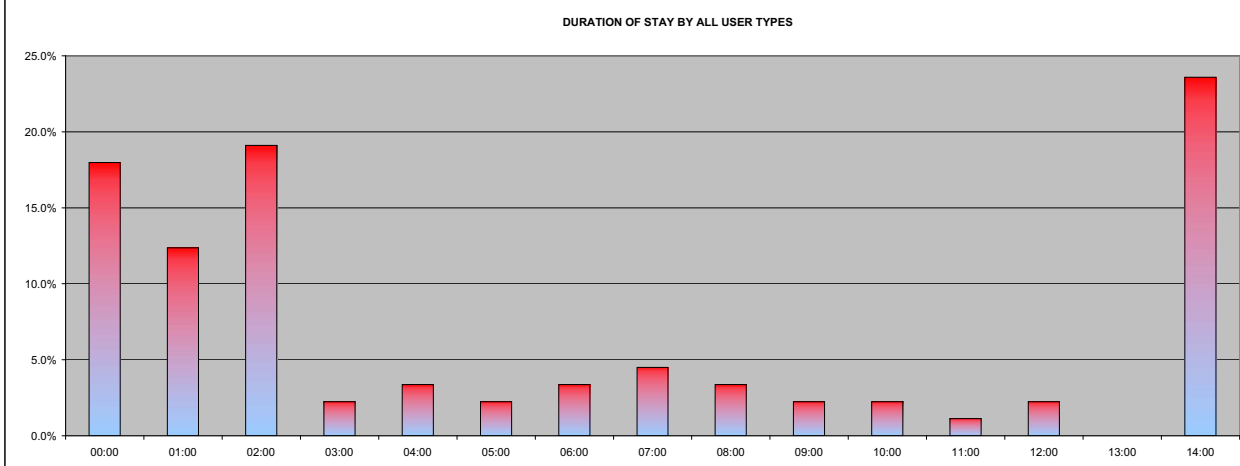
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
COMMUTERS	0	1	2	5	9	10	11	11	11	10	10	10	3	3	3
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	2	2	2	2	1	1	2	3	3	3	4	5	5	4
RESIDENTS	39	37	35	30	29	31	30	27	28	27	26	26	26	24	25
VISITORS	0	1	2	1	2	1	0	2	2	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%	23%	23%	21%	21%	21%	6%	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%	4%	4%	4%	4%	2%	2%	4%	8%	8%	8%	10%	10%	8%	8%
% OF VEHICLES - RESIDENTS	81%	87%	73%	63%	60%	65%	63%	58%	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%	58%	56%	54%	58%	60%	56%	60%



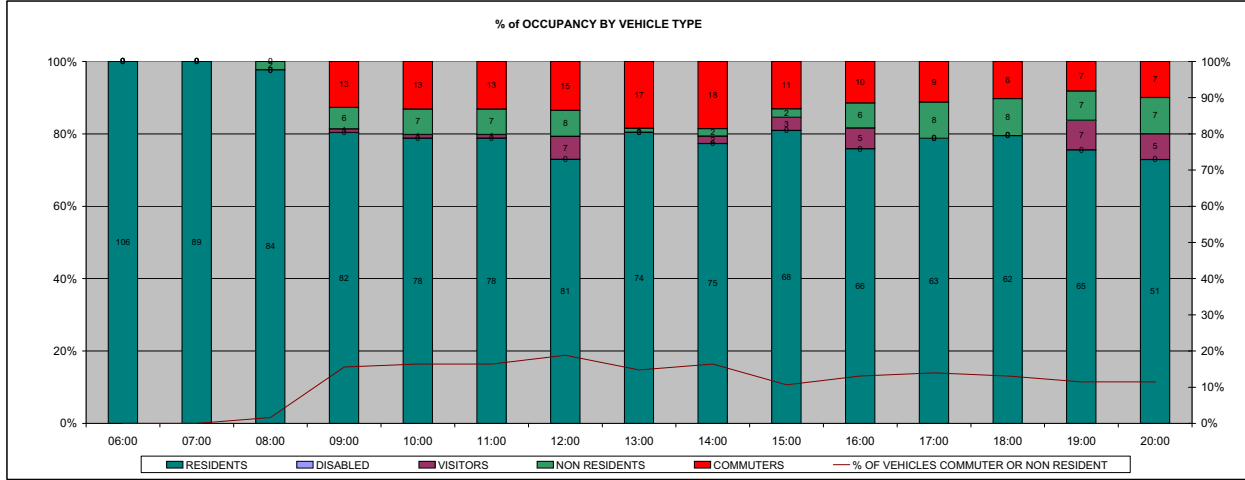
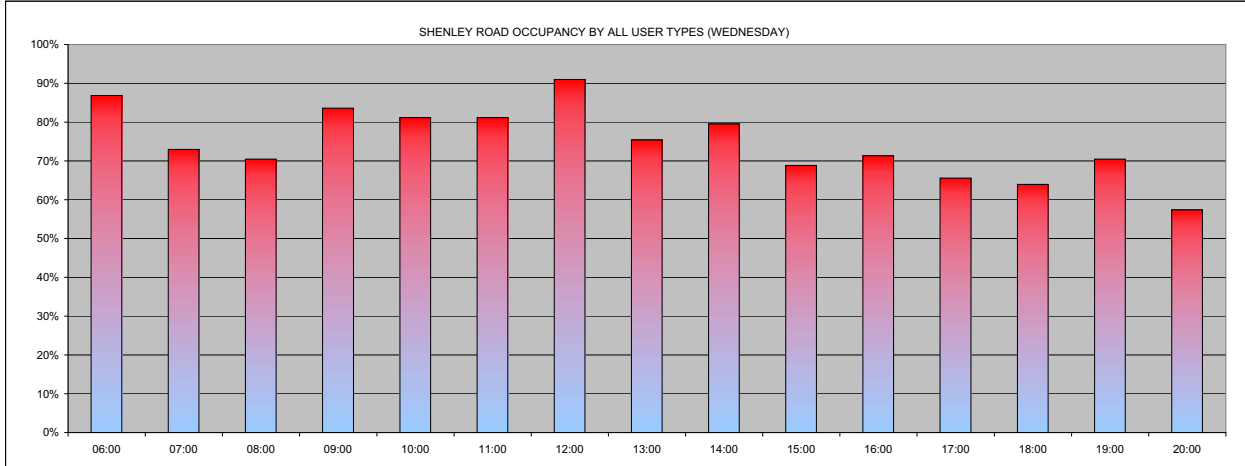
	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	TOT
COMMUTERS	0	0	0	0	0	0	1	0	4	2	2	2	2	0	0	11
DISABLED	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
NON RESIDENTS	0	0	0	8	1	2	0	0	0	0	0	0	0	0	0	11
RESIDENTS	7	4	9	1	1	1	3	0	1	0	0	1	2	0	21	51
VISITORS	8	7	0	0	0	0	0	0	0	0	0	0	0	0	0	15
TOTAL	16	11	17	2	3	2	3	4	3	2	2	1	2	0	21	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	7.5%	8.5%	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)	8.0%	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%



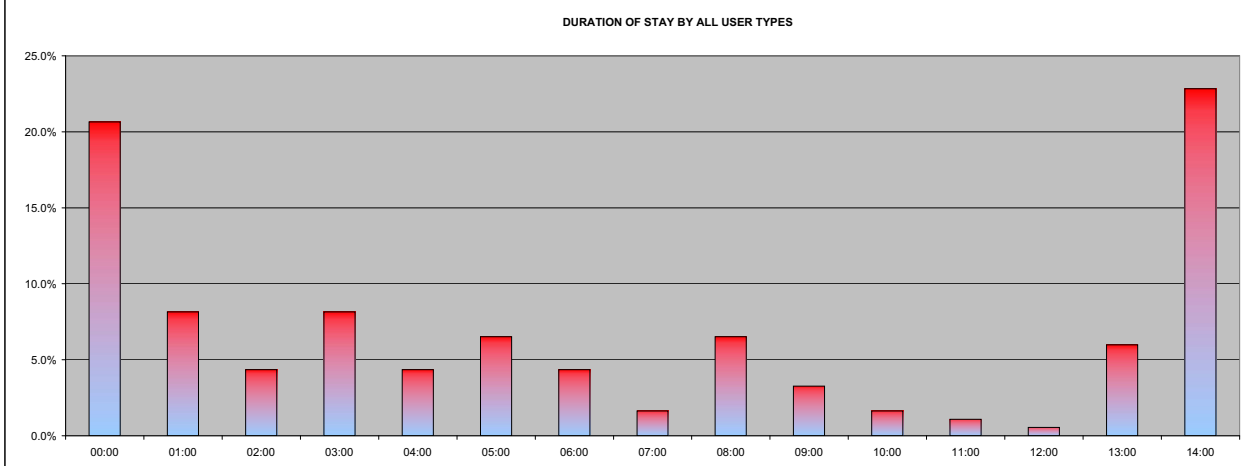
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
COMMUTERS	0	0	0	13	13	13	15	17	18	11	10	9	8	7	7
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	2	6	7	7	8	1	2	2	6	8	8	7	7
RESIDENTS	106	89	84	82	78	78	81	74	75	68	63	62	62	65	51
VISITORS	0	0	0	1	1	1	7	0	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%	70%	64%	64%	64%	68%	61%	60%	64%	64%	63%	63%	63%	62%
% 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%



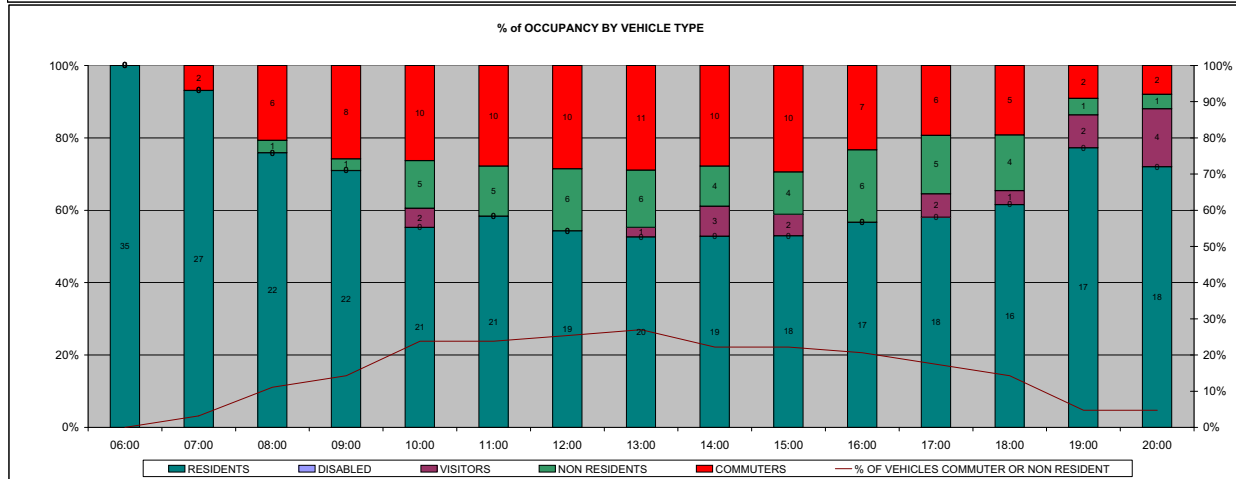
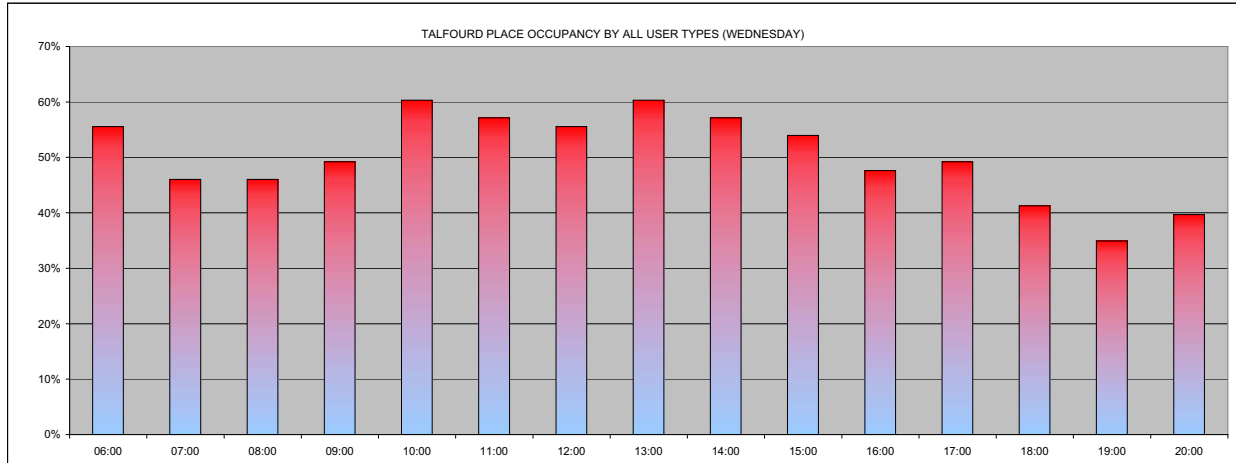
	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	TOT
COMMUTERS	0	0	0	0	0	0	11	2	3	3	1	0	0	0	0	20
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	3	8	6	0	0	0	0	0	0	0	0	0	0	17
RESIDENTS	24	6	5	7	2	1	6	0	9	5	3	2	1	13	42	124
VISITORS	14	9	0	0	0	0	0	0	0	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)	20.7%	0.0%	4.3%	8.2%	4.3%	6.5%	4.3%	1.6%	6.5%	3.3%	1.6%	1.1%	0.5%	6.0%	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%	
% 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%	
% OF VEHICLES - RESIDENTS	13.0%	3.3%	2.7%	3.8%	1.1%	1.1%	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%	

% 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%	



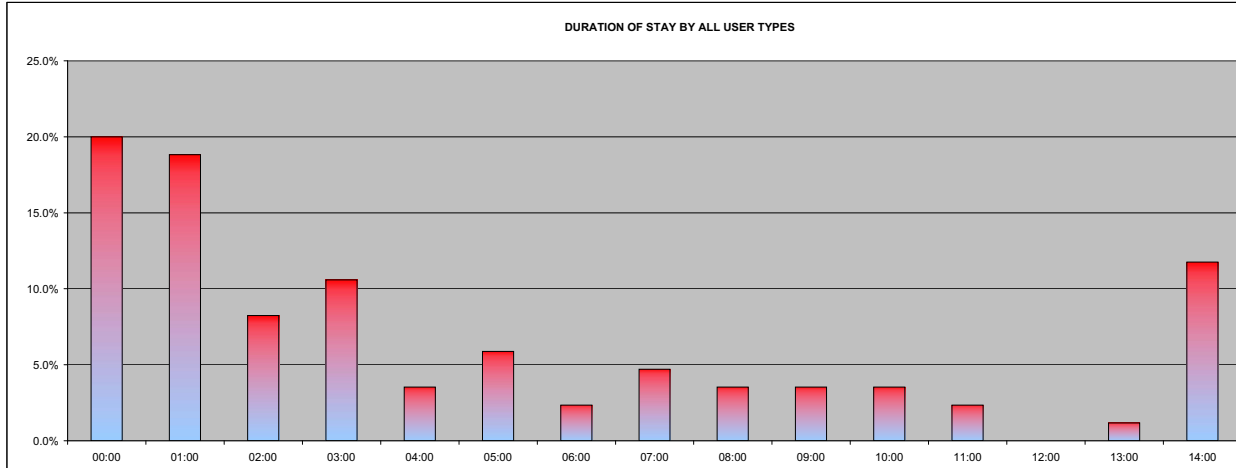
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
COMMUTERS	0	2	6	8	10	10	11	10	10	7	6	5	2	2	2
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	1	1	5	5	6	6	4	4	6	5	4	1	1
RESIDENTS	35	27	22	22	21	21	19	20	19	18	17	18	16	17	18
VISITORS	0	0	0	0	2	0	0	3	0	2	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%	6%	10%	8%	6%	2%	2%
% OF VEHICLES - RESIDENTS	56%	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%	6%

% 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	56%	43%	33%	33%	37%	33%	30%	33%	35%	32%	27%	32%	27%	30%	35%



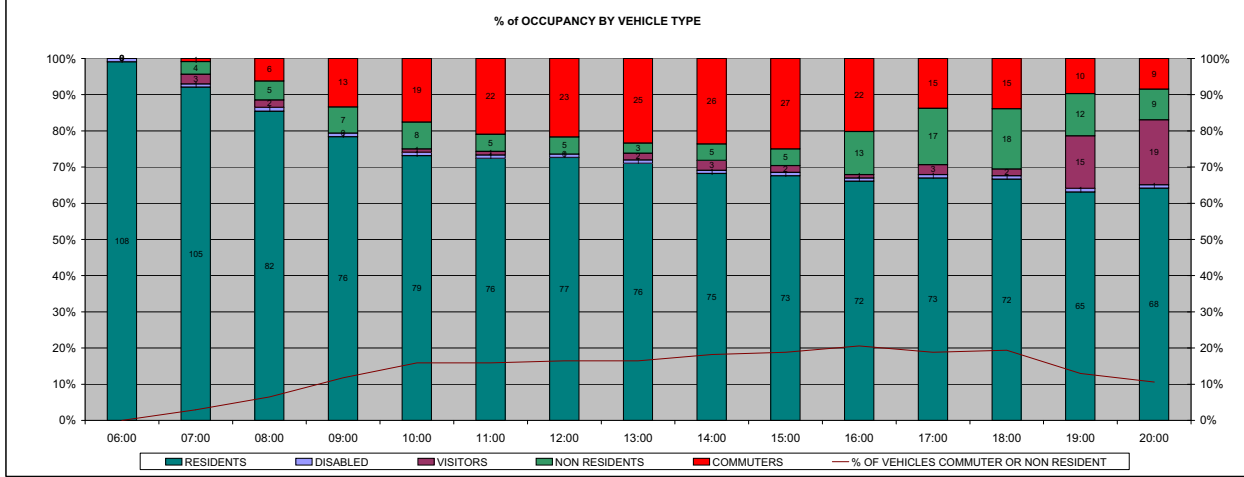
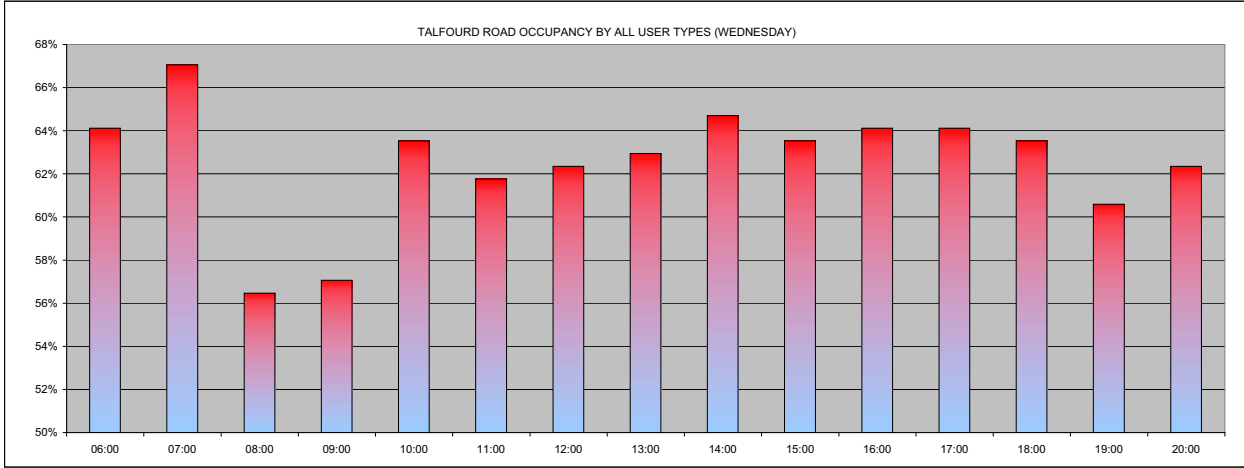
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COMMUTERS	0	0	0	0	0	2	2	3	2	2	1	0	0	0	0	12
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	6	4	3	0	0	0	0	0	0	0	0	0	0	13
RESIDENTS	12	10	1	3	0	3	0	1	1	2	2	0	1	10	49	
VISITORS	5	6	0	0	0	0	0	0	0	0	0	0	0	0	11	
TOTAL SAFE PARKING SPACES	13	17	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%		

% OF VEHICLES COMMUTER OR NON RESIDENT	0.0%	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%	0.0%
% 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%



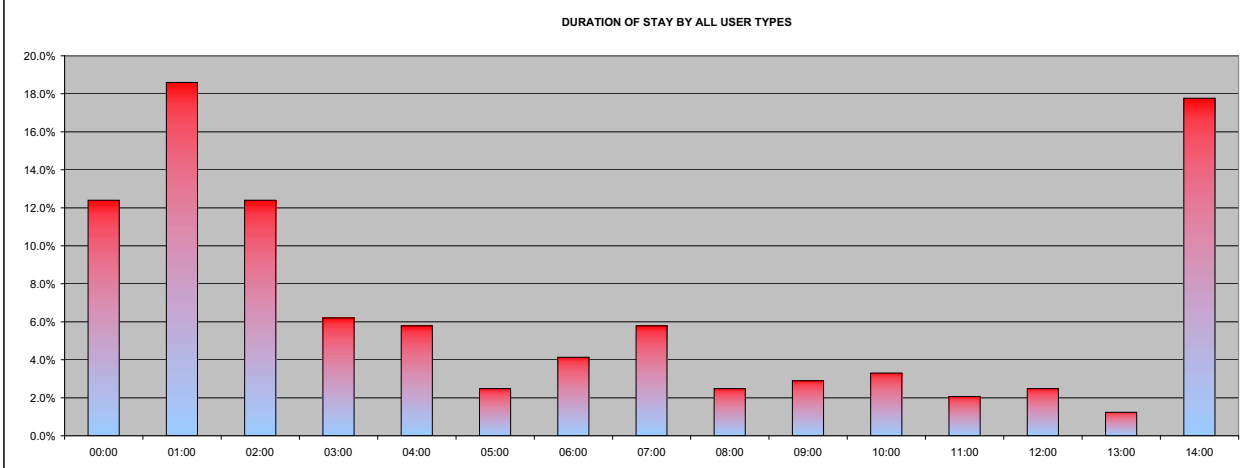
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COMMUTERS	0	1	6	13	19	22	23	25	28	27	22	15	10	9	
DISABLED	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
NON RESIDENTS	0	4	5	7	8	5	3	5	5	5	13	17	18	12	9
RESIDENTS	108	105	82	76	79	76	77	76	73	72	73	72	72	65	68
VISITORS	0	3	2	0	1	1	0	2	3	2	1	3	2	1	1
TOTAL SAFE PARKING 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%	13%	9%	9%	8%	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%	43%	45%	44%	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%



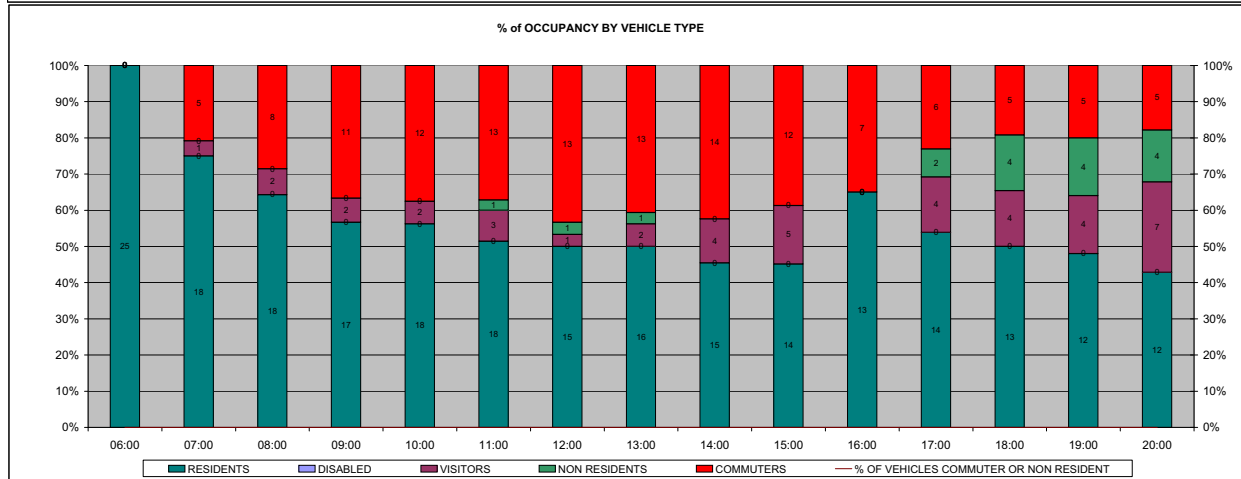
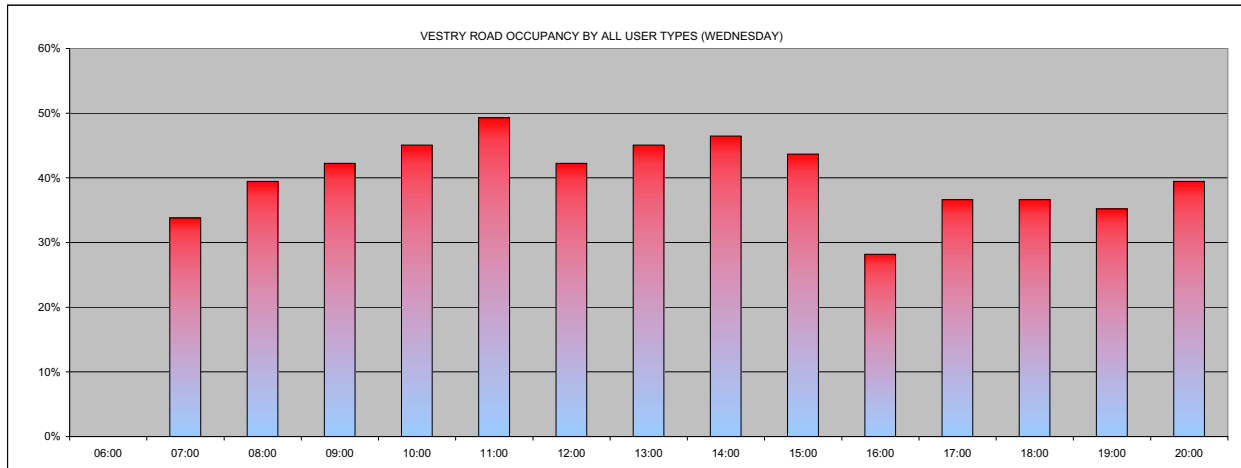
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COMMUTERS	0	0	0	0	0	0	0	0	2	3	4	0	1	0	0	28
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
NON RESIDENTS	0	0	15	9	7	0	0	0	0	0	0	0	0	0	0	31
RESIDENTS	14	28	15	8	7	1	4	7	4	4	4	5	5	3	42	143
VISITORS	18	19	0	0	0	0	0	0	0	0	0	0	0	0	0	35
TOTAL	32	57	30	17	14	1	11	18	10	11	8	10	10	3	45	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%	2.1%	2.5%	2.9%	0.0%	1.2%	1.7%	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%	1.7%	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%



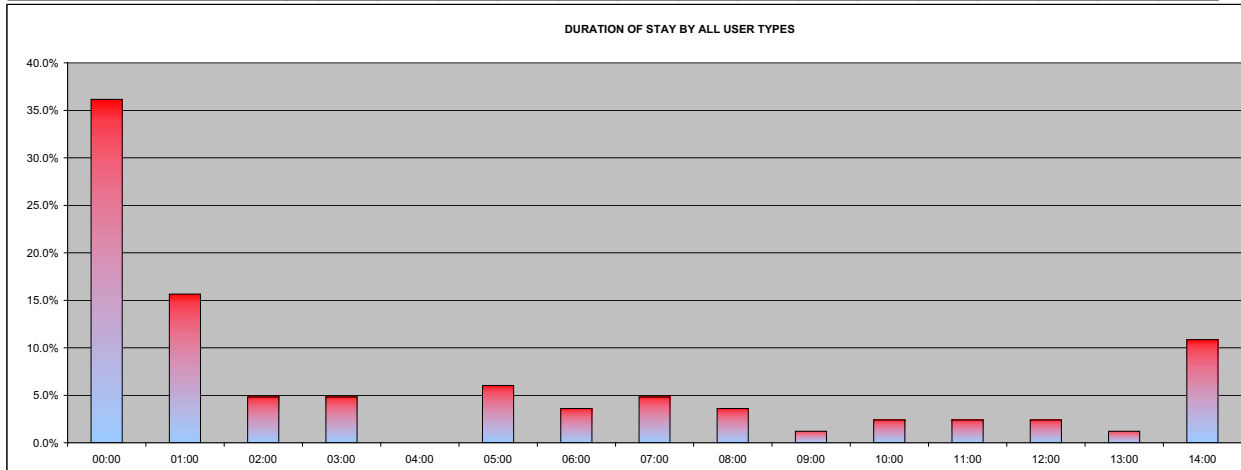
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COMMUTERS	0	5	8	11	12	13	13	14	12	7	6	5	5	5	5
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	0	0	0	1	1	1	0	0	0	2	4	4	4
RESIDENTS	25	18	18	17	18	18	15	18	15	14	13	14	13	12	12
VISITORS	0	1	2	2	2	3	2	4	5	5	4	4	4	4	7
TOTAL SAFE PARKING SPACES	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%	18%	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
RESIDENTS	9	3	1	2	0	2	0	1	1	1	1	0	1	2	0	32
VISITORS	21	10	0	0	0	0	0	0	0	0	0	0	0	0	0	31
TOTAL	30	13	4	2	0	2	0	1	1	1	1	0	1	2	1	83
TOTAL SAFE PARKING SPACES	13															
VESTRY ROAD OCCUPANCY BY ALL USER TYPES	36.1%	15.7%	4.8%	4.8%	0.0%	0.0%	0.0%	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%	0.0%	3.6%	3.6%	2.4%	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%	3.6%	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%	2.4%	0.0%	1.2%	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%





Peckham and Nunhead Community Council

Public Question form

Your name:

Your mailing address:

What is your question?

Please give this form to Beverley Olamijulo, Constitutional Officer, or Marian Farrugia, Community Council Development Officer

Community Council Question to Council Assembly

Peckham and Nunhead Community Council on 21 November 2012

Question

Please could Veolia Environmental Services improve the pedestrian access for residents at the new recycling waste facility in order for them to dispose/recycle small items made from wood and metals etc. Currently members of the public are prohibited from walking on the ramp which is for cars only?

Council Assembly on 23 January 2013

Response:

The current arrangements at the Household Waste Reuse and Recycling Centre (HWRRRC) for pedestrians and cyclists is that that they can drop items off in the reuse area to the left of the ramp, avoiding the need for residents on foot to be in close proximity to cars. Usually, there will be a member of staff on hand to accept the waste but on occasion, this isn't the case.

As a result, a commitment has been made by Veolia Environmental Services (whom are responsible for managing the site) to review the signage in the HWRRRC to make it clearer where pedestrians should place their waste. I will ensure this is completed within the next three months.

This arrangement means the site is fully accessible to all residents whilst ensuring their safety.

Item No. 13	Classification: Open	Date: 2 March 2013	Meeting Name: Peckham and Nunhead Community Council
Report title:		Local parking amendments	
Ward(s) or groups affected:		All wards within Peckham and Nunhead Community Council	
From:		Strategic Director of Environment and Leisure	

RECOMMENDATIONS

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:
 - Ledbury Street – install one disabled persons' (blue badge) parking bay.
 - Grummant Road – install one disabled persons' (blue badge) parking bay.
 - Lanbury Road – install one disabled persons' (blue badge) parking bay.
 - Nunhead Grove - install one disabled persons' (blue badge) parking bay.
 - Chandler Way - install one disabled persons' (blue badge) parking bay.
 - King's Grove - re-locate one disabled persons' (blue badge) parking bay.
 - Consort Road - install double yellow lines at the junction with Manaton Close.
 - Blackpool Road - install double yellow lines outside and opposite the Peckham Bus Garage entrance.
 - Scutari Road - install double yellow lines at the junction with Marmora Road.
 - Holly Grove/Elm Grove - amend the hours of operation of the existing Loading only bays.

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 – Ledbury Grove, Grummant Road, Lanbury Road,

Nunhead Grove and Chandler Way.

5. Five 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
1213Q3009	Outside 10 Ledbury Grove	Appendix 1
1213Q3010	Outside 4 Mallard House Grummant Road	Appendix 2
1213Q3011	Outside 1 Lanbury Road	Appendix 3
1213Q3024	Outside 1-5 Nunhead Grove	Appendix 4
1213Q3036	Outside 105 Chandler Way	Appendix 5

King's Grove - 1213Q3038

8. The parking design team was contacted by a local resident who wishes to have their existing origin disabled parking bay outside Nos.63/65 relocated.
9. The disabled bay is currently positioned under a mature Laciniatum tree. The resident has complained that the tree is causing a number of problems affecting their use of their disabled bay.
10. The resident reports that bird droppings from birds roosting in the tree are damaging the paintwork of their car.
11. The resident notes that, during autumn, many leaves fall and make the area slippery and this is hazardous to the disabled resident.
12. Another factor reported by the resident is that the leaves can obscure the bay markings and other vehicles are parking without knowing there is a disabled bay.
13. Parking design contacted the trees team and they are not aware of any issues with this tree and they would not cut down a tree for the reasons stated above.
14. It is therefore recommended that the existing disabled parking bay is relocated approximately 6 metres north to outside Nos.61/63 so the bay is not under the tree, as shown in appendix 6

Consort Road - 1213Q30122

15. A local resident contacted us to raise their concerns regarding road safety and obstruction on Consort Road at the junction with Manaton Close.
16. The obstruction is caused by vehicles parking too close to the pedestrian refuge outside No.185 Consort Road.

17. An officer visited this location, 5 October 2012 and at the time of this visit no vehicles were observed causing an obstruction.
18. It was noted that a large van was parked south of the junction with Manaton Close and this reduced the sight lines forcing vehicles to creep out on to Consort Road.
19. It is recommended that double yellow lines are installed to improve the sight lines and traffic flow at the junction with Manaton Close, as shown in Appendix 7.

Blackpool Road - 1213Q3021

20. The performance manager at the Peckham Bus Garage wrote to the council stating that vehicles are parking and obstructing buses entering and leaving the bus garage.
21. Blackpool Road is part of the Peckham (B) controlled parking zone and the entrance to the bus garage is protected by a single yellow line which operates Monday to Saturday 8.30am to 6.30pm.
22. Buses leave and enter this location at all times of the night and day.
23. Therefore to reduce obstruction and delays to the buses it is recommended that the existing single yellow lines is converted to double yellow lines, as shown in Appendix 8.

Scutari Road - 1213Q3026

24. Councillor Hamvas contacted officers as one of her constituents, a local resident, has concerns with the sight lines at the junction of Scutari Road and Marmora Road.
25. An officer visited this location on 9 October 2012, at present this junction is not protected by any waiting restrictions (yellow lines).
26. It was observed that vehicles park right up to the junction reducing the sight lines and forcing traffic to creep out on the junction.
27. Parking close to a junction or a dropped kerb reduces the inter-visibility between all road users. In particular, vehicles parked close to a junction are likely to reduce the sight lines between a vehicle proceeding along the street and a vehicle entering into that street. This can lead to an increasing risk (or severity) of collision. Vulnerable road users such as cyclists and pedestrians are at greatest risk of injury in such circumstances.
28. The Highway Code makes clear that motorists must not park within 10 metres of a junction, unless in a designated bay. However the council has no power to enforce this without the introduction of a traffic order and subsequent implementation of waiting restrictions (yellow lines).
29. It is recommended that double yellow lines, as detailed in Appendix 9 are introduced at the junction of Scutari Road and Marmora Road to improve sight lines and junction safety.

Holly Grove/Elm Grove - 1213Q3032

30. The transport manager from Allied Bakeries emailed officers asking that we increase the hours of operation for the Loading only bay on Holly Grove.
31. At present the Loading only bay operates Monday to Saturday 8.30am-6.30pm and is free to park at all other times. The surrounding restrictions prevent loading taking place at any time, due to the carriageway width.
32. The shops on Rye Lane are open seven days per week and the transport manager reports that delivery drivers are finding it impossible to find a loading space as the loading only bays are parked in. This causes long delays for drivers and sometimes no delivery to the shops.
33. It is proposed that the loading only bays in Holly Grove and Elm Grove have their hours extended to operate at any time.
34. This would provide space for deliveries to load and unload in the evenings and well as on Sundays.
35. It is therefore recommended that the 1 loading only bay on Holly Grove and the 2 loading only bays on Elm Grove have their hours extend to at any time, as set out in Appendix 10.

POLICY IMPLICATIONS

36. 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

37. The policies within the Transport Plan are upheld within this report have been subject to an Equality Impact Assessment.
38. 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.
39. The introduction of blue bade parking gives direct benefit to disabled motorists, particularly to the individual who has applied for that bay.
40. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
41. 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.

42. 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.
43. 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.
 - 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

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

LEGAL IMPLICATIONS

45. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
46. 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.
47. 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.
48. 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.
49. 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.
50. 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

51. No informal (public) consultation has been carried out.

52. Where consultation with stakeholders has been completed, this is described within the key issues section of the report.
53. 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.
54. 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.
55. 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.
56. Any person wishing to comment upon or object to the proposed order will have 21 days in which do so.
57. 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


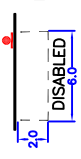

Background Papers	Held At	Contact
Transport Plan 2011	Online: http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011	Tim Walker (020 7525 2021)

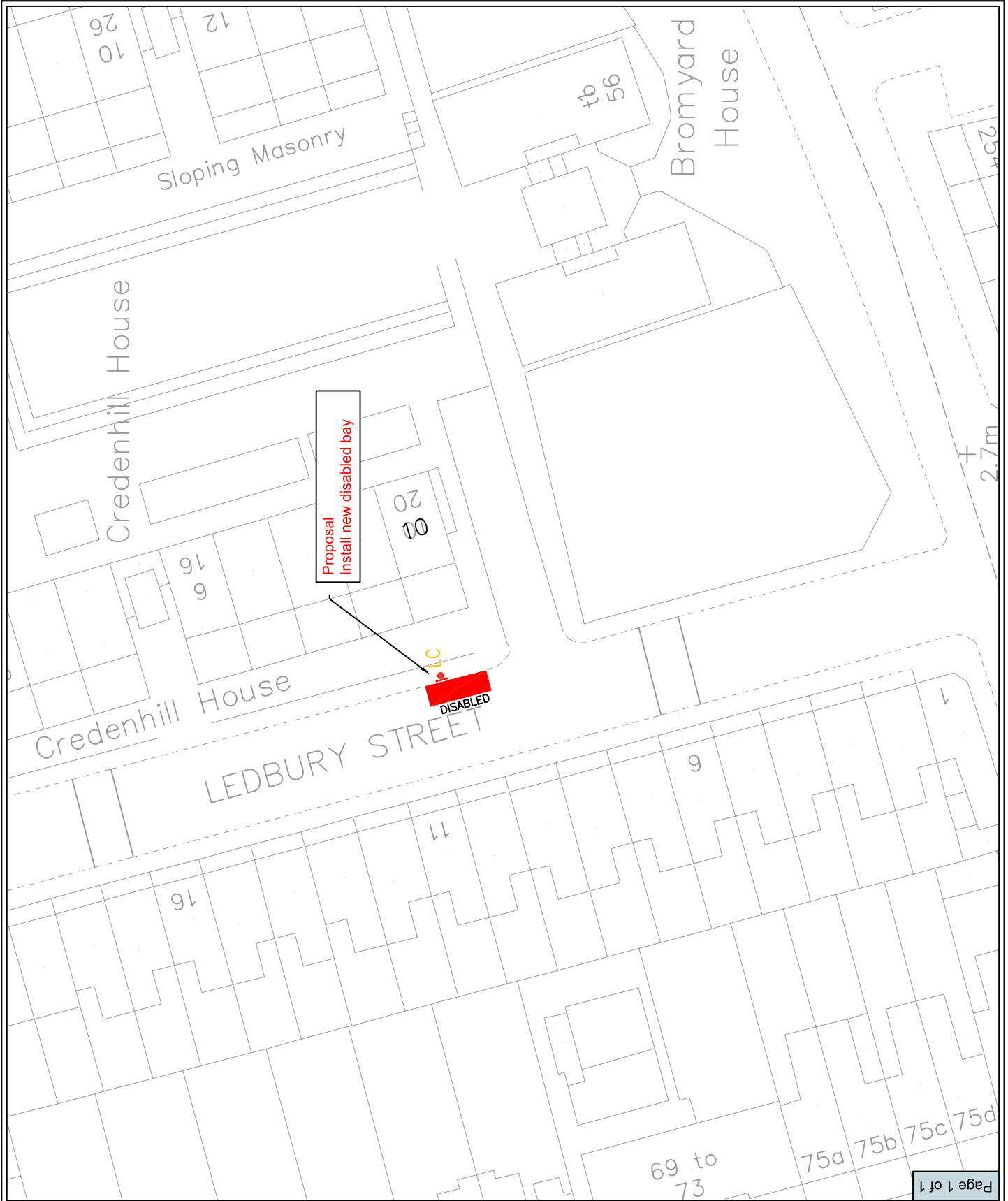
APPENDICES

No.	Title
Appendix 1	Ledbury Road - proposed origin disabled bay
Appendix 2	Grummant Road - proposed origin disabled bay
Appendix 3	Lanbury Road - proposed origin disabled bay
Appendix 4	Nunhead Grove - proposed origin disabled bay
Appendix 5	Chandler Way - proposed origin disabled bay
Appendix 6	King's Grove - proposed re-location existing origin disabled bay
Appendix 7	Consort Road - proposed double yellow lines
Appendix 8	Blackpool Road - proposed double yellow lines
Appendix 9	Scutari Road - proposed double yellow lines
Appendix 10	Holly Grove/Elm Grove - proposed consolidation of Loading only bay hours of operation


AUDIT TRAIL

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

PUBLIC REALM PROJECTS (PARKING DESIGN)																									
 <p>Southwark Council Environment & Leisure, Public Realm PO Box 64529, London SE1 5LX</p>																									
LEGEND																									
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PUBLIC REALM PROJECTS (PARKING DESIGN)




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


LEGEND




ROAD MARKING



POSITION OF SIGN AND SUPPORT



EXISTING DISABLED BAY



EXISTING DOUBLE YELLOW LINE

Revision details	By	Date	Suffix
			A
			B

Project ID / name
1213Q3_LOCAL_PARKING_AMENDMENTS

Drawing title
GRUMMANT ROAD
PROPOSED DISABLED BAY
Layout

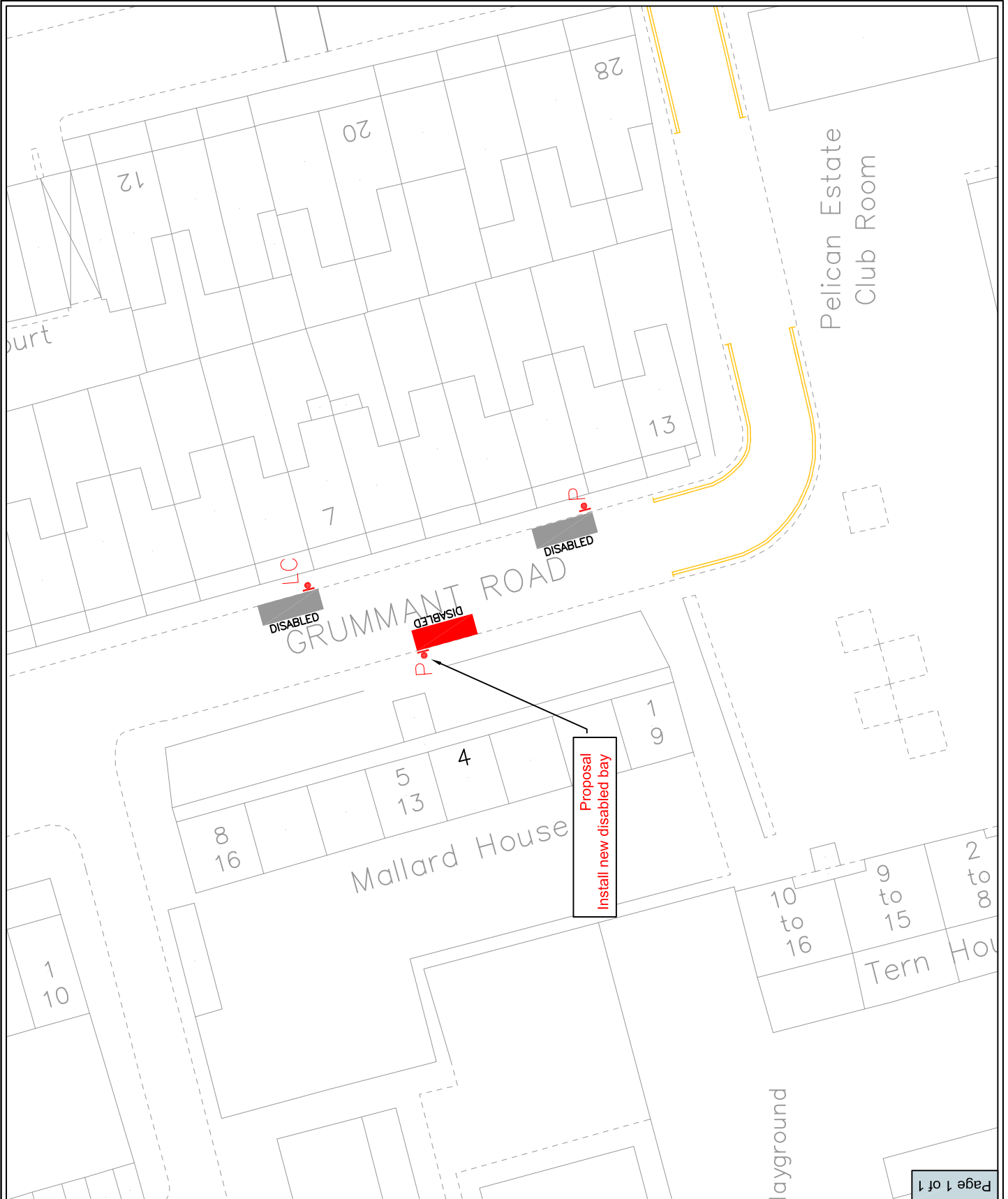
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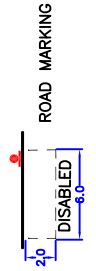


PUBLIC REALM PROJECTS (PARKING DESIGN)




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

LEGEND



ROAD MARKING



POSITION OF SIGN AND SUPPORT

Revision details	By	Date	Suffix
			A
			B

Project ID / name
1213Q3_LOCAL_PARKING_AMENDMENTS

Drawing title
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Layout

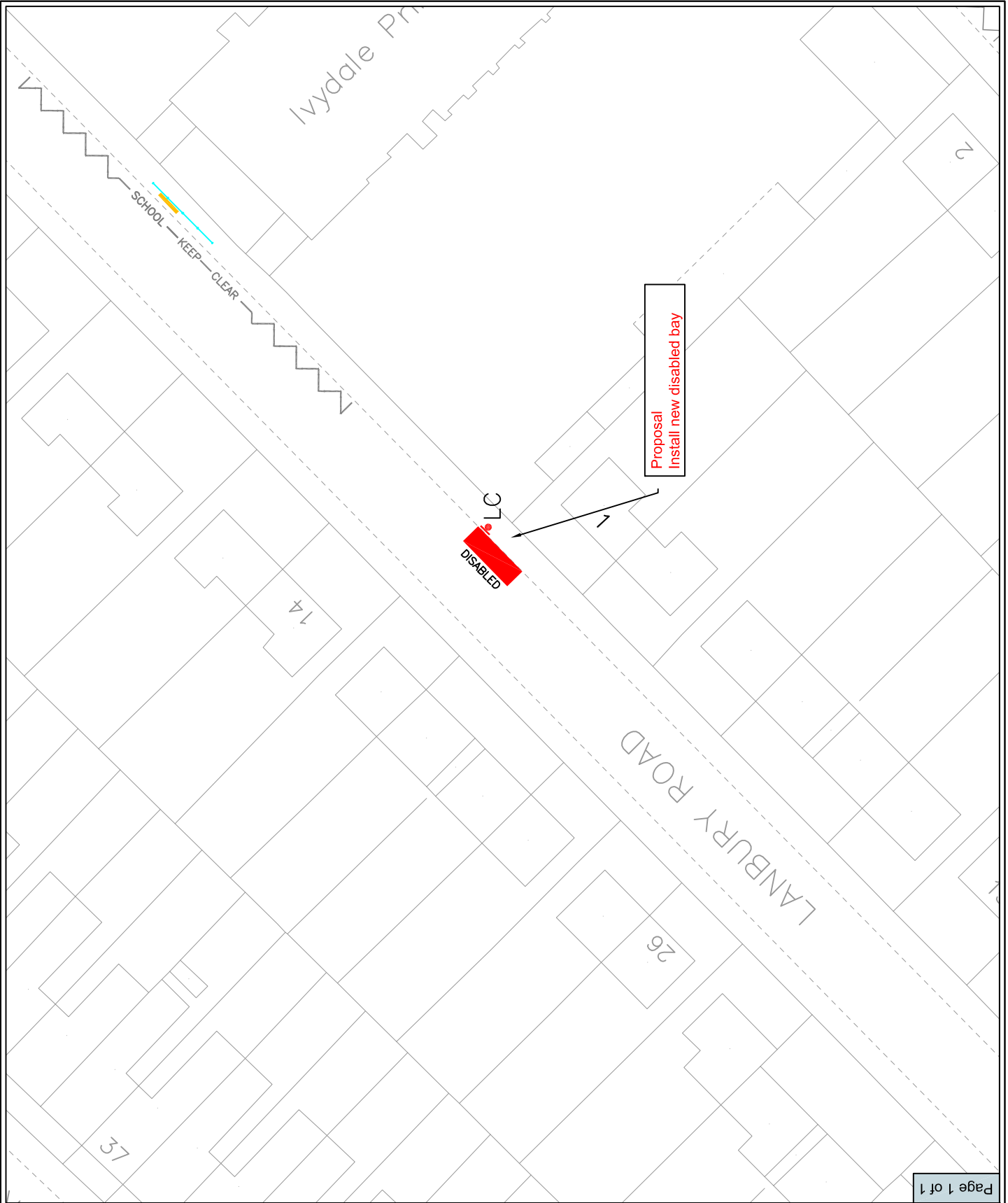
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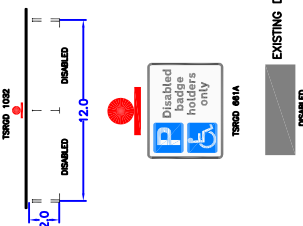


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Southwark Council
Environment and Leisure, Public Realm
PO Box 64529, London SE1 5LX

LEGEND



EXISTING DISABLED BAY

Revision details	By	Date	Suffix
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Project ID / name
1213Q3_LOCAL_PARKING_AMENDMENTS

Drawing title
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PROPOSED_DPPP
Layout

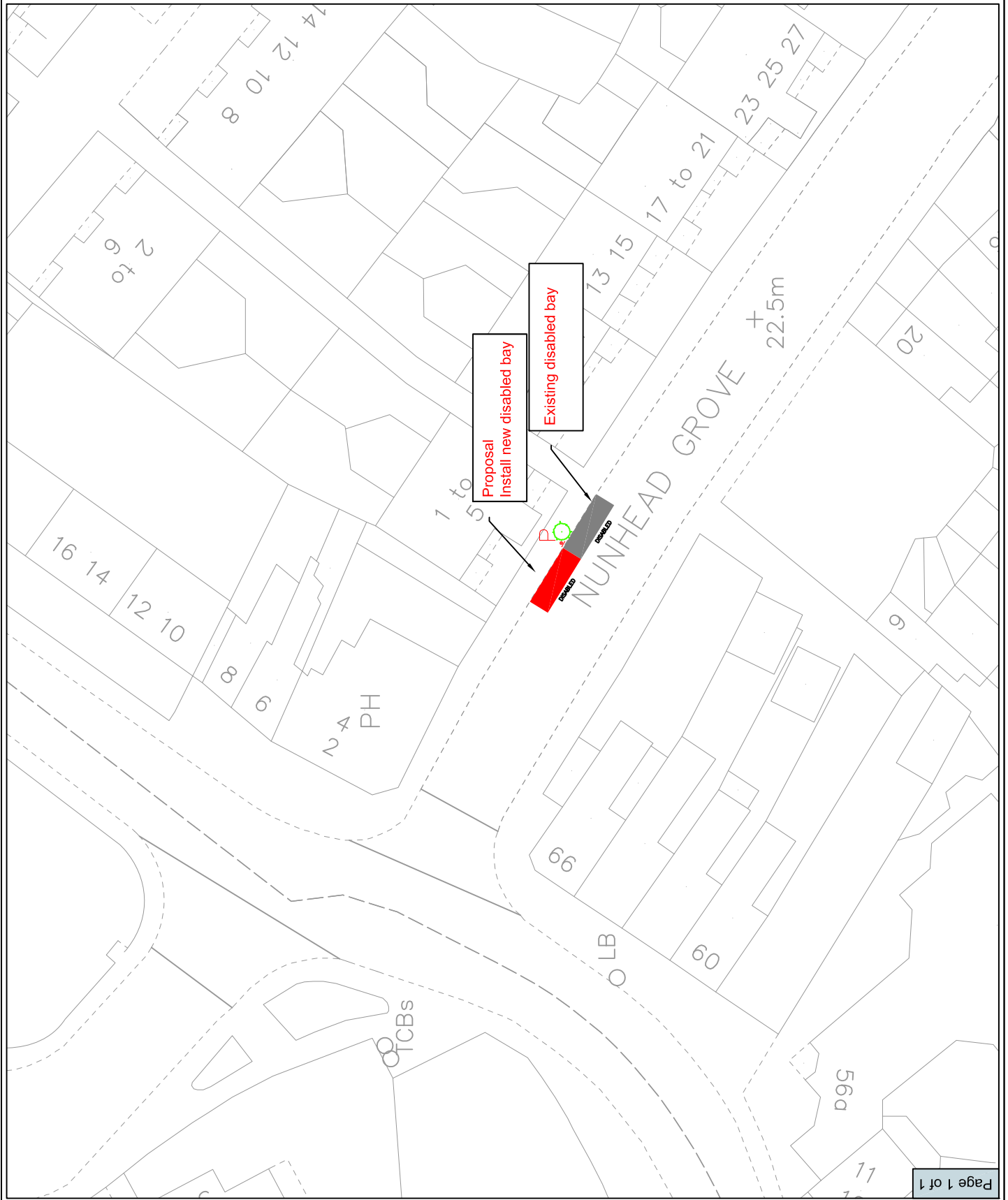
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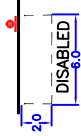


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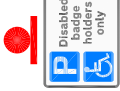


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LEGEND



ROAD MARKING



POSITION OF SIGN AND SUPPORT



EXISTING DISABLED BAY

Revision details	By	Date	Suffix
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Project ID / name
1213Q3_LOCAL_PARKING_AMENDMENTS

Drawing title
CHANDLER WAY
PROPOSED_DISABLED_BAY
Layout

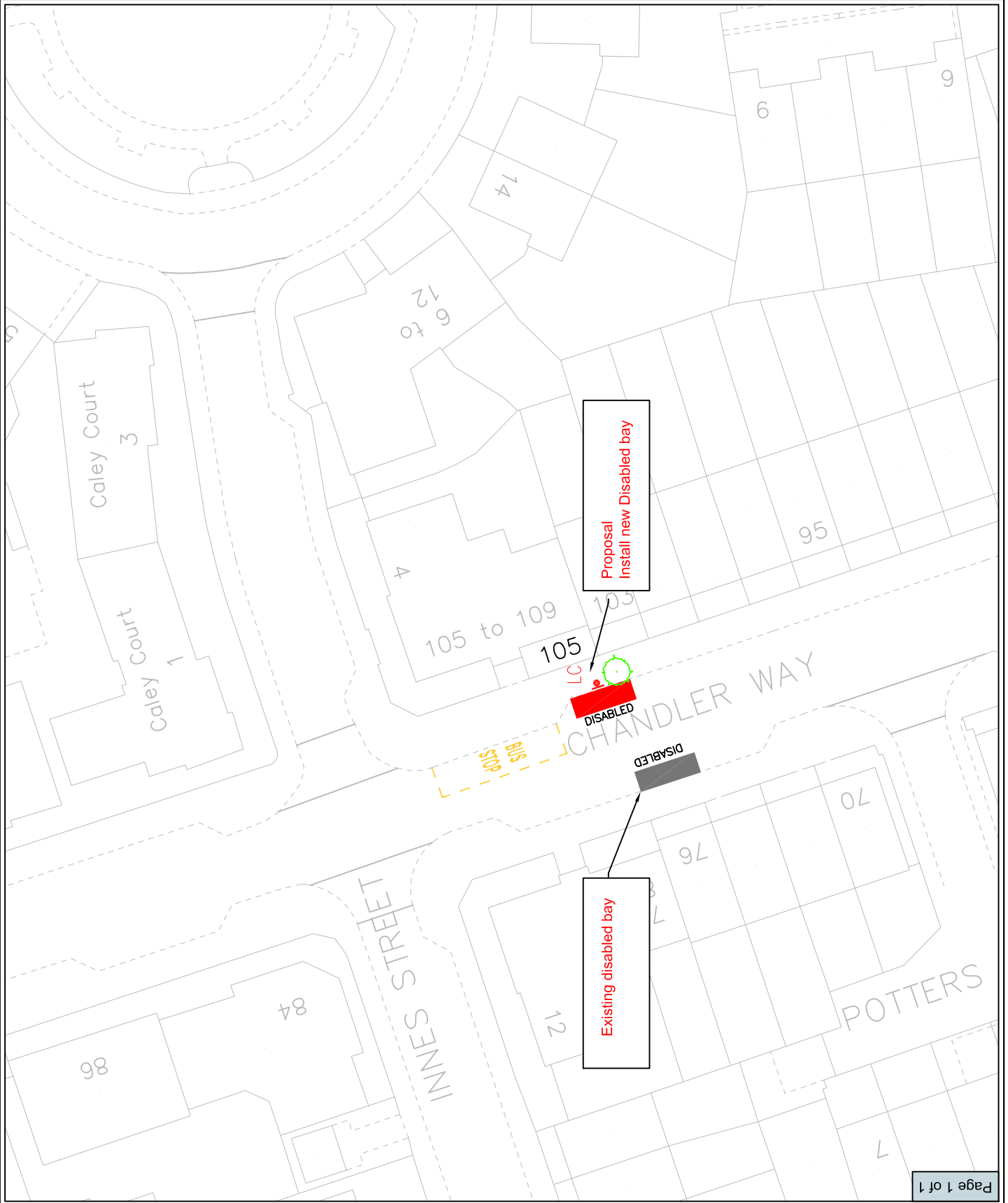
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LEGEND

- 2.0m DISABLED 3.0m ROAD MARKING
- POSITION OF SIGN AND SUPPORT
- EXISTING DISABLED BAY
- EXISTING DOUBLE YELLOW LINE
- TREE

Revision details	By	Date	Suffix
			A
			B

Project ID / name
1213Q3_LOCAL_PARKING_AMENDMENTS

Drawing title
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RELOCATE_EXISTING_DISABLED_BAY
Layout

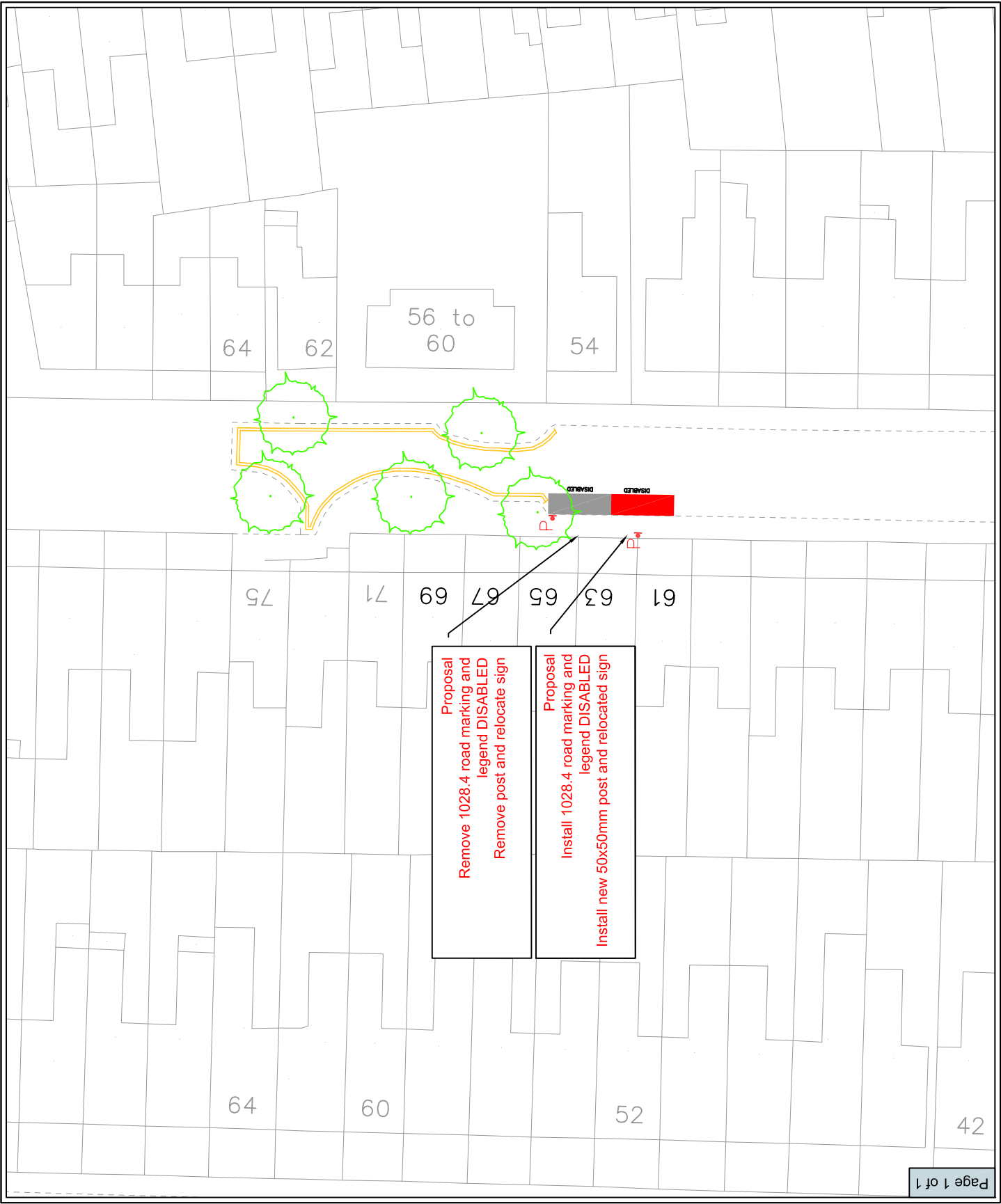
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File name
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LEGEND

-  Existing double yellow lines
-  Proposed double yellow lines
-  Existing disabled parking bay
-  Dropped kerb

Revision details	By	Date	Suffix
			A
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Project ID / name
1213Q3_LOCAL_PARKING_AMENDMENTS

Drawing title
CONSORT_ROAD
PROPOSED_AAT_WAITING_RESTRICTIONS
Layout

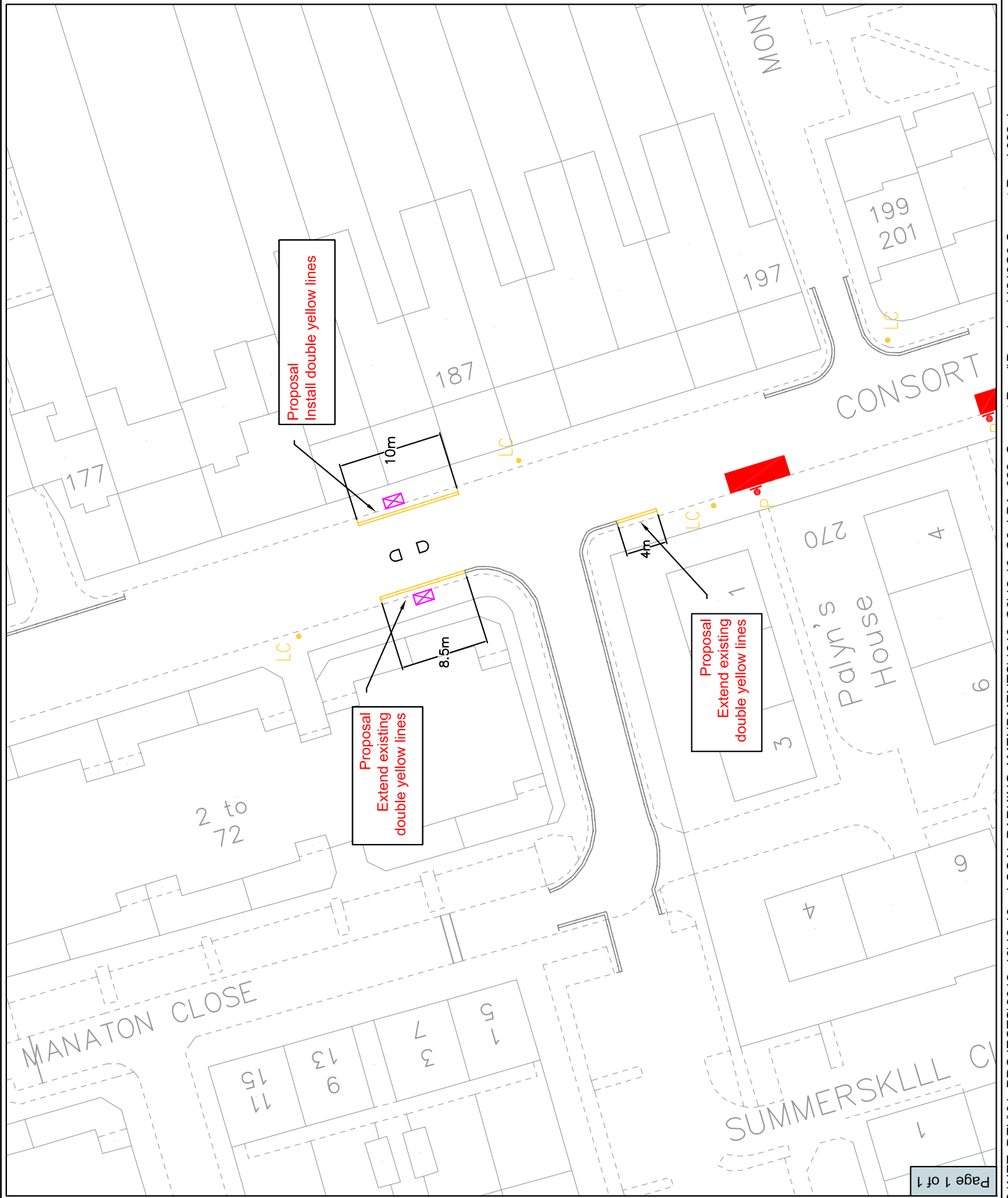
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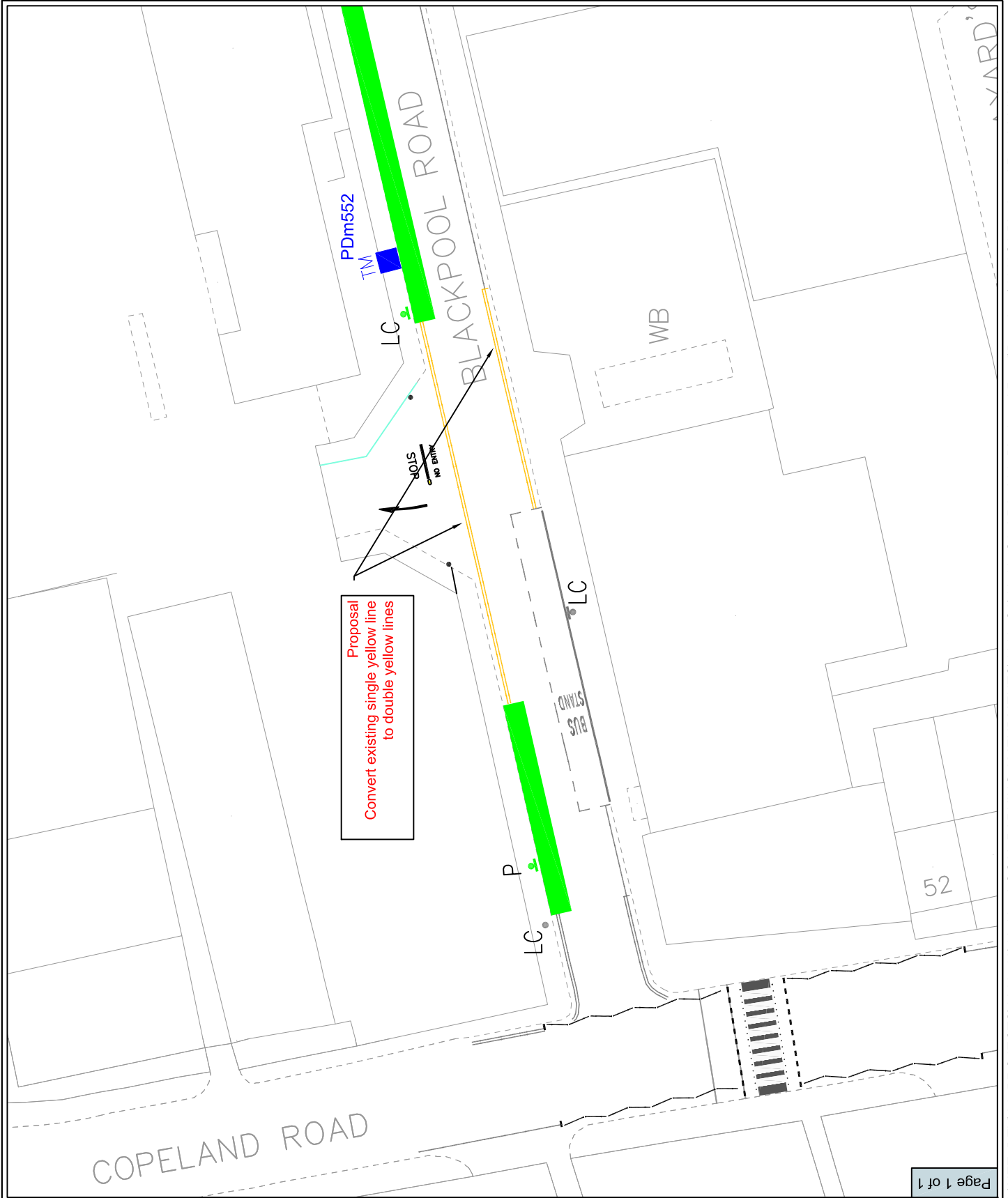
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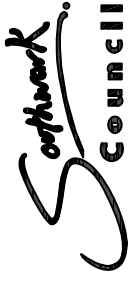
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LEGEND

Proposed double yellow lines

Revision details	By	Date	Suffix
			A
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Project ID / name
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Drawing title
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PROPOSED_AAT_WAITING_RESTRICTIONS
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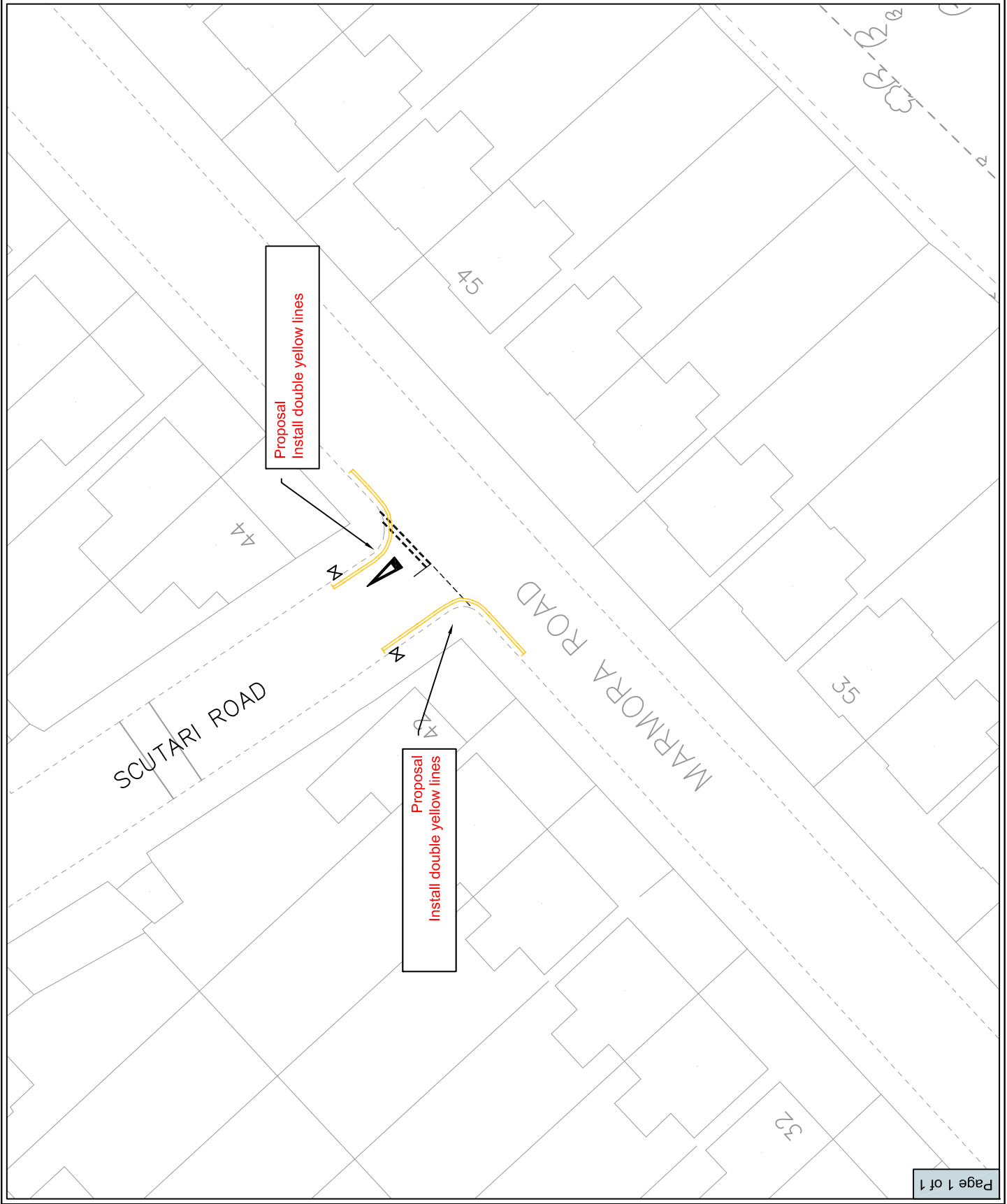
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File name
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MH	MH	TW	TW
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LEGEND

- SINGLE RED LINE (NO STOPPING MON-SAT 7AM-7PM)
- DOUBLE RED LINE (NO STOPPING AAT)
- SINGLE YELLOW LINE
- EXISTING DOUBLE YELLOW LINE
- DISABLED BAY
- DISABLED BAY (4 HOUR MAX STAY)
- DISABLED BAY (6 HOUR MAX STAY)
- SHORT STAY BAY (MAX STAY 2 HOURS)
- PERMIT HOLDERS ONLY BAY
- SHARED USE (PERMITS/PAY AND DISPLAY)
- 2 HOUR PAY AND DISPLAY
- CAR CLUB
- LOADING ONLY
- SOLO MOTORCYCLES ONLY
- DOCTORS PERMITS ONLY
- ZONE ENTRY/EXIT PLATE
- LAMP COLUMN
- POST

Revision details	By	Date	Suffix
			A
			B

Project ID / name
121303_LOCAL_PARKIN_AMENDMENTS

Drawing title
HOLLY GROVE ELM GROVE
LOADING ONLY BAYS
Layout

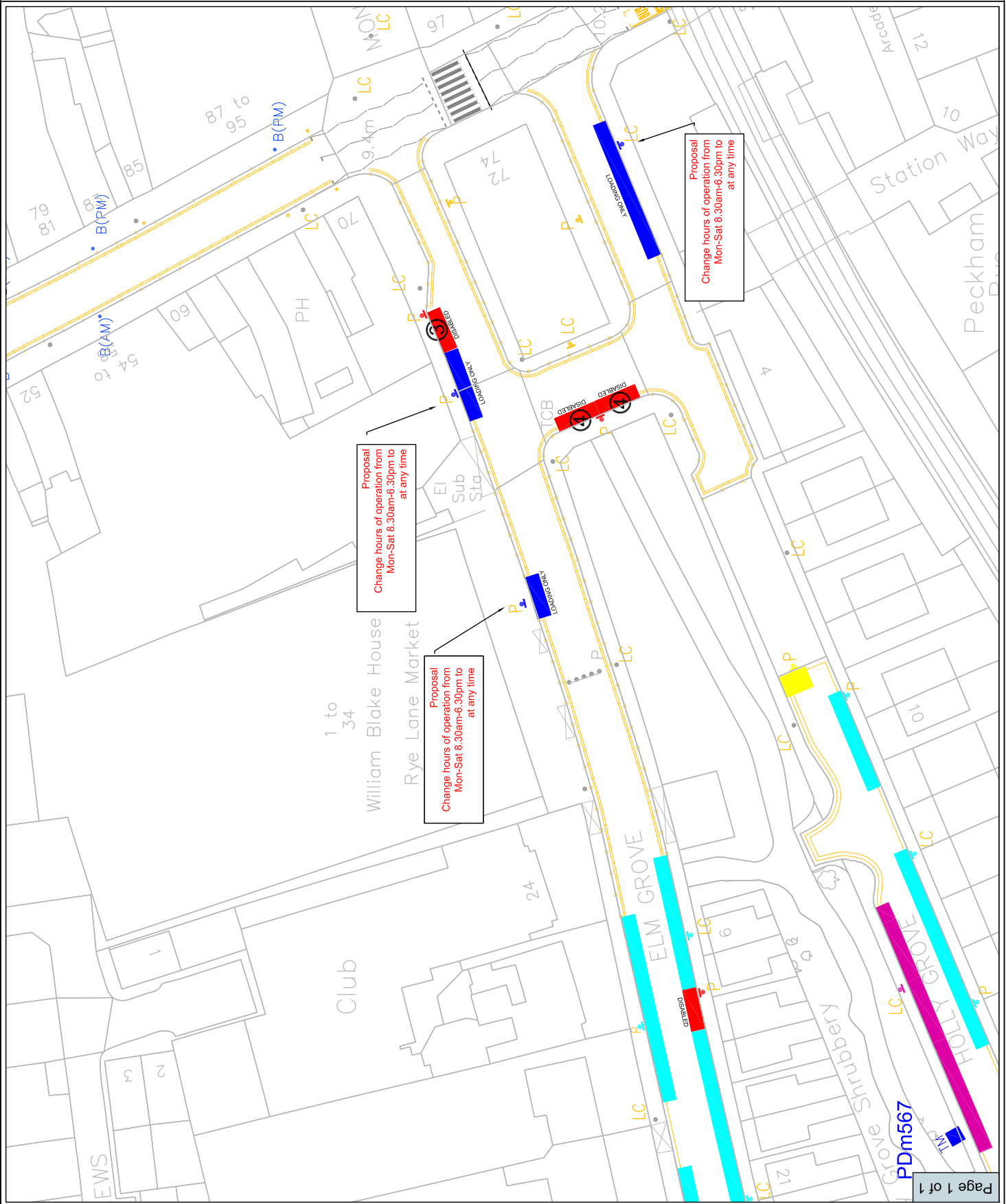
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Item No. 14	Classification: Open	Date: 2 March 2013	Meeting Name: Peckham and Nunhead Community Council
Report title:		Peckham and Nunhead Community Council Fund 2013	
Ward(s) or groups affected:		Livesey, Nunhead, Peckham, Peckham Rye and The Lane Wards	
From:		Head of Community Engagement	

RECOMMENDATION

1. For the community council to approve the allocation of £26,160 community council funding from applications listed in Appendix 1.

BACKGROUND INFORMATION

2. Peckham and Nunhead Community Council has a total of £26,160 for the 2013 round.
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 Peckham and Nunhead Community Council Fund will, in the main, affect the people living in the Peckham and Nunhead Community Council area. However, in making the area a better place to live and improving life chances for local people, the Peckham and Nunhead Community Council Fund activities will have an impact on the whole of Southwark.
6. The Peckham and Nunhead 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.
12. Due consideration was given to equalities impact assessment during the design of this awards process and no adverse impact was evident.

Resource implications

13. The total budget for the Peckham and Nunhead Community Council Fund is £26,160 to be spent by 31 March 2014.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Legal Services

14. 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.

15. 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.
16. 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.
17. 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 and 11].
18. 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
None		

APPENDICES

No.	Title
Appendix 1	Peckham and Nunhead Community Council Fund Applications List 2013
Appendix 2	Community Council Fund Information Sheet 2013

AUDIT TRAIL

Lead Officer	Forid Ahmed, Community Council Coordinator	
Report Author	Marian Farrugia, Community Council Development Officer	
Version	Final	
Dated	15 February 2013	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Director of Legal Services	Yes	Yes
Strategic Director of Housing and Community Services	No	No
Strategic Director of Finance and Corporate Services	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team	18 February 2013	

APPENDIX 1:

PECKHAM AND NUNHEAD COMMUNITY COUNCIL FUND 2013 APPLICATION LIST.

Ref. No.	Applicant	Project Name	Project Summary	Beneficiaries	% from Area	Amount Requested
17 - 0439	COVO Connecting Voices	Parents & under 5s Dance	6 out-of-school dance & movement workshops with parents and under 5's.	30 parents & 40 under 5s will take part in the workshops. 70% mothers & 30% fathers, from socially poor economic backgrounds. The majority of targeted participants will be from Black Ethnic Minority backgrounds, including some travellers, refugees and newly arrived Asylum Seekers from diverse cultural and religious backgrounds with English as a second language.	100%	£1,000
17 - 3570	Southwark Cypriot Day Centre	New Year Event	Southwark Cypriot Day Centre New Year 2014 event	About 150 guests including members, users of the day centre and local residents of Caroline gardens.	100%	£1,000
17 - 5564	Ledbury Tenants Association	Family Fun day	Ledbury Estate family fun day.	Ledbury Estate residents and the community.	70%	£450
17 - 6002	The Bird in Bush Centre	Every Child Matters - Your Child Matters	3 events aimed at introducing children and families to low-cost healthy activities, parenting skills and celebrating achievements including 1: Being Healthy, 2: Making a Positive Contribution, 3: Celebration of Achievement.	The events will be open to all members of the community in particular the Friary Estate and the Ledbury Estate, but the events will open to all members of the community to attend.	90%	£1,000
17 - 6131	Acorn TRA	Community Engagement and Fun Day	An fun day on Acorn Estate including engagement with various council services.	Over 200 Estate residents including Adults, Senior citizens & Kids.	95%	£850

Ref. No.	Applicant	Project Name	Project Summary	Beneficiaries	% from Area	Amount Requested
17 - 6185	St John Chrysostom Church	Community festival	An Easter to Autumn Festival programme bringing together people of different cultures and communities, of faith or good will; building trust, sharing food, the arts, religious ceremonies or spiritualities.	Between 300 and 500 people including all in the local community with others in the Peckham area.	75%	£1,000
17 - 6223	Southwark Traveller Action Group	STAG Gypsy Roma Traveller History Month	A children's event for Gypsy Roma Traveller History Month and trip to Mudchute Park City Farm.	80- community event 12- trip to Mudchute Park City Farm	100%	£1,000
17 - 6243	Echon Tae kwno do	Tae Kwon Do for Southwark residents	Tae Kwon do for kids of ages 4-11, and 11+ with families	Children aged 4+ and their families. Youths aged 11+ are also actively involved.	100%	£760
17 - 6247	Lesley Wertheimer, Chair Northfield House Tenants and Residents Association.	Northfield House Wildlife Days	2 wildlife events - including a Spring Birds of Prey Event & a Summer edible garden event where people will learn from each other about the 'free' food growing in the environment.	100-200 residents of all ages and cultures Bee Keepers from Bee Urban Hawkforce: Falconer and Birds of Prey Nutritionist and horticultural advisors	99%	£1,000
17 - 3240	Dulwich Helpline & Southwark Churches Care	Golden Oldies	Weekly sessions for socially isolated elders to enjoy each other's company and participate in a mixed programme of activities, including chaired based Tai Chi.	Around 16 people are registered to attend the group, but sometimes ill health and hospital appointments intervene.	All but 2 people come from SE15	£1,000

Ref. No.	Applicant	Project Name	Project Summary	Beneficiaries	% from Area	Amount Requested
17 - 1313	Brimmington Community FC	Spark Youth Holiday scheme	4 weeks free intensive football coaching service to young people age 11-18 at Brimmington Park - including a home work club & a visit to a football stadium.	Young people and Children from Peckham, Nunhead and Bermondsey	90%	£950
17 - 1317	Buchan TRA	Buchan Green Family & Community Fun Day	A Buchan Green Family Fun Day themed on Arts and crafts.	100+ people covering a wide age range from the local community as a whole.	80%	£1,000
17 - 4857	Jolanta Jagiello on behalf of Friends of Nunhead Cemetry	Vignetted Windows Foretold	Window installations by 10 artists in Nunhead Cemetery Restored Anglican Chapel and talks on stained glass windows & stained glass technique workshops.	Families, walkers, runners, dog owners, older people, visitors, Open House Weekend 2013 attendees	75%	£1,000
17 - 5717 -	Nunhead's Voice	Older Peoples Celebration Day	A Question Time session for older people to meet with a panel of local politicians, service providers and police representatives also including a film show, buffet lunch, musical entertainment and a team quiz.	Last year over 100 people took part. We aim to involve people from all sections of the community, from BME Groups and people with special needs.	90%	£1,000
17 - 6164	Cossall Tenants & Residents Association	Cossall Family Fun Day	A Cossall Estate Family Fun Day over the Easter Holiday	Around 150 residents from Cossall Estate.	100%	£1,000

Ref. No.	Applicant	Project Name	Project Summary	Beneficiaries	% from Area	Amount Requested
17 - 6029	Nunhead Community Choir	2013/14 Financial year	Contribution towards the running of a local community choir.	Approximately 30 regular participants, with others attending when they can, performing for the local community.	90%	£800
17 - 6134	Tracey Francis	Film Screenings	A Nunhead film screening programme including - Children's Film Screening 2A Women In Film screening/ discussion A 3D mapping project working with students to create a film to be projected onto the side of a building in Nunhead.	Children's screening - 100 including those aged 3 - 7 & Adults. Women In Film - 60 3D Mapping - 100+ All ages	100%	£975
17 - 6216	Westminster House Youth Club	Summer Activities	6 days of youth summer provision, including an on site day and various outings.	60 young people aged 8 - 17 in Nunhead and surrounding areas.80% will be BME and 50% young women. Residents on the local Estate will also benefit from young people being occupied between 10 am and 4pm, 6 days during the summer holidays.	100%	£1,000
17 - 6281	Nunhead American Association	Nunhead Beats the Bounds	A community parade around the boundaries of Nunhead culminating in an Event for all the community.	About 100 Nunheaders, children of Nunhead, immigrant communities, everyone who lives in Nunhead!	95%	£1,000
17 - 5819	Southwark Pensioners Centre	Feel Good Days	Two 'Feel Good Days' for the older residents living in The Girdlers' Company Almshouses full of health related and fun activities.	The two day event will benefit at least 100 Southwark's older communities in Peckham and Nunhead.	100%	£1,000

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Ref. No.	Applicant	Project Name	Project Summary	Beneficiaries	% from Area	Amount Requested
17 - 4292	Somali Youth Action Forum	Youth Football @ Damilola Taylor Centre	Weekly football training sessions for young people.	24 young people aged 16-25 will be involved in the project. They are mainly from the Somali community, but we also welcome young people from all backgrounds and we have members from Algeria, Jamaica, Nigeria and the UK.	80%	£974
17 - 4546	Bells Gardens Estate	Peckham to Nunhead Health & Wellbeing Event	A Wellbeing initiative to encourage and support the residents to take charge of their health.	All attendees of the community would benefit by participation in the tasters and information delivered by the various information stalls. Last year's event had 115 attendees - this year we want to double that.	40%	£690
17 - 5570	Pennack Tenants and Residents Association	Sexual Health and Relationship Advice	5 sexual health and relationship advice workshops on the Pennack Estate.	50 young people	100%	£800
17 - 9209	Carl Campbell Dance Company,	Changing Attitudes	An open air dance and performance event in Peckham Square.	300-500 participants including adults, families & children.	85%	£700
17 - 6113	Burgess Sports	Multi-Sport holiday programme	A free multi-sport camp in Burgess Park for every holiday in 2013 for children and young people aged from 6 to 16 years.	We estimate that about 130 children from this ward would benefit for this programme which will involve about 400 children.	33%	£750

Ref. No.	Applicant	Project Name	Project Summary	Beneficiaries	% from Area	Amount Requested
17 - 6231	GLOT Fashion	GLOT Fashion sewing workshop.	Sewing workshops including dress making, traditional freehand cutting, sewing skills and Textile design techniques and a fashion show.	15 direct beneficiaries(learners) and at least 50 indirect beneficiaries(learners friends and families) including Unemployed single/lone parents, Young adults/Teenage mothers, People isolated through disability, culture or language, Blacks and ethnic minority groups, refugees/unemployed people, People with mental health problems, The elderly, People seeking new skills and recognition.	All from communities in Southwark.	£1,000
17 - 6266	WiseGem	Teenage pregnancy awareness and event	2 Teenage Pregnancy events for Parents and young people	Young people (Under 20years male and female), their parents, and Faith groups. We aim to invite all ethnicity, targeting hot spot areas. People with disability and of any sexual orientation would be considered and involved.	95%	£1,000
17 - 6143	Arts Express	Carve in the Community	A participatory stone carving festival event for children, young people and their families in Peckham Square.	Based on previous years, around 180 separate individuals will participate over the 9 days with around 90% coming from the Peckham SE15 area, 60% being young people (under 16yrs old) and 40% from BME groups.	90%	£1,000
17 - 3905	EQRA (Evolution Quarter Residents Association)	2013 Summer Party	An event to foster good community relations and reach out to a wider audience than those in the membership of our Residents Association.	In excess of 1000 residents from the local community would benefit including the Evolution and South Quarter Estate, The Hyde Housing Development on Samuel Street and the wider areas. Previous attendance was 200 people.	99%	£1,000

Ref. No.	Applicant	Project Name	Project Summary	Beneficiaries	% from Area	Amount Requested
17 - 6085	Burgess Park Food Project	Burgess Park Food Project	A two day natural beekeeping course held by the Natural Beekeeping Trust.	Approximately 12 local people will benefit directly and in the first year we'd hope another 30 could benefit by attending our own beekeeping workshops and open days. The 2 day intensive permaculture course will benefit 12 local people directly, with many more benefitting from their increased level of knowledge and ability to run our own permaculture garden work days. The 2 day intensive beekeeping course would benefit many local residents. We are starting a natural beekeeping group and the aim would be to train up a number of local people who will then have skills to help develop the group and mentor others so we can then run our own outreach to different community groups and local people.	75%. Others would come from Camberwell or Walworth	£850
17 - 6180	World of Hope	Southwark Turning Point.	A Mentoring project carried out through home visits to young offenders and ex-offenders as well as an outing.	40	90%	£1,000
17 - 1861	Rye Hill Tenants & Residents Association.	Annual Coach Trip	A coach trip for the Rye Hill Estate tenants and residents	Around 70-80 people including a mixture of families and individuals, regardless of culture, ethnicity, age etc would benefit from this activity.	100%	£1,000
17 - 5421	Peckham and Nunhead Free Film Festival	Peckham Rye outdoor cinema	A free pop-up outdoor cinema on Peckham Rye which also feature short films by local young filmmakers.	Approx 200-400 each night, so the total audience might be around 400-800. The event will also be run by a team of approximately 20 volunteers.	80-90%	£945

Ref. No.	Applicant	Project Name	Project Summary	Beneficiaries	% from Area	Amount Requested
17 - 5627	Art Licks	AL Educate	An Education and Outreach Programme to build links and active relationships between the Art Licks event and local schools and community groups by taking them on Tours of the Art Licks Arts Festival Weekend in Peckham.	Art Licks- AL Educate will connect with schools to take groups out of the classroom on an Art Licks Tour, visiting local galleries and meeting young artists exhibiting there. These will focus on 14-18 year olds and hope to inspire young people to consider further art education and/or career paths. Art Licks aims to involve 100 young people for this pilot year of the festival through Art Licks Tours, with at least two hours involvement per student in 14 – 18 age bracket. Three of these tours will be run in Peckham. AL Educate will also aim to engage with 40 family groups through the Art Licks Family Tours; and at least 20 of these will be in Peckham.	100% for the Peckham tours of the AL Educate Weekend.	£1,000
17 - 5416	St Georges Pop-In	Dance classes for St George's Pop-In	A programme of dance for adults with severe learning difficulties	We currently attract on average 15 Members to our Tuesday evening sessions and ~30 to our Saturday morning sessions. We expect 1000 will fund 22 sessions over 12 months (twice a month with a Christmas and Summer break), so a minimum of 330 individual instances of benefit would occur.	50% - the other half come from Camberwell	£500
17 - 5240	Friends of Peckham Rye Park	Friends of Peckham rye Park Annual Fete	An annual fete in the Park.	The fete attracts approximately 2,000 residents spread over the afternoon. All the community will benefit from getting together and enjoying the afternoon.	90%	£1,000

Ref. No.	Applicant	Project Name	Project Summary	Beneficiaries	% from Area	Amount Requested
17 - 4041	Southwark Hindu Centre	To celebrate Diwali festival	An event to celebrate Diwali the Indian Festival of lights	More than 200 people residents of Southwark Borough specifically Indian community with different religion of all age groups which include elderly people, women and children.	70-80% and remaining from Southwark Borough	£1,000
17 - 6384	Mundania Road Blocks and Reedham Street	Mundania and Reedham Communal Garden Projects	A project to bring the plots of land a into communal use.	All the residents of the block and their families, including children, young people and adults.	100%	£1,949
17 - 5933	Aquarius Golf Club	Aquarius Festival 2013	A day of live music, and family activities for the local community,	20 music acts, 10-15 local craft traders, 6-8 local caterers, and of course, the local Community. Last year over 600 adults attended, along with their families. In addition, we are now partnered with Southwark/London as a Legacy Makers sports club, and will endeavour to include the Legacy Makers team in the day to provide healthy activities for all.	95%	£1,000
17 - 5222	The Dulwich Ukulele Club	Peckfest	A broad based three day music and arts festival in Peckham	Local community and businesses would benefit. 2,000 tickets will be sold. 500 people will be helping and or performing	60%	£1,000.00
17 - 5966	Peckham Vision	Old Waiting Room town centre exhibition	An inaugural group exhibition at the Ballard of Peckham Rye which includes new work from five artists made in response to the history of Peckham.	200 - 300 diverse local community.	80%	£800.00

Ref. No.	Applicant	Project Name	Project Summary	Beneficiaries	% from Area	Amount Requested
17 - 6202	Little People's World	Lets Celebrate Summer	3 Family fun days for parents, carers and their children under 12	Parents, Carers and their children age 0-12. 50 people per week	88%	£775.00
17 - 6171	Copleston Maintaining Health Partnership	Seasonal Feast	A quarterly community meal, using locally-sourced seasonal produce bringing together people who have experienced mental health difficulties with others in their community.	25 people with mental health difficulties and others in their communities would take part at each separate event. Local food suppliers	75%	£1,000
17 - 6246	Russell Court Sheltered Housing Unit T & RA	Peckham history day	A film show and event to mark the history of Peckham.	44 residents in the unit who are all elderly and vulnerable and seldom go out and engage.	100% All the residents live in the unit in Peckham	£500
17 - 6295	Jack Jones Sheltered Housing Unit	Jack Jones Sheltered Housing Unit Social Club.	A series of outings and activities for older people in a sheltered housing unit.	All 38 residents at Jack Jones Sheltered Housing Unit	100%	£1,000
17 - 6305	Rachel Mothers Association	Rachel Mothers Association	A user led project providing emotional, family and advocacy support to mentally challenged mothers whose family has been separated by having their children removed from their care .	Mothers in Southwark who fits the criteria of our project. between beneficiaries and volunteers we hope to start with about 20 people.	100%	£1,000

Ref. No.	Applicant	Project Name	Project Summary	Beneficiaries	% from Area	Amount Requested
17 - 6237	Southwark Explorers Club	Pensioners Exploring 2013	A series of social and educational outings and visits for older people.	Up to 350 pensioners	25%	£1,000
17 - 5549	Dulwich Table Tennis Club (Peckham SE15 Branch)	Southwark Table Tennis	A table tennis programme mainly for people aged 13-19.	Local young people in Peckham and the surrounding areas will benefit from the project. The programme has capacity to coach 30 participants. As linked to our own equalities policy and the equalities act DTTC is an inclusive organisation and anybody from the ages of 6 to 26 from the local community will be welcome to attend as well. The largest percentages of those who will be involved in the project will live in Peckham and surrounding areas such as Nunhead, North Peckham will benefit from the project; the following has been put in place to help achieve the club's goals.	88%	£1,200
17 - 0862	Sickle Cell And Young Stroke Survivors	Sickle Cell info for schools in Southwark	Printing of materials on Sickle Cell/information for distribution to schools in Southwark.	Young people in schools, teachers and local school authorities will benefit from this project	90%	£1,000
17 - 6214	Caporales San Simon Filial Londres	Caporales San Simon festival	An event to celebrate the festival of dance from Bolivia.	This event will bring the communities together in Peckham area where there are growing number of the South American community. About 5% of the residents of Southwark are of the south American origin. This will bring them and their families and others of diverse heritage together	100%	£950

Ref. No.	Applicant	Project Name	Project Summary	Beneficiaries	% from Area	Amount Requested
17 - 6187	Transition Town Peckham	Peckham Green Trail Open Day	An event - which includes a walk along a green trail promoting open spaces and green resources in Peckham which includes a walk.	Open to all local people. The intent of the day would be to encourage those who use some of the spaces regularly to explore new ones, but also to involve people who don't normally use the space to visit those near to their homes and further afield.	100%	£670
17 - 6194	Tayo Situ Foundation	Recognition Awards Night	An event to recognise and celebrate the outstanding effort of young people in Southwark council.	Those expected to benefit from this event include the youths, especially the award nominees, different organisations within the borough and the attendees.	25-35%	£1,000
17 - 5962	Robert Dingle	The Ballard of Peckham Rye	This will include new work from five artists who will undertake a period of research whereby they will explore the history of Peckham (this will adopt the form of site visits and tours of the local area, making relevant introductions to communities and local residents where appropriate). From the initial research each artist will be expected to identify a particular aspect or area for further investigation.	Participants: 8 (additional participants may be identified through the period of artists research). Benefit: local residents and community groups, shopkeepers & artist community (additional groups may benefit depending on the nature of artists research).	75%	£945
17 - 6051	Southwark Citizens Advice Bureaux	International Women's Day event	An event to mark International Women's Day on 8th March 2014	The event will be open to all Southwark residents and will be widely publicised. Last year's event attracted around 200 people, and we hope to equal or increase the number in 2014.	Approx 50%	£600

Ref. No.	Applicant	Project Name	Project Summary	Beneficiaries	% from Area	Amount Requested
17 - 6089	Riverside - Southwark Information Advice and access service.	Health & Wellbeing Event	A Health & Wellbeing Event.	The primary beneficiaries will be vulnerable residents of Southwark, as the main purpose of the event is to promote the new SIAA service to both the local community and other organisations. It will allow the community residents to understand the services available to them and provide partner organisations the chance to find out more about SIAAS and how we can support vulnerable groups.	100%	£1,000
17 - 1604	Aaina Womens Group	25 year Celebration	A Celebration Party to celebrate 25 years of Aaina Women's Group.	We are hoping 50/75 women and children to attend. The Beneficiaries are women from Black and Ethnic Minority communities, of all ages from 18-70 + living in Southwark. Women come from many cultural and faith backgrounds. Communities we are currently working with are Arabic speaking communities, Turkish, Bengali, Pakistani, Indian, Somali, Nigerian, Egyptian, Algerian, Moroccan, Jamaican, Awazi and many others.	90%	£825
TOTAL						£52,208

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?

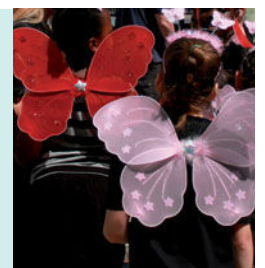
- From £100 up to £1,000. Groups can only submit one application per community council area. In exceptional circumstances awards in excess of £1,000 may be considered.

How can people apply?

- By completing the application form attached
- By completing an online application form at: www.southwark.gov.uk/communitycouncilfund
- 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

Contacts

Bermondsey and Rotherhithe

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

Borough, Bankside and Walworth

Pauline Bonner
T: 020 7525 1019
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Camberwell

Grace Semakula
T: 020 7525 4928
E: grace.semakula@southwark.gov.uk

Dulwich

Fitzroy Lewis
T: 020 7525 3084
E: fitzroy.lewis@southwark.gov.uk

Peckham and Nunhead

Marian Farrugia
T: 020 7525 1780
E: 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

**PECKHAM AND NUNHEAD COMMUNITY COUNCIL AGENDA DISTRIBUTION LIST (OPEN)
MUNICIPAL YEAR 2012-13**

NOTE: Original held by Constitutional Team (Community Councils) all amendments/queries to Beverley Olamijulo Tel: 020 7525 7234

Name	No of copies	Name	No of copies
To all Members of the Community Council			
Councillor Cleo Soanes (Chair)	1		
Councillor Mark Glover (Vice- Chair)	1	Others	
Councillor Chris Brown	1	Elizabeth Olive, Audit Commission	1
Councillor Sunil Chopra	1	160 Tooley St.	
Councillor Fiona Colley	1		
Councillor Rowenna Davis	1		
Councillor Nick Dolezal	1	Total:	80
Councillor Gavin Edwards	1		
Councillor Renata Hamvas	1		
Councillor Barrie Hargrove	1		
Councillor Richard Livingstone	1		
Councillor Catherine McDonald	1	Dated: 19 February 2013	
Councillor Victoria Mills	1		
Councillor Michael Situ	1		
Councillor Althea Smith	1		
External			
Press			
Southwark News	1		
South London Press	1		
Members of Parliament			
Tessa Jowell MP	1		
Officers			
Constitutional Officer (Community Councils) Hub 4 2 nd Floor, 160 Tooley St.	70		