

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**

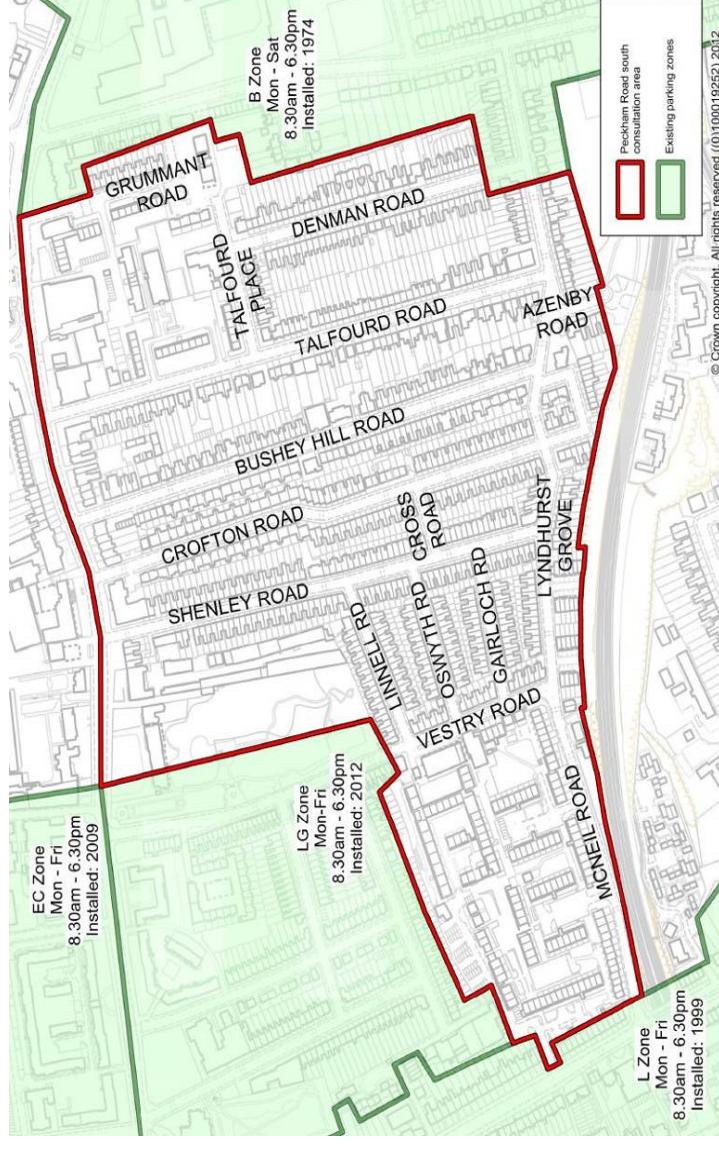
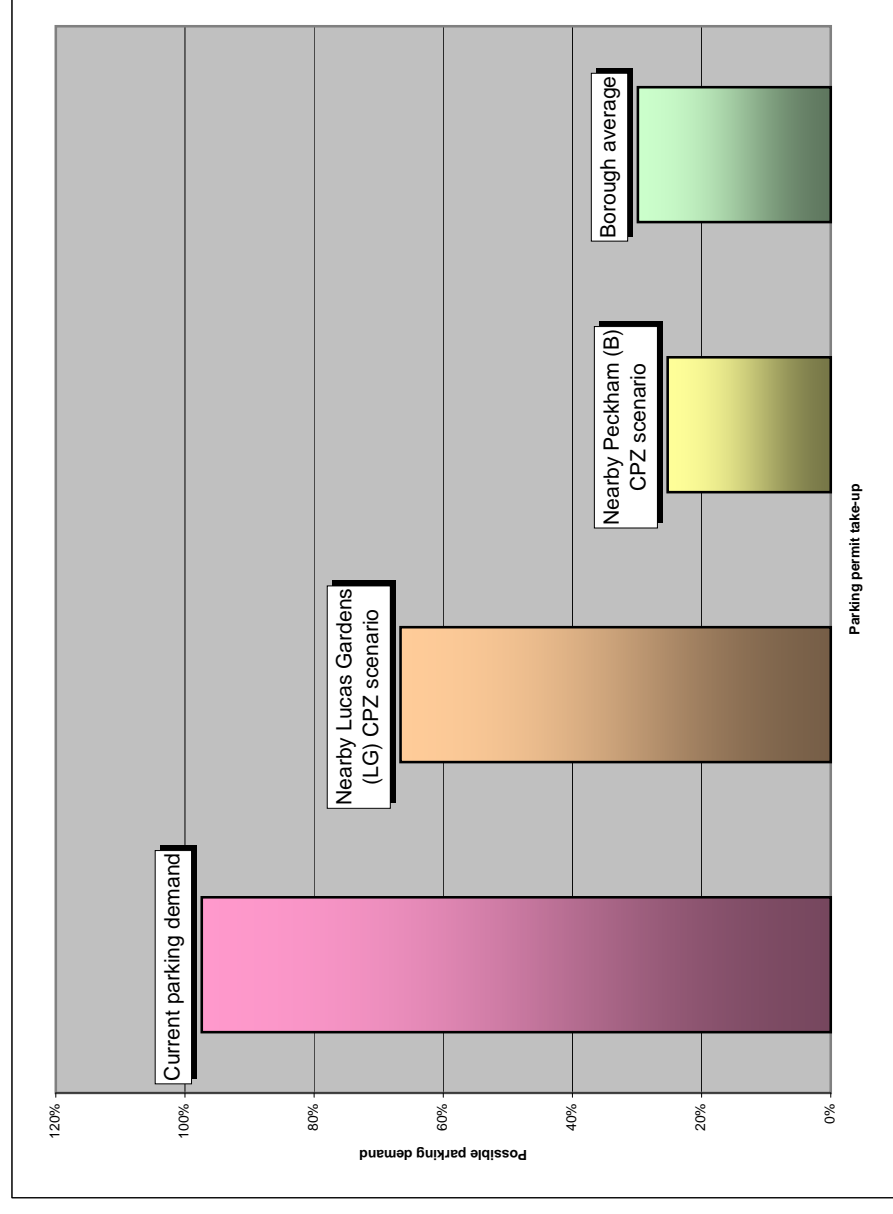
The number of spaces is the length available divided by 5.5m (this is a standard length used which accounts for parking and manoeuvring into the space (An average VW Polo is ~4.0m, a Ford Mondeo is ~4.8m))

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

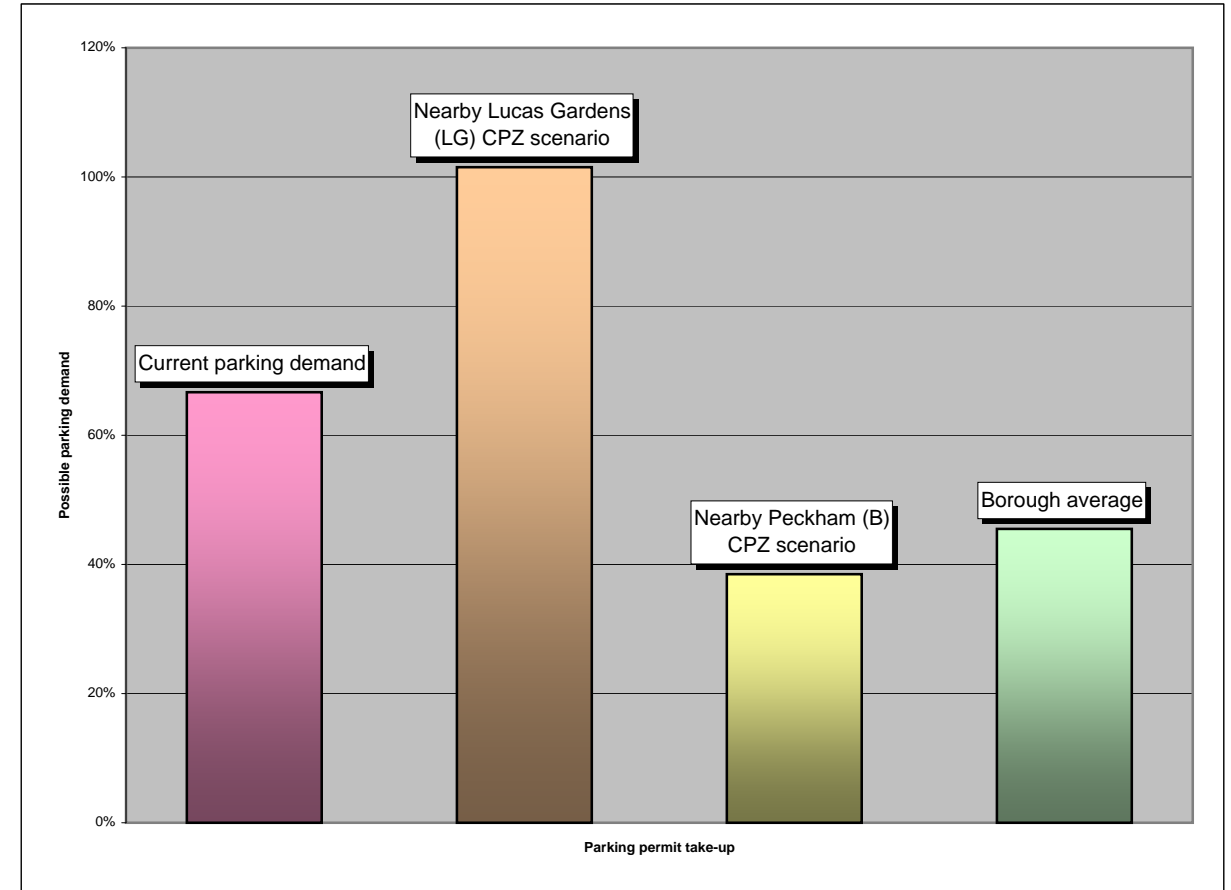
The number of spaces is the length available divided by 5.5m (this is a standard length used which accounts for parking and manourvering into the space (An average VW Polo is ~4.0m, a Ford Mondeo is ~4.8m)

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

Photo not available

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 parking 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**

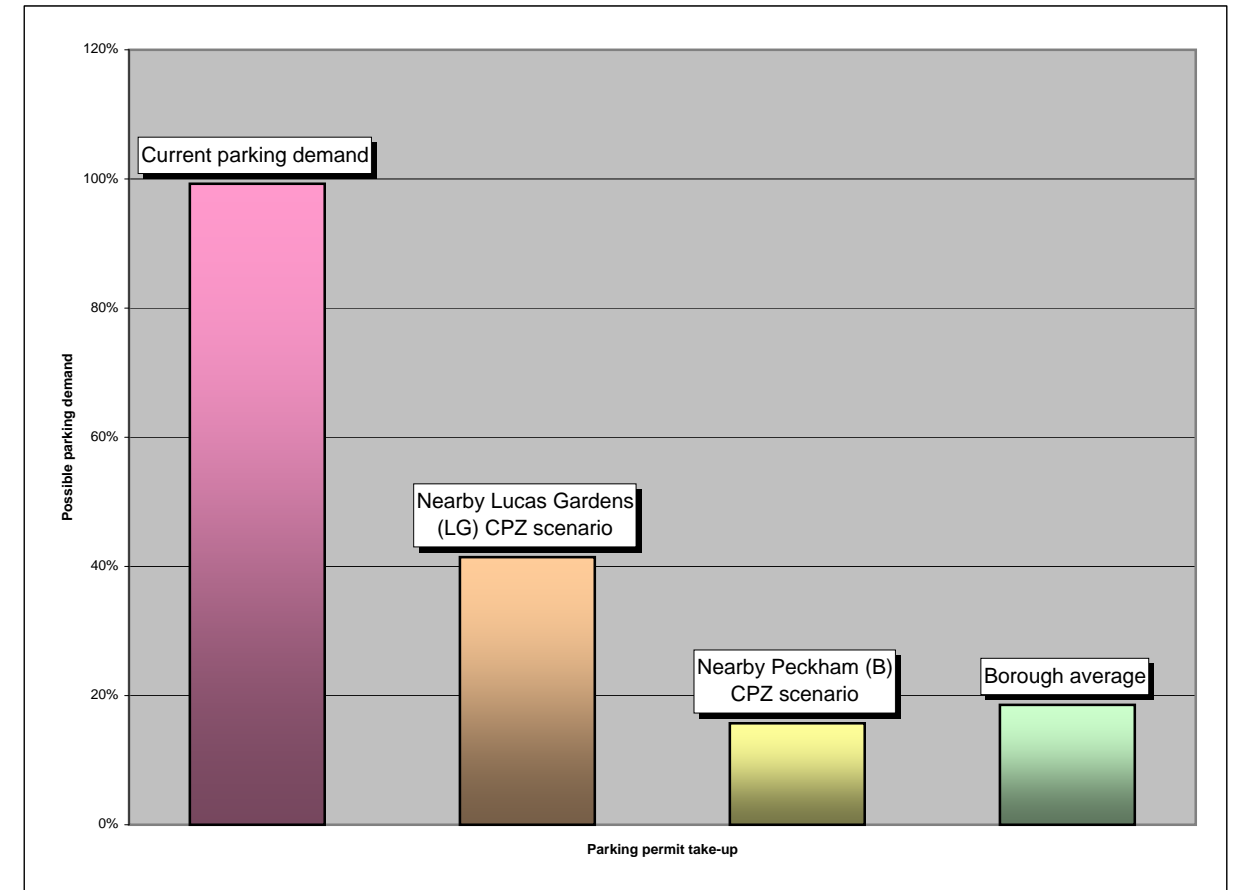
The number of spaces is the length available divided by 5.5m (this is a standard length used which accounts for parking and manourvering into the space (An average VW Polo is ~4.0m, a Ford Mondeo is ~4.8m)

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**

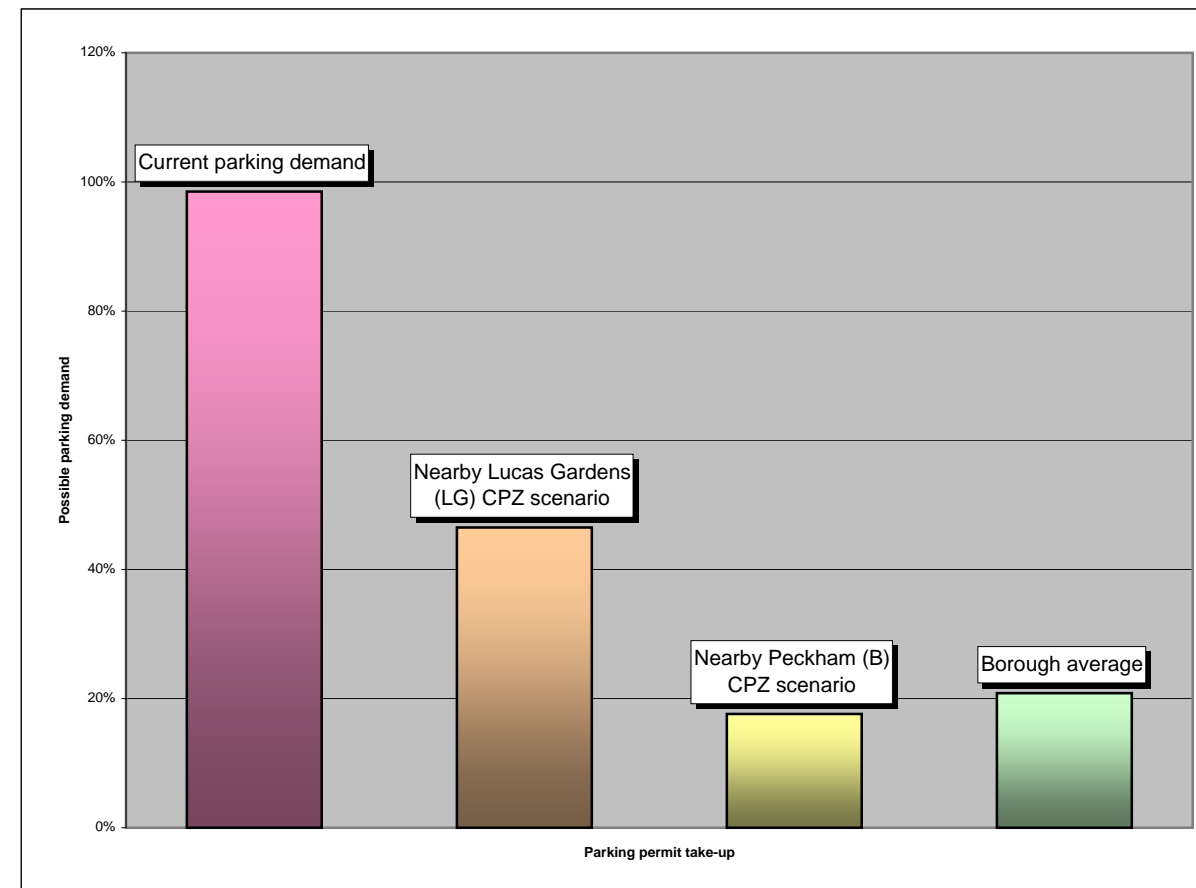
The number of spaces is the length available divided by 5.5m (this is a standard length used which accounts for parking and manourvering into the space (An average VW Polo is ~4.0m, a Ford Mondeo is ~4.8m)

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 15

Average parking occupancy in CROSS ROAD 107%

Available parking spaces for residents

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

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

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

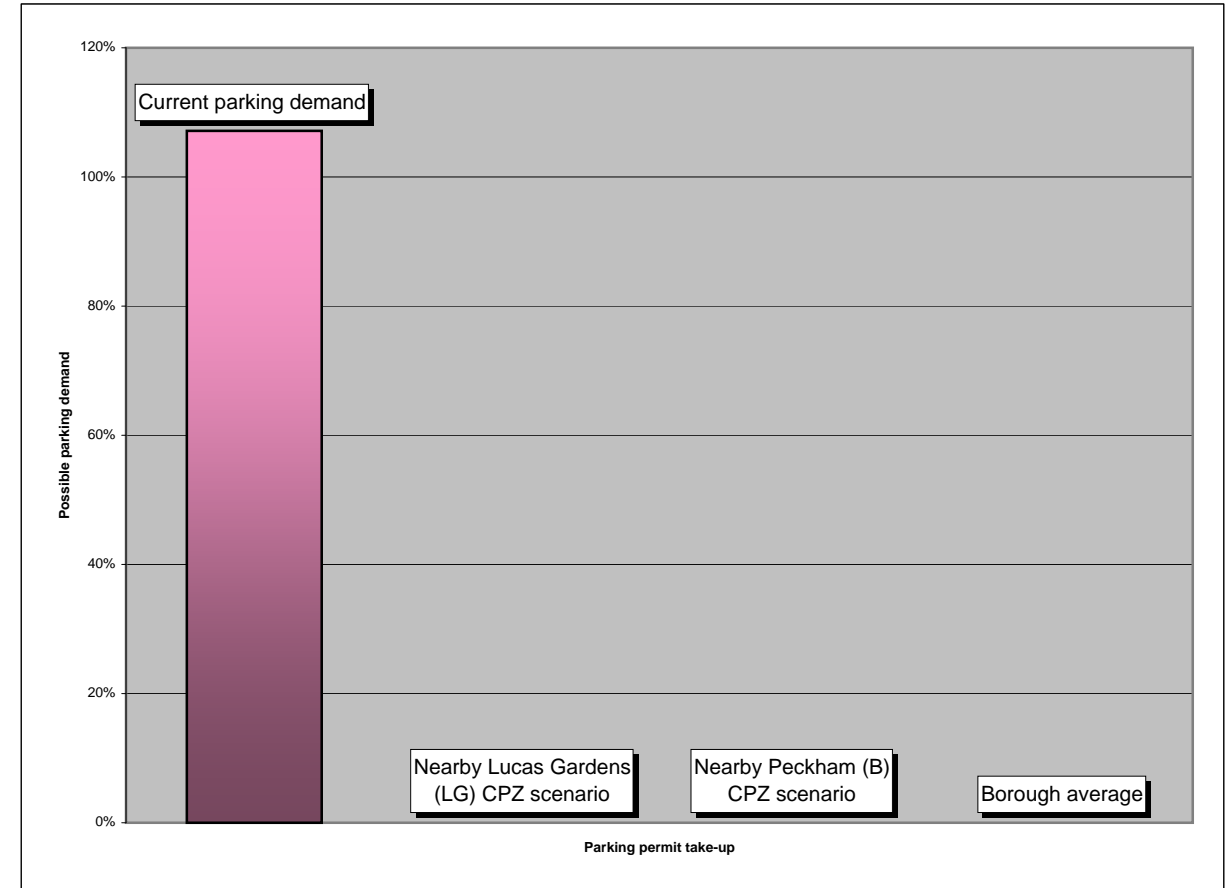
The number of spaces is the length available divided by 5.5m (this is a standard length used which accounts for parking and manourvering into the space (An average VW Polo is ~4.0m, a Ford Mondeo is ~4.8m)

Possible resident parking permit take up

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

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

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



PHOTOGRAPH OF CROSS ROAD

DENMAN ROAD

Current parking occupancy

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

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

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

Available parking spaces for residents

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

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

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

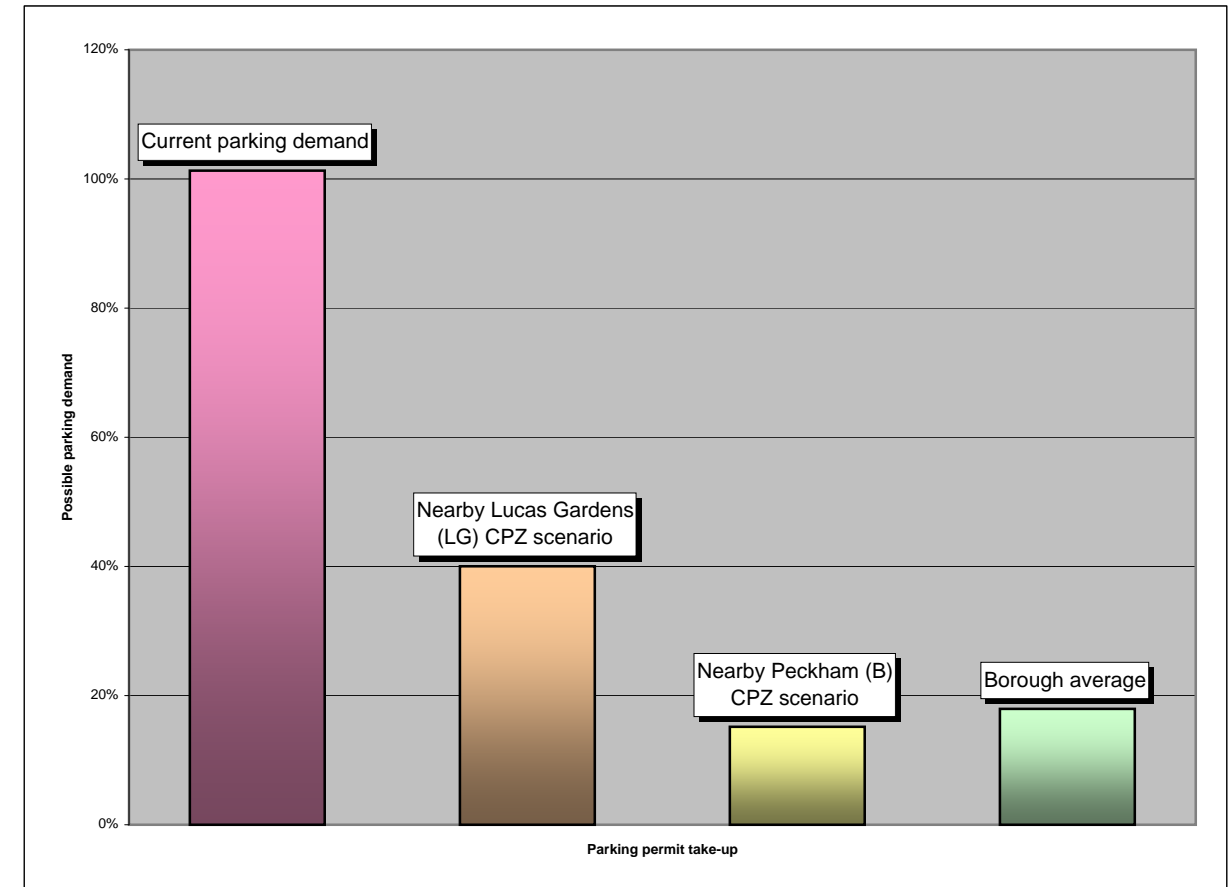
The number of spaces is the length available divided by 5.5m (this is a standard length used which accounts for parking and manourvering into the space (An average VW Polo is ~4.0m, a Ford Mondeo is ~4.8m)

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

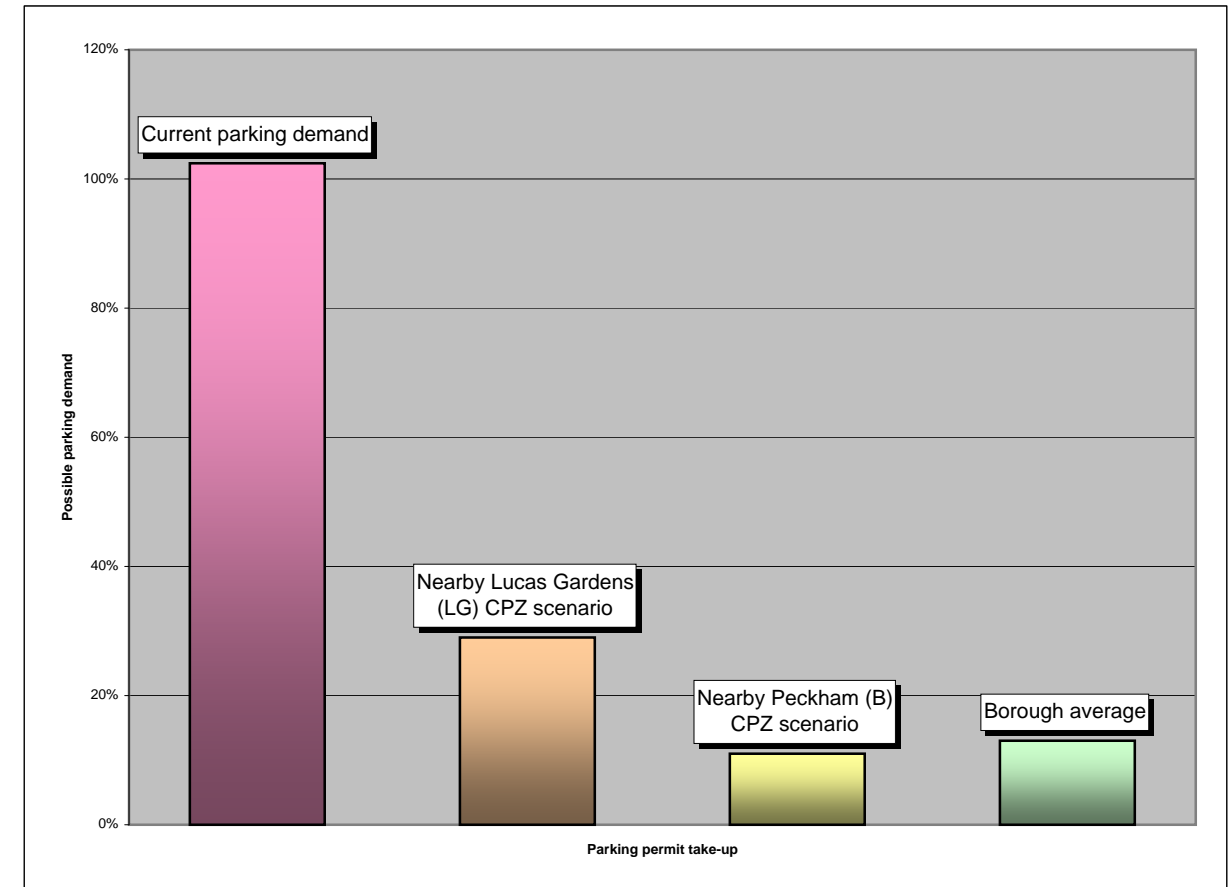
The number of spaces is the length available divided by 5.5m (this is a standard length used which accounts for parking and manourvering into the space (An average VW Polo is ~4.0m, a Ford Mondeo is ~4.8m)

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** This figure is for only the section of Grummant Road from Lyndhurst Way

Proposed number of parking space available for resident permit holders (if a zone was introduced) **41** This figure is for the entire length of Grummant Road

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

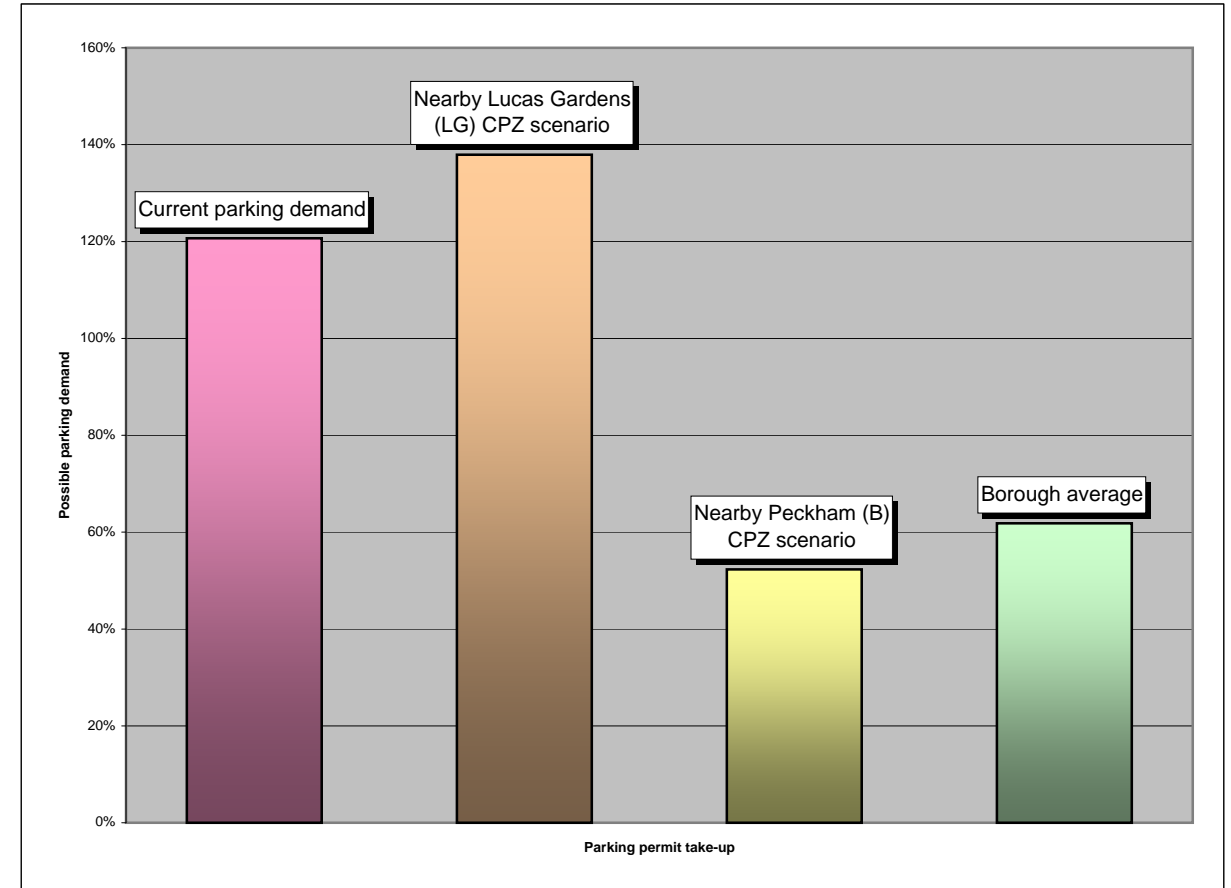
Possible resident parking permit take up

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%

It should be noted that some postal addresses from the Pelican Estate fall under Grummant Road, this explains the high possible resident permit take up. These scenarios are unlikely as the Pelican Estate has its own parking regulations which will remain independent from a parking zone

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**

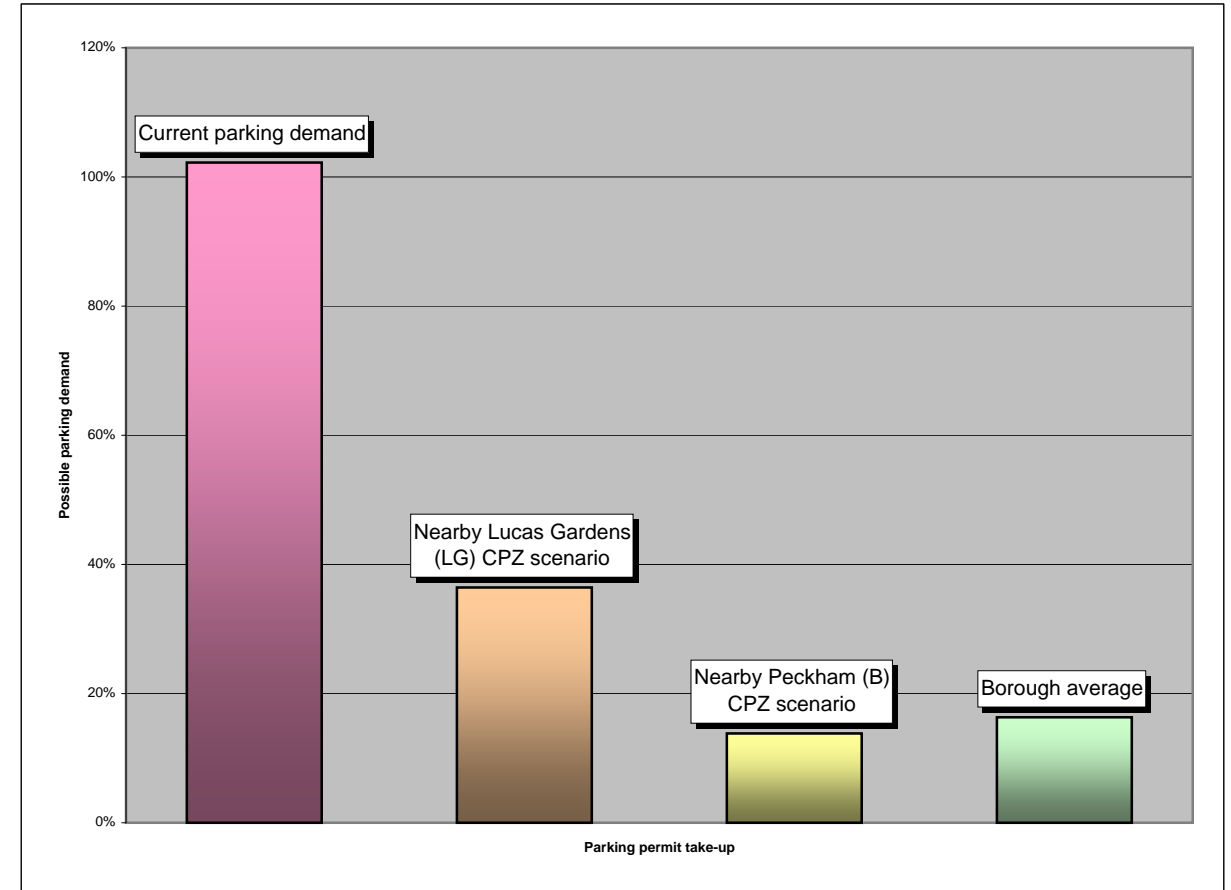
The number of spaces is the length available divided by 5.5m (this is a standard length used which accounts for parking and manourvering into the space (An average VW Polo is ~4.0m, a Ford Mondeo is ~4.8m)

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**

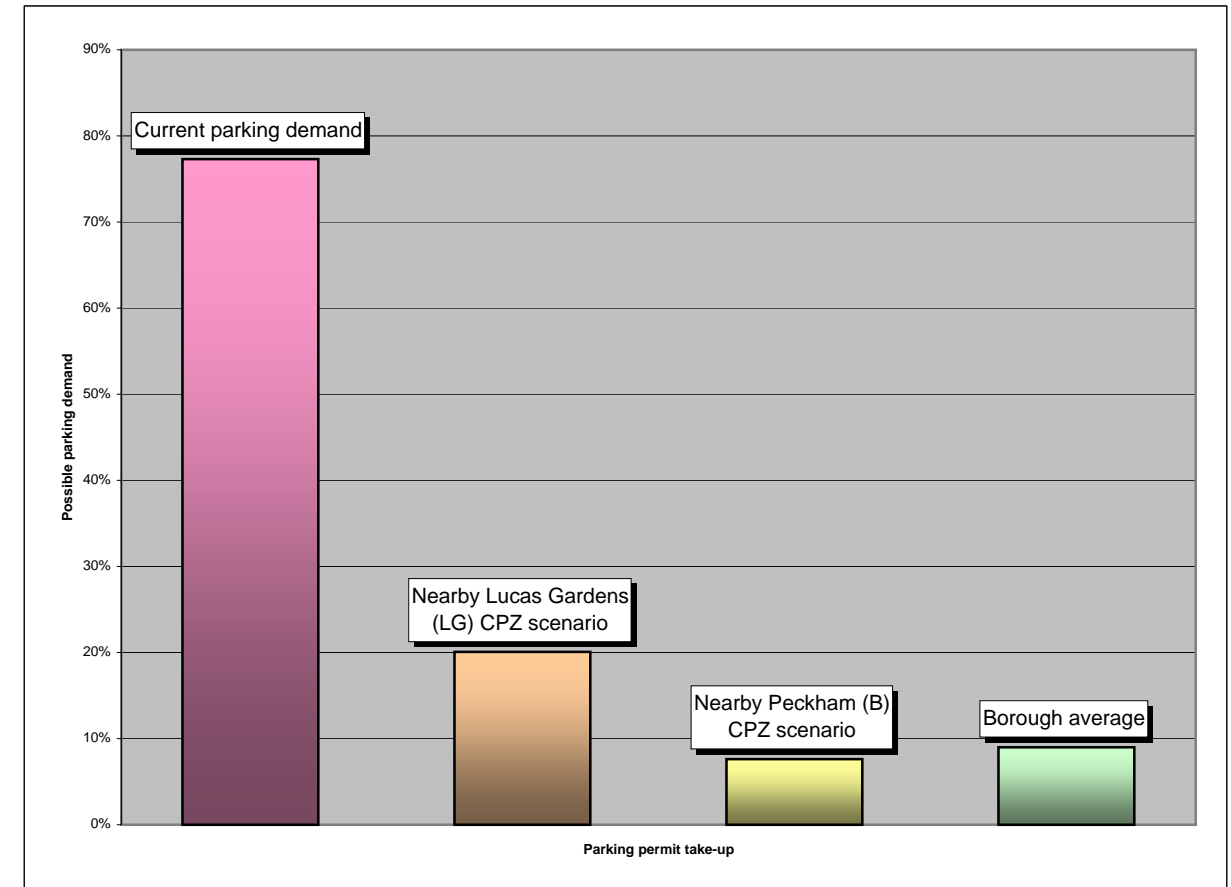
The number of spaces is the length available divided by 5.5m (this is a standard length used which accounts for parking and manourvering into the space (An average VW Polo is ~4.0m, a Ford Mondeo is ~4.8m)

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 manourvering into the space (An average VW Polo is ~4.0m, a Ford Mondeo is ~4.8m)

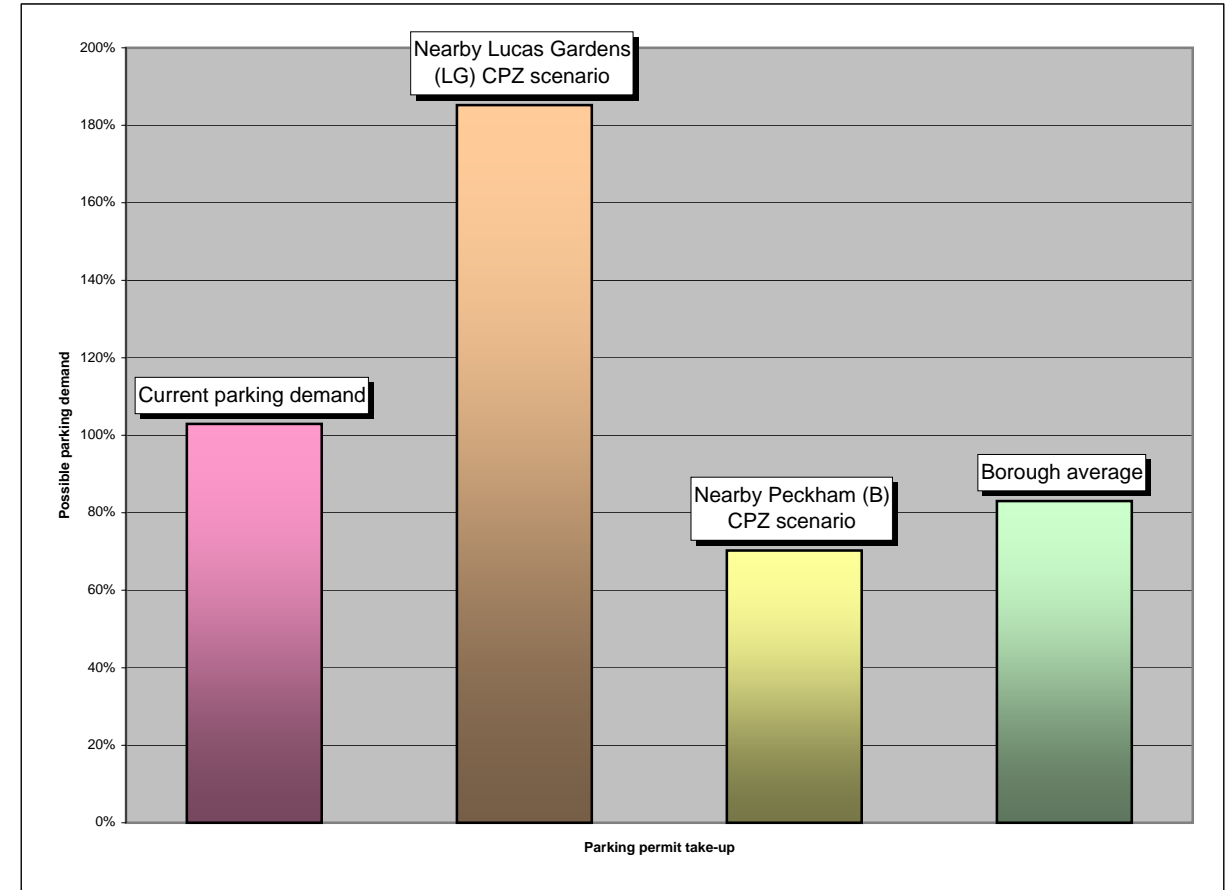
Possible resident parking permit take up

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%

It should be noted that some postal addresses from the Lettsom Estate fall under McNeil Road, this explains the high possible resident permit take up. These scenarios are unlikely as the Lettsom Estate has its own parking regulations which will remain independent from a parking zone

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 parking 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**

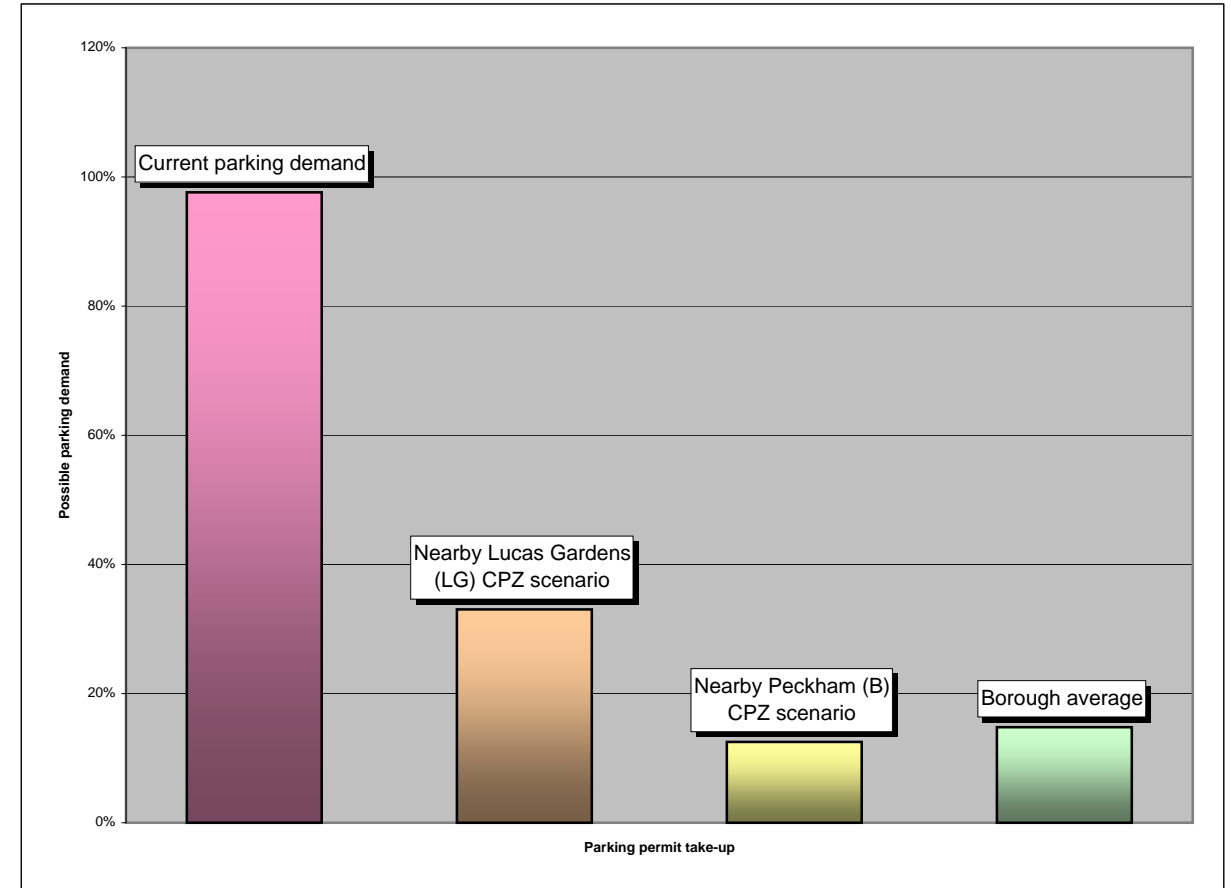
The number of spaces is the length available divided by 5.5m (this is a standard length used which accounts for parking and manourvering into the space (An average VW Polo is ~4.0m, a Ford Mondeo is ~4.8m)

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**

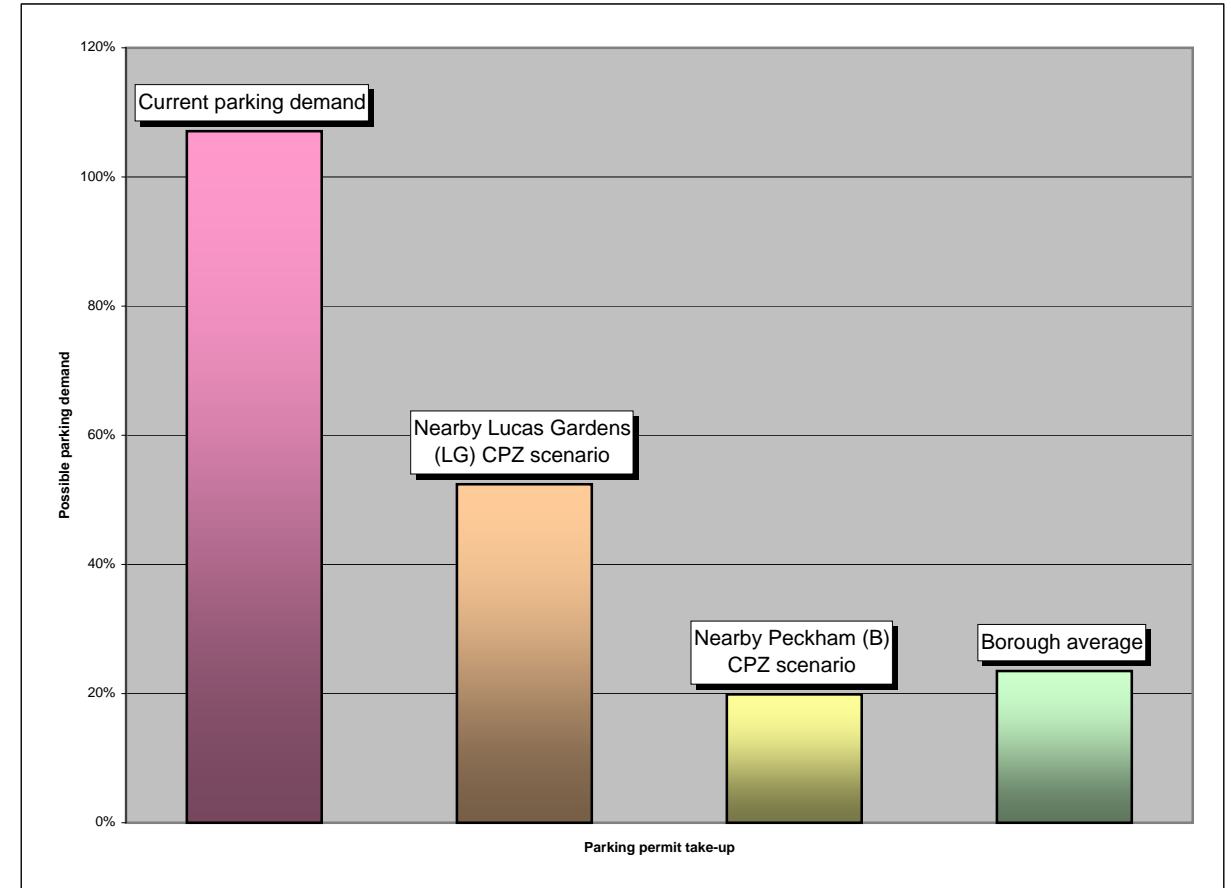
The number of spaces is the length available divided by 5.5m (this is a standard length used which accounts for parking and manourvering into the space (An average VW Polo is ~4.0m, a Ford Mondeo is ~4.8m)

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 parking 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**

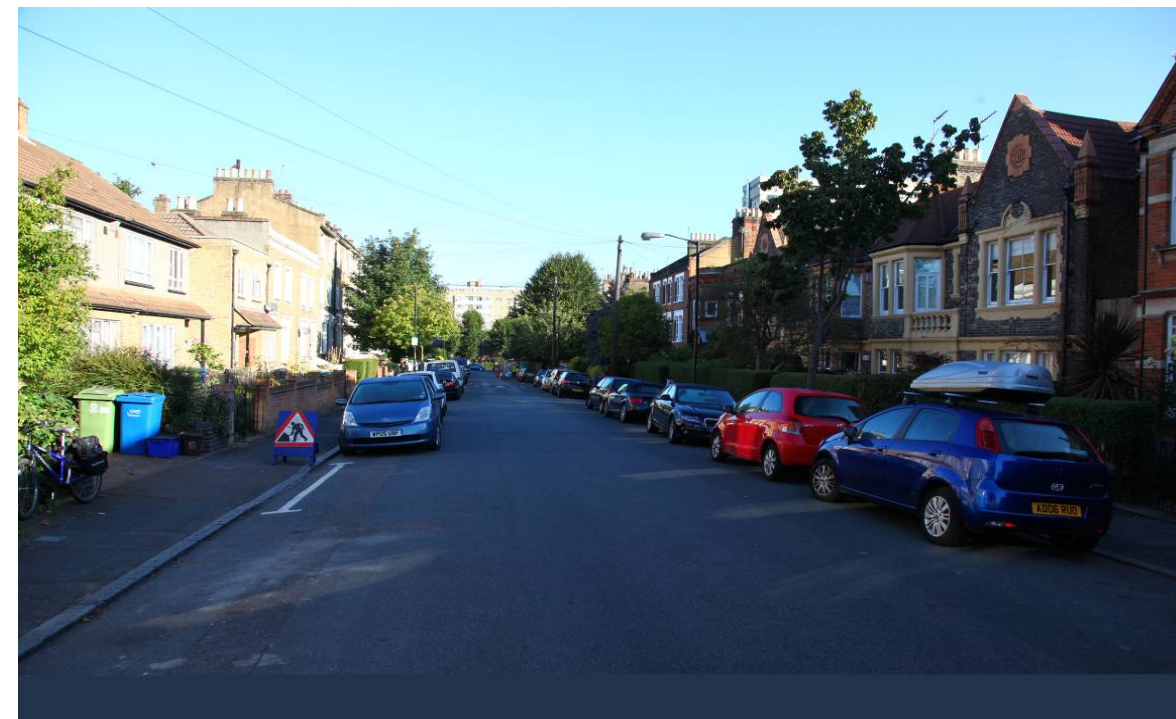
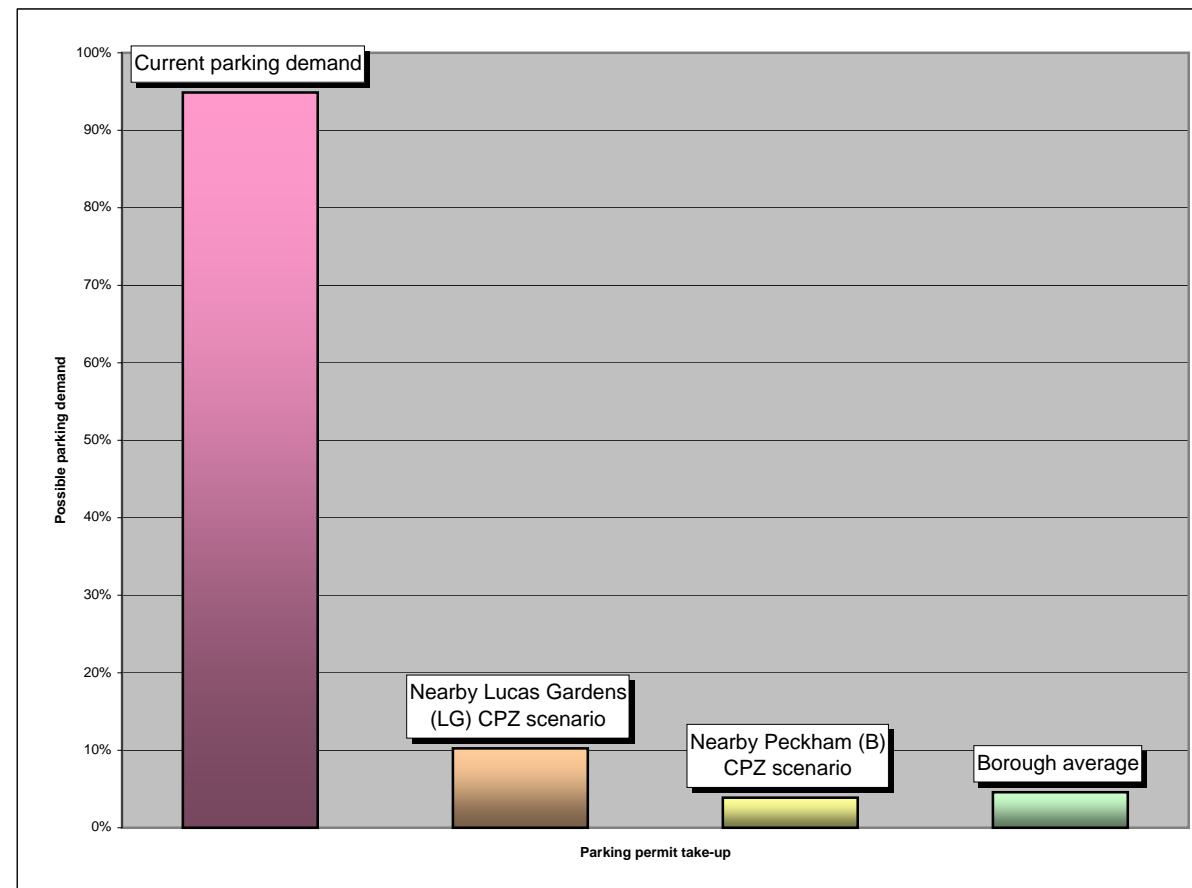
The number of spaces is the length available divided by 5.5m (this is a standard length used which accounts for parking and manourvering into the space (An average VW Polo is ~4.0m, a Ford Mondeo is ~4.8m)

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**

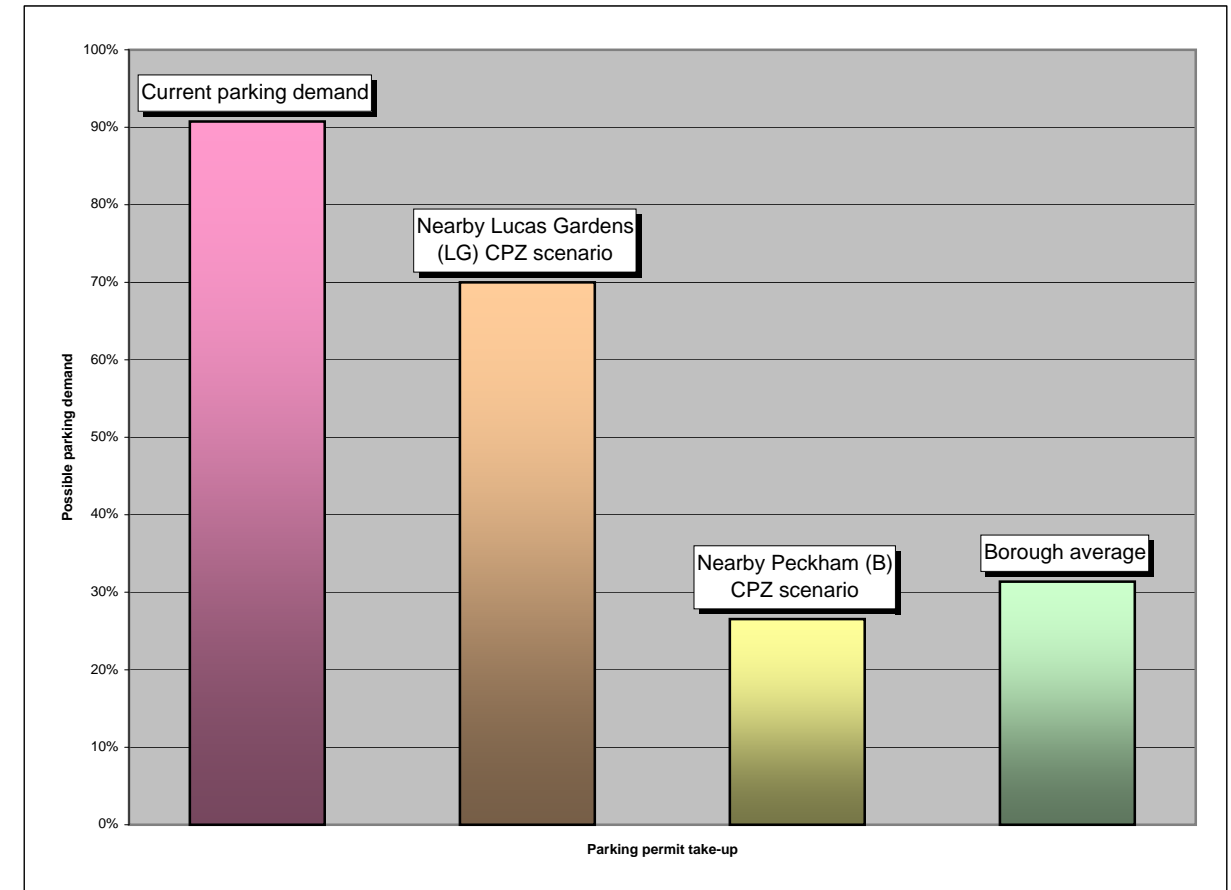
The number of spaces is the length available divided by 5.5m (this is a standard length used which accounts for parking and manourvering into the space (An average VW Polo is ~4.0m, a Ford Mondeo is ~4.8m)

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



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 manourvering into the space (An average VW Polo is ~4.0m, a Ford Mondeo is ~4.8m)

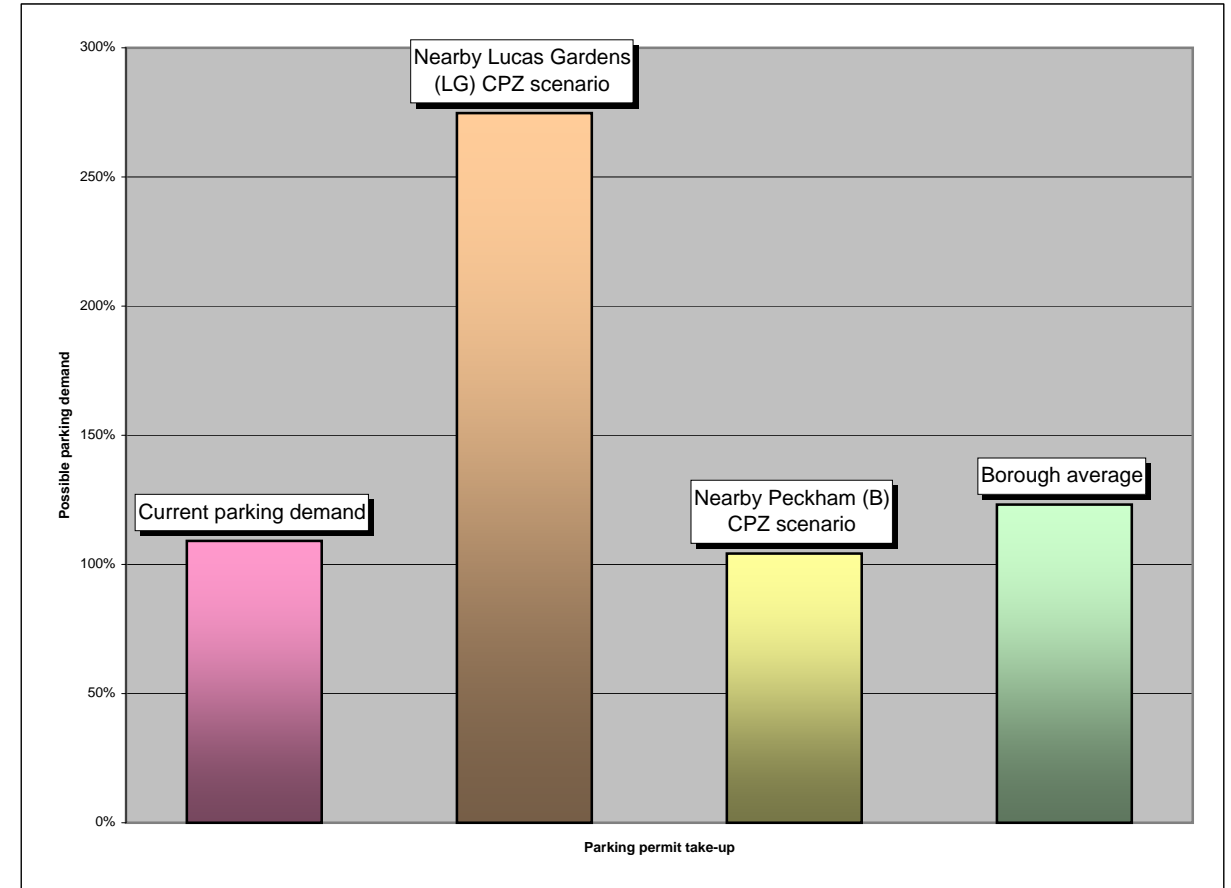
Possible resident parking permit take up

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%

It should be noted that some postal addresses from the Lettsom Estate fall under Vestry Road, this explains the high possible resident permit take up. These scenarios are unlikely as the Lettsom Estate has its own parking regulations which will remain independent from a parking zone

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)