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# Executive summary

The main aim of this parking study is to determine demand for a parking zone in the Queen's Road area. There is currently no parking zone in this area meaning that anyone may lawfully park their vehicle whether a resident, business, commuter or visitor. There are some existing double yellow line parking restrictions in the study area, these have been installed on an ad-hoc basis over the years for safety reasons.

## Summary of key consultation findings

A total of 4,141 consultations were sent out to 53 streets within the consultation area. We received a total of 612 valid responses representing a response rate of 15%.

A valid response is a response from a resident or business address within the consultation boundary.

The majority of respondents stated that they never have difficulty parking in their street and in response to the headline question "do you want a parking zone", a majority 71% of respondents were against the introduction of a zone, only 22% of respondents were in favour of a zone and 7% undecided.

A street-by-street analysis shows that only one street merited further consideration for the installation of a parking zone; Clifton Crescent. There are three other streets where the majority were for a parking zone; Colmore Mews, Frobisher Place and Hooks Close. Both Colmore Mews and Frobisher place are non-public highway and Hooks Close is Housing land. A parking zone would not be enforceable in any of these roads but Clifton Crescent could be considered for a standalone parking zone.

## Options

Based on the results of the informal consultation, officers present the following options:

Options	Rationale
1. To keep Clifton Crescent under review with an option to install a one road parking zone.	<ul style="list-style-type: none"><li>• A high response was received from those living in Clifton Crescent (35%). Of those who responded, 60% would like a parking zone to be implemented and 35% were against the implementation.</li><li>• Although this will address the parking problems in Clifton Crescent, it is highly likely that introducing measure in one street will displace the parking to nearby streets meaning that there will be demand to consider controls again in the future. There are currently no single street parking zones in Southwark.</li><li>• It is likely that parking stress in Clifton Crescent originates from those parking to use the adjacent park and ball courts and those living on the nearby Brimington Estate parking on the public highway.</li></ul>
2. To not implement a parking zone in the remaining streets in the study area.	<ul style="list-style-type: none"><li>• The majority of residents in this area have stated that they do not have a parking problem and do not want a parking zone to be implemented.</li></ul>
3. To introduce double yellow line waiting restrictions at locations where parking is deemed unsafe, e.g. at road junctions and across dropped kerbs.	<ul style="list-style-type: none"><li>• Introducing double yellow lines at locations where parking is deemed unsafe will improve safety, visibility and access for all road users.</li><li>• By installing double yellow lines throughout the study area, this means that the council do not have to investigate and introduce minor parking amendments on an ad-hoc basis.</li></ul>

# Introduction

## Background

Competition for parking in the Queen's Road area has increased over the last few years. There are several reasons that this may be the case. Streets in this area are within walking distance from Queen's Road Peckham station as well as frequent buses along Queen's Road so commuters are likely to use the area during the day. Parking displacement may have taken place over the years following the review of parking zone 'B' and extension to Gordon Road and Harders Road.

Based on regular requests from local residents, the decision was made to consult this area to assess if a parking zone was appropriate.

Following the discussion on the consultation methods and boundary at the Peckham and Nunhead Community Council meeting on 29 June 2016, arrangements were made to commence with a parking study in the area. Informal consultation was carried out between Friday 6 January and Monday 30 January 2017 with all postal addresses within the study area. Please note due to resident demand this deadline was extended to Friday 6 February 2017.

A consultation pack – Appendix A was sent to all 4,141 properties in the area. It included a detailed map of the proposed parking zone, an information leaflet including background information on parking zones, advantages and disadvantages of living in a parking zone, details of an exhibition held during the consultation period and frequently asked questions.

This document also included the contact details of the officer leading the consultation.

# Timeline of events



# Headline consultation results

## Summary

15%

- Overall response rate
- 99% of respondents were residents
- 30 out of 53 roads received a response rate of over 10%

45%

- Of respondents state that they never have problems parking on their road

71%

- Of respondents do not want a parking zone

# Response rate

The consultation closed on Friday 6 February 2017 having been extended for a week following multiple resident requests. Public access to the online consultation form was removed at midnight on this day. Paper consultations were accepted until the end of the following week to allow for any problems with the post.

Officers then sorted the data, omitting any responses received from outside of the consultation area or duplicate responses from the same address.

The table below shows a breakdown of consultation returns

<b>Total consulted</b>	<b>4141</b>
<b>Responses received</b>	<b>797</b>
Duplicates	64
Out of area	119
Address does not exist	2
<b>Total omitted</b>	<b>185</b>
<b>Valid responses</b>	<b>612</b>
<b>Response rate for Queen's Road area</b>	<b>15%</b>

As the response rate was over 10%, the Council gives significant weighting to the consultation returns.

Many omitted responses were from outside of the consultation boundaries, these responses will be summarised later in the report. Duplicates are when more than one response is received from one address.

## Community Engagement

The council provided multiple ways in which to respond to the consultation; either online, by post or by email.

A public exhibition was held on Wednesday 11 January 2017 at St Mary's Church, Peckham SE15 2EA during which residents could discuss the proposals with council officers and provide feedback. There was a good attendance at this exhibition. The general consensus at the meeting was that residents were against a parking zone.

A tweet was published on Southwark Council's Twitter page on 6, 10, 13, 18, 20, 24 and 28 January 2017 to raise awareness about the parking study.

Street notices were displayed in the consultation area throughout the consultation period detailing how residents could give their opinion.

Additional comments outlining any design changes or suggestions can be seen in Appendix B.

# Analysis of Responses

## Street by street – breakdown of results

This table shows that 30 out of 53 roads had a response rate of over 10%. The majority of respondents never have difficulty parking and there is no clear majority when it comes to their visitors. Only one road merits further consideration as all other roads in favour of the zone are not public highway.

Road name	How many properties?	Responses from road	Response rate	What time of day do you have difficulty parking?	What time of day does your visitor have difficulty parking?	Do you want a parking zone?			
						No	Undecided	Yes	Merits further consideration
ANSDELL ROAD	2	1	50%	Never	Never	100%	0%	0%	No
ASTBURY ROAD	167	56	34%	No clear majority	Never	91%	2%	7%	No
ASYLUM ROAD	135	14	10%	No clear majority	No clear majority	57%	7%	36%	No
BATH CLOSE	138	12	9%	No clear majority	Never	67%	0%	33%	No
BELFORT ROAD	38	5	13%	Never	Never	80%	0%	20%	No
BLANCH CLOSE	33		0%	N/A	N/A	N/A	N/A	N/A	No
BRAYARDS ROAD	125	27	22%	No clear majority	Never	78%	4%	19%	No
BURCHELL ROAD	81	6	7%	No clear majority	No clear majority	33%	33%	33%	No
CARLTON GROVE	239	24	10%	Never	Never	96%	0%	4%	No
CAULFIELD ROAD	57	12	21%	Never	No clear majority	75%	8%	17%	No
CHESTERFIELD WAY	21	3	14%	No clear majority	No clear majority	67%	0%	33%	No
CLIFTON CRESCENT	57	20	35%	No clear majority	No clear majority	35%	5%	60%	Yes
CLIFTON WAY	115	15	13%	No clear majority	No clear majority	80%	7%	13%	No
COLLS ROAD	54	17	31%	Never	Never	88%	0%	12%	No
COLMORE MEWS	15	1	7%	Never	No clear majority	0%	0%	100%	No
COSSALL WALK	142	8	6%	No clear majority	No clear majority	63%	0%	38%	No
CULMORE ROAD	36	2	6%	No clear majority	No clear majority	100%	0%	0%	No
DAIRY FARM PLACE	23		0%	N/A	N/A	N/A	N/A	N/A	No
DAYTON GROVE	38	18	47%	Never	Never	89%	0%	11%	No
DUNDAS ROAD	20	4	20%	Mon-Fri daytime	Mon-Fri daytime	75%	0%	25%	No
ELVEN MEWS	7		0%	N/A	N/A	N/A	N/A	N/A	No
EVAN COOK CLOSE	150	16	11%	No clear majority	No clear majority	44%	19%	38%	No
FIRBANK ROAD	37	4	11%	Mon-Fri daytime	Mon-Fri daytime	50%	25%	25%	No
FROBISHER PLACE	48	10	21%	Never	No clear majority	30%	20%	50%	No
GAUTREY ROAD	14	3	21%	No clear majority	Never	67%	33%	0%	No
GOLDWIN CLOSE	13	2	15%	Never	No clear majority	100%	0%	0%	No



Road name	How many properties?	Responses from road	Response rate	What time of day do you have difficulty parking?	What time of day does your visitor have difficulty parking?	Do you want a parking zone?			
						No	Undecided	Yes	Merits further consideration
HATHORNE CLOSE	12	2	17%	Never	Never	100%	0%	0%	No
HOLLYDALE ROAD	72	23	32%	Mon-Fri daytime	Mon-Fri daytime	57%	4%	39%	No
HOOKS CLOSE	59	6	10%	No clear majority	No clear majority	33%	0%	67%	No
KING ARTHUR CLOSE	41	2	5%	Never	No clear majority	50%	50%	0%	No
KINGS GROVE	150	40	27%	Mon-Fri evening	Mon-Fri daytime	53%	8%	40%	No
KIRKWOOD ROAD	82	18	22%	No clear majority	No clear majority	56%	17%	28%	No
LABURNUM CLOSE	51	8	16%	No clear majority	Never	88%	0%	13%	No
LAUSANNE ROAD	44	10	23%	Never	Never	100%	0%	0%	No
LODER STREET	17	5	29%	No clear majority	No clear majority	60%	20%	20%	No
LUGARD ROAD	118	33	28%	Mon-Fri daytime	Mon-Fri daytime	55%	15%	30%	No
MEETING HOUSE LANE	193	17	9%	Never	Never	82%	6%	12%	No
MONTAGUE SQUARE	81	5	6%	Never	No clear majority	100%	0%	0%	No
MONTPELIER ROAD	144	54	38%	Never	Never	76%	11%	13%	No
MORTLOCK CLOSE	48		0%	N/A	N/A	N/A	N/A	N/A	No
NAYLOR ROAD	13		0%	N/A	N/A	N/A	N/A	N/A	No
PECKHAM HIGH STREET	1		0%	N/A	N/A	N/A	N/A	N/A	No
POMEROY STREET	171	15	9%	Never	Never	80%	7%	13%	No
QUEENS ROAD	443	42	9%	Never	Never	76%	7%	17%	No
ROMAN WAY	24	2	8%	No clear majority	No clear majority	100%	0%	0%	No
SPRINGALL STREET	3		0%	N/A	N/A	N/A	N/A	N/A	No
ST MARYS ROAD	118	8	7%	Never	Mon-Fri daytime	75%	13%	13%	No
STANBURY ROAD	48	11	23%	Mon-Fri daytime	Mon-Fri daytime	82%	0%	18%	No
STATION PASSAGE	42		0%	N/A	N/A	N/A	N/A	N/A	No
STAVELEY CLOSE	134	10	7%	No clear majority	No clear majority	80%	10%	10%	No
SUNWELL CLOSE	17		0%	N/A	N/A	N/A	N/A	N/A	No
WOODS ROAD	92	8	9%	No clear majority	No clear majority	50%	0%	50%	No
YORK GROVE	118	13	11%	Never	Never	69%	23%	8%	No
<b>Grand Total</b>	<b>4141</b>	<b>612</b>	<b>15%</b>	<b>Never</b>	<b>No clear majority</b>	<b>71%</b>	<b>7%</b>	<b>22%</b>	

# Analysis of Responses – By Question

## 1. Are you a resident or business?

99% of respondents were residents and 1% were businesses.

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

The table below shows that the majority of respondents park one vehicle on the street. There are also a significant amount of respondents who do not park on the street at all.

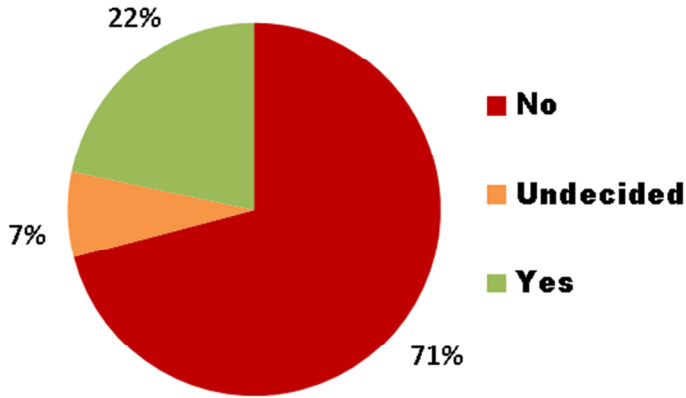
No. of vehicles	How many vehicles does your household regularly park on the street?
1	355
2 or more	89
None (don't own a vehicle)	119
None (park off-street)	37
Not Answered	12
Grand Total	612

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

The response to this question is shown in the street by street analysis table on page 7

#### 4. Do you want a parking zone?

A diagram showing the overall outcome to the headline question “Do you want a parking zone?”

Do you want a parking zone? Overall response	Comments								
 <p>A pie chart illustrating the overall response to the question 'Do you want a parking zone?'. The chart is divided into three segments: a large red segment representing 'No' at 71%, a green segment representing 'Yes' at 22%, and a small orange segment representing 'Undecided' at 7%. A legend to the right of the chart identifies the colors: red for 'No', orange for 'Undecided', and green for 'Yes'.</p> <table border="1"><thead><tr><th>Response</th><th>Percentage</th></tr></thead><tbody><tr><td>No</td><td>71%</td></tr><tr><td>Yes</td><td>22%</td></tr><tr><td>Undecided</td><td>7%</td></tr></tbody></table>	Response	Percentage	No	71%	Yes	22%	Undecided	7%	<p>Overall a majority of respondents do not support the implementation of a parking zone.</p> <p>Further analysis shows that only four streets support a parking zone, these are Clifton Crescent, Colmore Mews, Frobisher Place and Hooks Close.</p> <p>Both Colmore Mews and Frobisher Place are private roads and Hooks Close is Housing land so a parking zone would not be implemented in any of these roads.</p> <p>The only road that warrants further consideration is Clifton Crescent which has a high response rate and a majority in favour of parking controls.</p> <p>The response by street is shown in the table on page 7</p>
Response	Percentage								
No	71%								
Yes	22%								
Undecided	7%								

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

58% of respondents would not change their mind if a parking zone was introduced in any part of the consultation area. 19% did not answer this question and 12% are undecided. There is only one road where the majority would change their mind – Burchell Road. As response rate for this road was only 7%, there is not enough evidence of support to consider implementing parking controls in this street.

If you answered "No" or "Undecided" to question 4, would you change your mind if a parking zone was to be proposed in only part of the study area? (i.e. if a neighbouring road was in favour, would you then want parking controls to be introduced in your		Response				
Road		No	Not Answered	Undecided	Yes	Grand Total
ANSDELL ROAD		1				1
ASTBURY ROAD		44	7	2	3	56
ASYLUM ROAD		6	5	2	1	14
BATH CLOSE		7	3	1	1	12
BELFORT ROAD		4	1			5
BRAYARDS ROAD		15	5	3	4	27
BURCHELL ROAD		1		2	3	6
CARLTON GROVE		17	2	5		24
CAULFIELD ROAD		8	1		3	12
CHESTERFIELD WAY		2	1			3
CLIFTON CRESCENT		7	10	1	2	20
CLIFTON WAY		12	1	1	1	15
COLLS ROAD		12	2	1	2	17
COLMORE MEWS			1			1
COSSALL WALK		4	2	1	1	8
CULMORE ROAD		2				2
DAYTON GROVE		12	2	4		18
DUNDAS ROAD		3	1			4
EVAN COOK CLOSE		7	6	1	2	16
FIRBANK ROAD		1	2		1	4
FROBISHER PLACE		3	4	2	1	10
GAUTREY ROAD		1		2		3

GOLDWIN CLOSE	2				2
HATHORNE CLOSE	2				2
HOLLYDALE ROAD	11	8	3	1	23
HOOKS CLOSE	2	4			6
KING ARTHUR CLOSE	1		1		2
KINGS GROVE	15	14	3	8	40
KIRKWOOD ROAD	9	5	1	3	18
LABURNUM CLOSE	5	1		2	8
LAUSANNE ROAD	8		2		10
LODER STREET	2	1	1	1	5
LUGARD ROAD	10	8	7	8	33
MEETING HOUSE LANE	12	1	2	2	17
MONTAGUE SQUARE	5				5
MONTPELIER ROAD	34	6	10	4	54
POMEROY STREET	7	2	4	2	15
QUEENS ROAD	29	5	4	4	42
ROMAN WAY	1	1			2
ST MARYS ROAD	5	1	1	1	8
STANBURY ROAD	6	2	3		11
STAVELEY CLOSE	7		2	1	10
WOODS ROAD	4	3		1	8
YORK GROVE	7	1	2	3	13
<b>Grand Total</b>	<b>353</b>	<b>119</b>	<b>74</b>	<b>66</b>	<b>612</b>

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

The tables below show why respondents stated that they would not like a parking zone introduced.

Road	There is not a parking problem	The cost of parking permits	Parking controls do not guarantee me a parking space outside my property	Too much additional street clutter (road markings and signs)	There is a parking problem, but a parking zone will not fix it	Other
ANSDALL ROAD	1	1		1		
ASTBURY ROAD	22	40	34	12	15	9
ASYLUM ROAD	6	6	7	3	2	
BATH CLOSE	6	7	4	2		2
BELFORT ROAD	4	1	1	1		
BRAYARDS ROAD	15	19	15	6	4	2
BURCHELL ROAD		2	1		1	1
CARLTON GROVE	14	16	15	5	8	7
CAULFIELD ROAD	6	8	6	2	2	1
CHESTERFIELD WAY	2	2	2	1		
CLIFTON CRESCENT	4	7	6	4	2	2
CLIFTON WAY	4	9	9	4	5	3
COLLS ROAD	11	14	7	3	2	3
COLMORE MEWS						
COSSALL WALK	4	2	1			
CULMORE ROAD	1	1	1		1	
DAYTON GROVE	11	9	7	3	1	1
DUNDAS ROAD	2	3	2		1	
EVAN COOK CLOSE	3	7	5	4	3	3
FIRBANK ROAD		2	2	2	1	1
FROBISHER PLACE	4	2				1
GAUTREY ROAD	1	2	2	1		
GOLDWIN CLOSE	2	1		1		
HATHORNE CLOSE	2	2	1	2		
HOLLYDALE ROAD	4	12	8	2	5	2
HOOKS CLOSE	1	1	2	1	1	
KING ARTHUR CLOSE	1					1
KINGS GROVE	11	18	14	9	10	6
KIRKWOOD ROAD	8	11	10	5	4	3
LABURNUM CLOSE	3	6	6	1	2	

LAUSANNE ROAD	9	6	5	5	1	3
LODER STREET	1	4	4			1
LUGARD ROAD	8	17	13	6	8	4
MEETING HOUSE LANE	12	10	9	1	2	1
MONTAGUE SQUARE	5	4	3	2	1	
MONTPELIER ROAD	37	37	30	16	7	10
POMEROY STREET	9	10	6	2	1	1
QUEENS ROAD	25	22	14	5	6	5
ROMAN WAY	1	1	2	1		1
ST MARYS ROAD	4	5	4	1	1	
STANBURY ROAD	4	5	5	1	5	3
STAVELEY CLOSE	4	6	3		1	1
WOODS ROAD		2	2	1	2	1
YORK GROVE	7	10	4	2		1
<b>Grand Total</b>	<b>279</b>	<b>350</b>	<b>272</b>	<b>118</b>	<b>105</b>	<b>80</b>

As shown by the table above, a high number of respondents state that they have answered no either because they do not believe there is a parking problem or that they think permits are too expensive. A considerable amount also said no because they would not have a dedicated space outside their own home.

A significant number of the additional reasons focus on the belief that parking problems are not caused by commuters, having to buy permits for visitors and trades persons, living in a property with restrictions on purchasing permits, and Southwark Council staff causing the parking problems.

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

As there is a clear majority against a parking zone, no further analysis on this question is required in this report.

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

As there is a clear majority against a parking zone, no further analysis on this question is required in this report.

## 9. Do you have any comments about the proposal or the consultation?

The table below shows a breakdown of the type of comments received in this section.

Comments received	Type of comment										
Road	Cost of permits	Commuter problem	Design Comment	Money making scheme	Non categorised	No parking problem	Parking problem	Southwark Council Staff	Street Clutter	No comments	Grand Total
ANSDELL ROAD										1	1
ASTBURY ROAD	17	2	1	5	8	5	2	4		12	56
ASYLUM ROAD		1	2		2	4	1			4	14
BATH CLOSE	3		2	2	2					3	12
BELFORT ROAD				1		3				1	5
BRAYARDS ROAD	5			4	6	1	4	1		6	27
BURCHELL ROAD	2				1		1			2	6
CARLTON GROVE	2			3	7	7				5	24
CAULFIELD ROAD	1					3	1	2		5	12
CHESTERFIELD WAY						1	1			1	3
CLIFTON CRESCENT	3	4	2		2	1	6			2	20
CLIFTON WAY	3		1	3	1	1	1			5	15
COLLS ROAD	3		1		3	1		1		8	17
COLMORE MEWS										1	1
COSSALL WALK	1				1		1			5	8
CULMORE ROAD	2										2
DAYTON GROVE	2				3	5		1		7	18
DUNDAS ROAD	1				2					1	4
EVAN COOK CLOSE	2	3	3		1	3		2		2	16
FIRBANK ROAD	1				1			1		1	4
FROBISHER PLACE	1	1	6		1			1			10
GAUTREY ROAD						2				1	3
GOLDWIN CLOSE										2	2
HATHORNE CLOSE	2										2
HOLLYDALE ROAD	1	3	2	1		2	2	6		6	23
HOOKS CLOSE	1	1			1					3	6
KING ARTHUR CLOSE				1	1						2
KINGS GROVE	3	4	11	1	4	6	2	2	1	6	40
KIRKWOOD ROAD	1		6	1	1	4				5	18



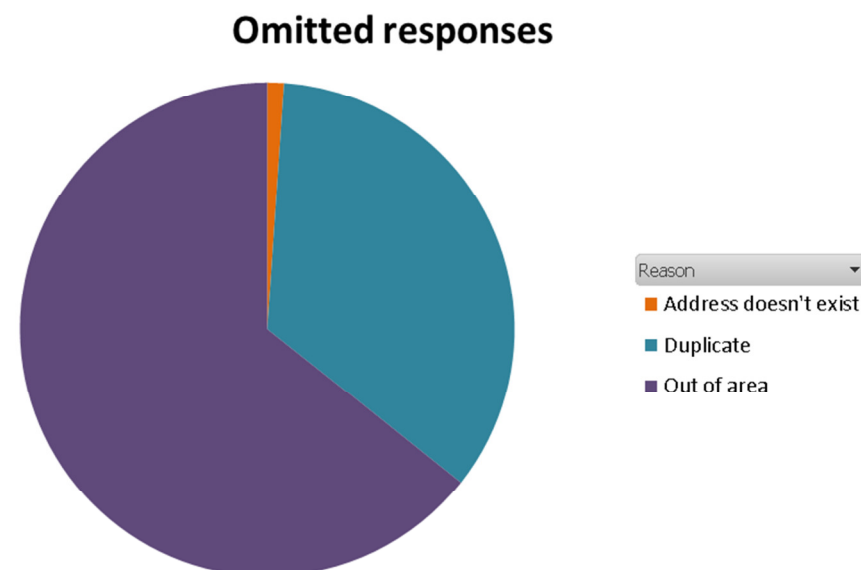
LABURNUM CLOSE	1		2	2			2			1	8
LAUSANNE ROAD			2	1		2			1	4	10
LODER STREET	1			1			1			2	5
LUGARD ROAD	2	3	2	1	1	3	1	8		12	33
MEETING HOUSE LANE	2		2	2	1	4				6	17
MONTAGUE SQUARE	1			1	1					2	5
MONTPELIER ROAD	8	2	3	5	7	12	3	1		13	54
POMEROY STREET	1		2	1	3	5	2			1	15
QUEENS ROAD	5	2	7	2	9	7	2			8	42
ROMAN WAY						1				1	2
ST MARYS ROAD					1	2				5	8
STANBURY ROAD			1	1		1		5		3	11
STAVELEY CLOSE	1				2	3		1		3	10
WOODS ROAD					3	1				4	8
YORK GROVE			1	1	4	4	1	1		1	13
<b>Grand Total</b>	<b>79</b>	<b>26</b>	<b>59</b>	<b>40</b>	<b>80</b>	<b>94</b>	<b>34</b>	<b>37</b>	<b>2</b>	<b>161</b>	<b>612</b>

The majority focus on there not being a parking problem in this area. A significant number of comments mention that the price of permits is too high and suggested amendments to the proposed design. Non-categorised comments are mainly comments unrelated to this consultation, further questions or residents stating whether or not they agree with the proposal.

# Comments received outside the informal consultation

As stated previously, 185 responses were omitted during the first stages of analysis. As shown below, the main reason for this is because the address was outside the area. For those responses omitted, the response to the main question almost exactly mirrors that of the main consultation with slightly more against the implementation of parking controls.

Omitted responses	Do you want a parking zone to be introduced on your street?			
Road	No	Undecided	Yes	Grand Total
ANSDALL ROAD	17	2	3	22
ASTBURY ROAD	6	1		7
ASYLUM ROAD	2	1		3
BRAYARDS ROAD	1		1	2
CARLTON GROVE	3			3
CAULFIELD ROAD	1		1	2
CHESTERFIELD WAY			1	1
CLIFTON CRESCENT	2			2
COLLS ROAD	3			3
DAYTON GROVE	3			3
FIRBANK ROAD			1	1
GAUTREY ROAD	5	2	1	8
HOLLYDALE ROAD	24	1	3	28
KINGS GROVE	2		2	4
KIRKWOOD ROAD	1			1
LAUSANNE ROAD	5	1	1	7
LUGARD ROAD	2		2	4
MEETING HOUSE LANE	2			2
MONTPELIER ROAD	5		1	6
NAYLOR ROAD	1	1		2
PECKHAM HIGH STREET	1			1
POMEROY STREET	3	1		4
QUEENS ROAD	8		1	9
SPRINGALL STREET	1		3	4
ST MARYS ROAD	12	2	2	16
STANBURY ROAD		1	1	2
YORK GROVE	1			1
OTHER	25	3	9	37
<b>Grand Total</b>	<b>136</b>	<b>16</b>	<b>33</b>	<b>185</b>
	<b>74%</b>	<b>9%</b>	<b>18%</b>	



48 queries were received outside of the informal consultation either phone calls, emails or at the drop-in exhibition. Each time the resident or business was encouraged to respond to the main consultation so that the analysis could be done on a road by road basis.

It is noted that a total of 51 residents or businesses requested a copy of the consultation pack stating that they had not received it. A copy of the documentation was sent promptly each time.

Because of the amount of requests for copies of the consultation, the deadline for returns was put back by one week.

The Council used a private distribution company for the delivery of the consultation packs. As we received a higher than normal amount of requests for a consultation pack as it hadn't been delivered, the council will be reviewing our delivery methods for future consultations. We are however satisfied with the response rate and believe awareness raised through social media, street notices and word by mouth ensured that the community was aware of the parking study.

# Conclusions and Recommendations

## Background on parking in the area

The Queen's Road area is a residential district in south east London.

This area is served predominately by Queen's Road Peckham station but is also within walking distance of Peckham Rye station. These stations connect south east London with central London and have thus become more popular with commuters.

The residential streets in the study area are subject to increasing pressure on kerbside parking. This may be due to a combination of new developments, increasing business and resident population, as well as visitors and deliveries to the area on top of the ever increasing commuter parking. While there has been a substantial change to the demographics in the area, the available kerbside space has remained broadly the same.

The council over recent years has also introduced double yellow lines in certain parts of the study area as part of our Local Parking Amendments programme which is a reactive programme responding to complaints of unsafe or obstructive parking. This can include yellow lines at road junctions or across dropped kerbs; usually a large amount of requests for amendments such as this is an indication of parking problems in the area.

## Informal consultation

The findings from the informal consultation show that a majority of residents in the Queen's Road area are against the implementation of a parking zone. This is again emphasised by the majority of residents stating that they never have trouble parking on their road.

It is clear from additional comments and from feedback received at the drop-in exhibition that respondents feel that the cost of permits is too high and that the parking zone will not help because it will not guarantee a space will be available for each resident outside their own home.

There is support for a parking zone in Clifton Crescent which also had a high response rate, however it is considered that single street parking zones generally provide limited benefits and can cause significant displacement.

## Proposed parking zone layout and road safety

It is recommended that proposals proceed to statutory consultation to introduce double yellow line waiting restrictions wherever it is unsafe to do so in the study area, including for 7.5m length at all junction corners in line with Southwark's standard policy for road safety. No Parking Zone should be progressed at the present time.

## Options

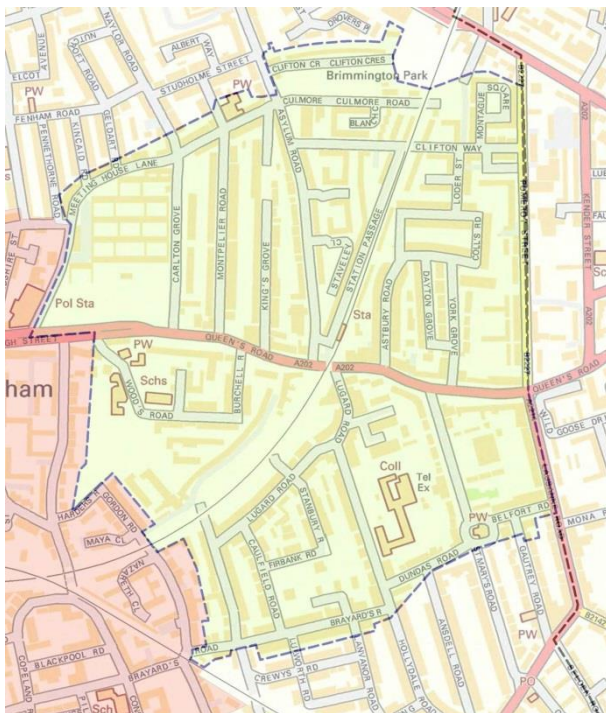
Having considered the findings of the informal consultation, as well as road safety concerns and best parking practice, the following options are available:

Options	Rationale
1. To keep Clifton Crescent under review with an option to install a one road parking zone.	<ul style="list-style-type: none"> <li>A high response was received from those living in Clifton Crescent (35%). Of those who responded, 60% would like a parking zone to be implemented and 35% were against the implementation.</li> <li>Although this will address the parking problems in Clifton Crescent, it is highly likely that introducing measure in one street will displace the parking to nearby streets meaning that there will be demands to consider controls again in the future. There are currently no single street parking zones in Southwark.</li> <li>It is likely that parking stress in Clifton Crescent originates from those parking to use the adjacent park and ball courts and those living on the nearby Brimington Estate parking on the public highway.</li> </ul>
2. To not implement a parking zone in the remaining streets in the study area.	<ul style="list-style-type: none"> <li>The majority of residents in this area have stated that they do not have a parking problem and do not want a parking zone to be implemented.</li> </ul>
3. To introduce double yellow line waiting restrictions at locations where parking is deemed unsafe, e.g. at road junctions and across dropped kerbs.	<ul style="list-style-type: none"> <li>Introducing double yellow lines at locations where parking is deemed unsafe will improve safety, visibility and access for all road users.</li> <li>By installing double yellow lines throughout the study area, this means that the council do not have to investigate and introduce minor parking amendments on an ad-hoc basis.</li> </ul>

# Queen's Road area

Parking consultation – January 2017

Have your say on parking in the Queen's Road area



# Why have I received this consultation pack?

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

We have received correspondence from your area telling us that parking pressure in your area has increased. There are several reasons that this may be the case. The streets in the Queen’s Road area are within easy walking distance to Queen’s Road station, which provides a 10 minute commute to London Bridge. Additionally, London Overground services commenced in 2012. This is likely to have led to an increase in the number of commuters using this station, which in turn would lead to increased parking pressures on the streets close to the station.

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

**Have your say on proposals to introduce new parking controls**

**We are asking all local residents and businesses whether a parking zone should be introduced in your street and if so, during what times of the day.**

**Your views are important to us even if you do not own a vehicle or park in your street.**

To help you understand what is being proposed, this leaflet contains:

▪ Map showing the consultation area	(front cover)
▪ How to have your say	(page 2)
▪ What are the proposals?	(pages 3 to 4)
▪ Southwark parking permits	(pages 5 to 6)
▪ Frequently asked questions (FAQ)	(pages 7 to 9)
▪ What happens after the consultation closes?	(page 10)
▪ Further information	(page 11)

## Inserts

- Questionnaire
- Parking bay feasibility drawing

# Have your say...

## online



Complete the questionnaire at [www.southwark.gov.uk/parkingprojects](http://www.southwark.gov.uk/parkingprojects)

## by post



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

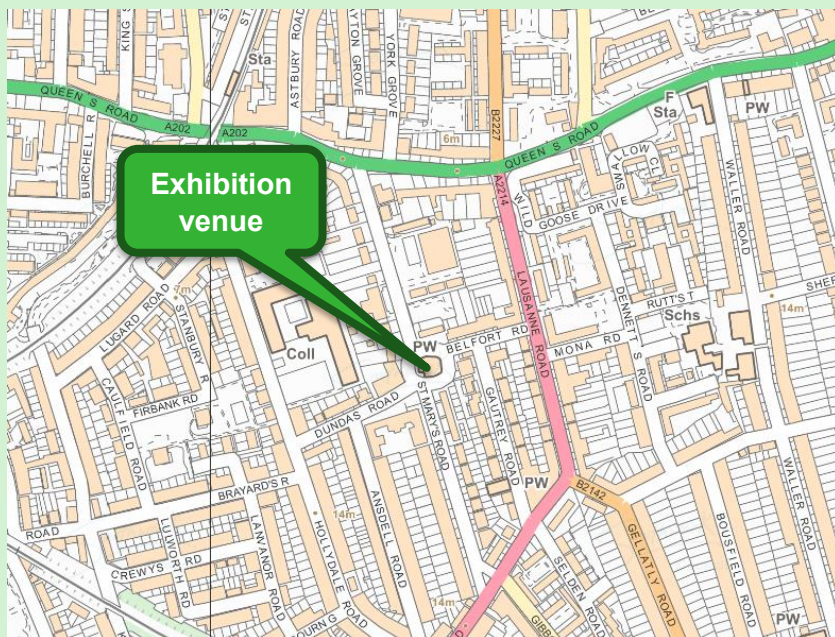
## at an exhibition



Come along and talk to officers at our drop-in session

**Location:** St Marys Church, Junction of St Marys Road and Belfort Road, Peckham, London SE15 2EA

**Time:** Wednesday 11 January 2017, between 4.00pm and 7.00pm



The consultation closes on  
**Monday 30 January 2017**



# What are the proposals?

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

Read about the advantages and disadvantages of a zone in the FAQ

## Parking layout

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

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

The drawing is also available online [www.southwark.gov.uk/parkingprojects](http://www.southwark.gov.uk/parkingprojects)

## Double yellow lines at junctions

We are committed to improving safety on our roads.

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

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



**Rule 243 of The Highway Code** says:

**“DO NOT** stop or park:

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

## What is a parking zone?

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

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

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

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

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

## What are the advantages and disadvantages of a parking zone?



### Advantages

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



### Disadvantages

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

# What permits would I be entitled to?

The table below shows the costs for different types of permit issued by Southwark Council. These costs are the same for each zone within the borough.

Resident permit costs			
1 month	3 months	6 months	12 months
£15.74	£36.58	£67.83	£125
<b>Blue badge holders</b> may purchase a 12 month resident permit at a discounted cost of £31.25			
<b>Motorcycle or moped</b> permits may be purchased for a 12 month period discounted to £31.25			
<b>Hybrid and Electric vehicles</b> can have a 12 month permit discounted to £31.25			
<i>Discounts only apply to the annual permit</i>			
Business permit costs			
3 months	6 months	12 months	
£176	£352	£577.50	
Virtual visitor permits			
1x one hour stay			£1.50
1x five hour stay			£2.50
1x one day stay			£5
10x one hour stay			£10
10x five hour stay			£20
10 x 1 day stay (1 <sup>st</sup> purchase during year)			£25
10 x 1 day stay (2 <sup>nd</sup> & subsequent purchases)			£45
<i>50% discount for blue badge holders</i>			
Home care workers		Professional health workers	
12 months		12 months	
£125		£125	
On-street pay parking			
£2.50 / hour (pay by phone)			

*Permit costs correct at time of publication*

For further information regarding parking permits in Southwark, please visit our website [www.southwark.gov.uk/parkingpermits](http://www.southwark.gov.uk/parkingpermits)

## Resident permits

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

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

The permit *does not* entitle you to park in a different parking zone.

## Business permits

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

## Visitor permits

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

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

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

## Home care workers' permits

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

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

## Professional health workers' permits

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

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

## Frequently asked questions

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

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

### What if I do not have a vehicle?

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

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

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

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



### I live on an estate; how does this affect me?

Housing estates will remain independent from a parking zone and would not be altered as a result of this consultation. Views of the residents still count in this consultation and residents would be entitled to buy an on-street permit.

### What are virtual parking permits?

You apply for your permit online and it is issued to your vehicle immediately. They replace paper permits that had to be posted to you and then displayed in your windscreen.

### How many permits would I be entitled to?

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

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

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

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

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

## What days and hours would the parking zone operate?

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

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

### All day parking zone (e.g. 8.30am to 6.30pm)

All day controls are successfully used in areas that have a high demand for parking throughout the course of the day and with pressure from a variety of sources. This includes streets that are close to town centres, leisure attractions and public transport hubs etc.



These zones give a high degree of priority for local residents, businesses and their visitors; reducing the negative effects of commuter parking. Of course, longer hours of operation also mean that residents and visitors who want to park on-street will need a permit or to pay for parking more frequently.

### Part day parking zone (e.g. 12 noon to 2pm)

Part day controls are most successful in areas that have a sudden surge on demand for parking once a day, such as streets that are close to a commuter rail station. An example of this is the Herne Hill (HH) parking zone.



Outside of operational hours (i.e. most of the day) then parking is free and unrestricted. This can offer greater flexibility to residents and their visitors but it is also likely to result in higher pressure upon parking and with fewer available spaces. This is especially the case if the demand for parking isn't solely associated with rail station commuter parking.

## Would shorter operating hours result in cheaper parking permits?

Shorter operating periods would not result in lower permit prices; although you might need fewer visitor permits per year which would save you money. The council takes the view that parking permits should be the same price in all zones within Southwark because the service that we provide (prioritising parking to certain groups) remains the same, irrespective of any operational details.

## What if I am a disabled blue badge holder or have a disabled bay?

Blue badge holders can park free and without time limit in all shared use bays, pay and display bays and dedicated blue badge bays. They can also park on yellow lines for a maximum of three hours. Should a new parking zone be introduced, all existing disabled parking spaces will remain.

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



## Does Southwark set up parking zones in order to make money?



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

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

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

During our consultation residents often ask why their council tax doesn't cover the cost of parking permits. Council tax and vehicle excise duty help pay for services that are available to the entire population such as education, social services and road maintenance. Controlled parking schemes only affect a local area and are expensive to set up and run.

## Parking stress in the area

Parking stress surveys show medium to very high stress levels in the area.

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

## The story so far...

We have a thorough process which we follow when deciding whether to consult in an area about parking. The actions we undertook prior to sending this document to you are outlined below.

Action	Date
Area last consulted (no widespread support for a CPZ at this time)	2003
Requests, complaints or enquiries about parking pressure in an area that suggests a study is required	2013-2016
Consultation methods and boundary discussed with Peckham and Nunhead community council	June 2016
Informal consultation and public exhibition	January 2017

## What happens after the consultation closes?

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

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

The final report and any final design will be approved by the Cabinet Member for Environment and Public Realm in mid 2017.

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

Phase	Expected dates
Draft consultation findings and recommendations reported to community council	February 2017
Final report to Cabinet Member for Environment and Public Realm	Mid 2017
Statutory traffic order consultation	Summer 2017
Delivery and implementation of parking zone (subject to consultation results)	Autumn 2017



## Further information

Further information about the project can be found online

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

**Telephone:** 020 7525 2347

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

Postal responses should be sent to the following address:

**FREEPOST RSDT-BHXK-SCAJ**  
**Highways Division**  
**(Parking Design)**  
**Floor 3, Hub 1**  
**Southwark Council**  
**PO BOX 64529**  
**London, SE1P 5LX**

Please note that we are not able to respond to all comments individually

To arrange a translation of this leaflet please take it to:

لترتيب لترجمة هذه الكراسة خذها رجاء إلى أحد العنوانين التاليين:

Para obtener una traducción de este folleto, llévelo a:

Bu broşürün tercüme edilmesini düzenlemek için lütfen onu aşağıdaki yerlerden birine götürün:

Đề có bản dịch tiếng Việt, hãy mang tờ rơi này đến cửa hàng:

Pour une traduction de ce dépliant, présentez-le à l'un des guichets uniques suivants :

এই প্রচারপুস্তিকাটির (লিফলেটের) একটি অনুবাদের আয়োজন করতে হলে দয়া করে এটি এখানে নিয়ে যান:

為獲取此單張的翻譯版本，請將單張帶到以下站式辦事處：

Walworth	Peckham
376 Walworth Road SE16 2NG	122 Peckham Hill Street Ground Floor SE15 5JR

For a large print version of this document, please contact 020 7525 2347 or email:

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

The consultation closes on

**Monday 30 January 2017**



## Have your say about parking

We would like to hear your views on the proposal to introduce parking controls to your area. Please read the background document and consider the feasibility drawing before completing the questionnaire online or by returning it to us via the freepost address, by Monday 30 January 2017.

The quickest way to respond is online at [www.southwark.gov.uk/parkingprojects](http://www.southwark.gov.uk/parkingprojects)

Postal responses should be sent to the following address:

**FREEPOST RSCT-BHXX-SCA, Highways Division (Parking Design), Floor 3, Hub 2,  
Southwark Council, PO BOX 64529, London, SE1P 5LX**

## SECTION A – About you

It is important to know some details about you so that we can carefully analyse the results. To enable your comments to be matched to your street and to avoid any possible duplication of responses we need your full details.

1. Are you a resident or business? ☐ Resident ☐ Business

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

## SECTION B – Your parking experience

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

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

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

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

## SECTION C – The proposals and your views

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

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

☐ Yes ☐ No ☐ Undecided

5. If you answered "No" or "Undecided" to question 4, would you change your mind if a parking zone was to be proposed in only part of the study area?

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

☐ Yes ☐ No ☐ Undecided

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

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

*Please tick all options that apply to you.*

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

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

- ☐ All day (for example 8.30 am to 6.30pm)
- ☐ Part day (for example 10 am to 2pm)
- ☐ Two hours during the day (for example 11 am to 1 pm)
- ☐ Other (please specify) \_\_\_\_\_

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

- ☐ Monday to Friday
- ☐ Monday to Saturday
- ☐ Other (please specify) \_\_\_\_\_

## SECTION D – Your comments

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

*Please use this section to make any comments on the consultation process and/or suggestions for how we can improve the parking layout (position and type of parking bay) in the feasibility design.*

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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.

**Postal responses should be sent to the following address:**

FREEPOST RSDT-BHXX-SCAJ  
Highways Division (Parking Design),  
Floor 3, Hub 2,  
Southwark Council,  
PO BOX 64529,  
London, SE1P 5LX

**For information about parking in Southwark**

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

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

 020 7525 2347

 @lb\_southwark  [facebook.com/southwarkcouncil](https://facebook.com/southwarkcouncil)

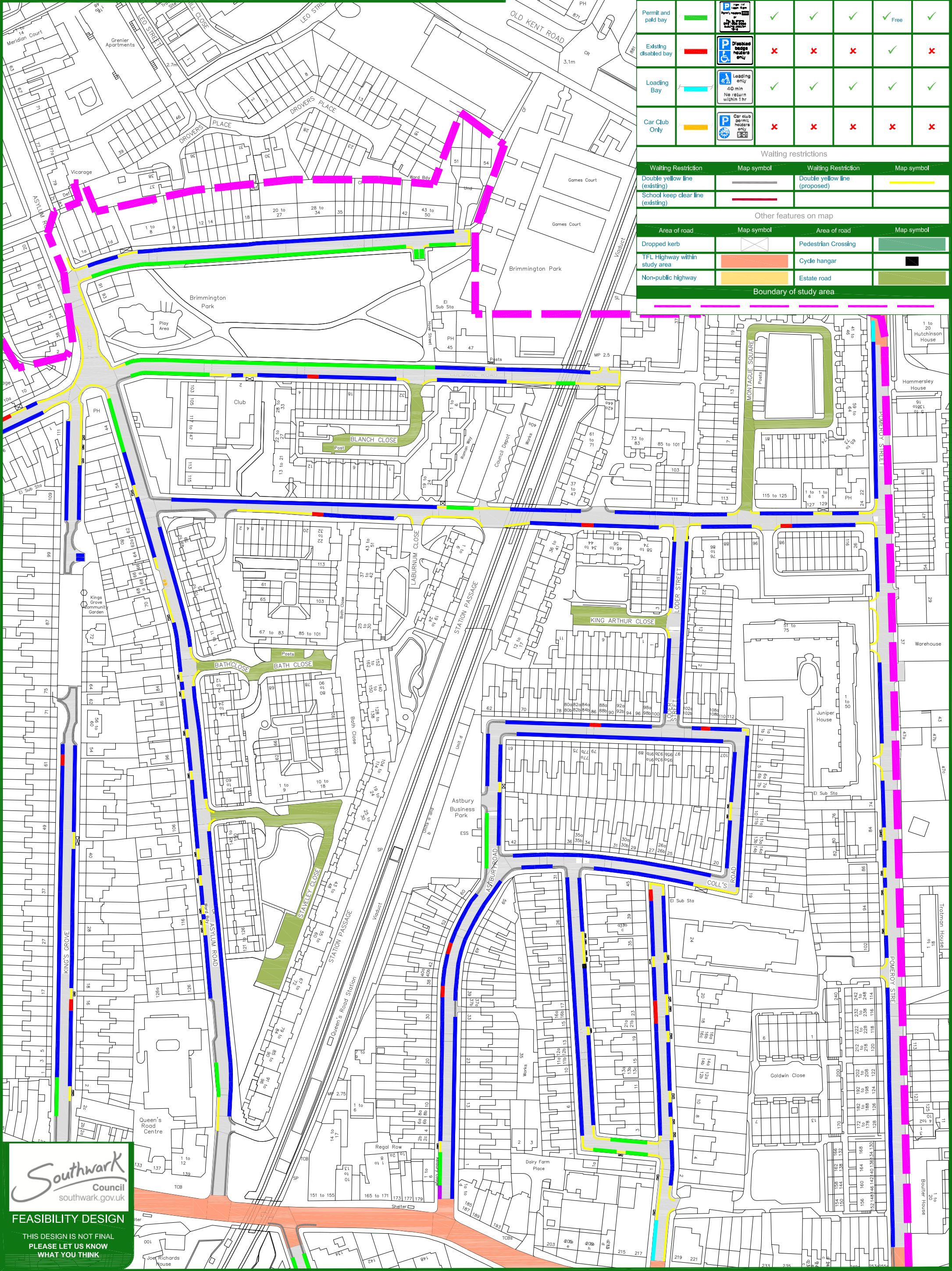
**Please respond by Monday 30 January 2017**




















  
Southwark  
Council  
[southwark.gov.uk](http://southwark.gov.uk)



# QUEENS ROAD PECKHAM

## PROPOSED CONTROLLED PARKING ZONE AREA

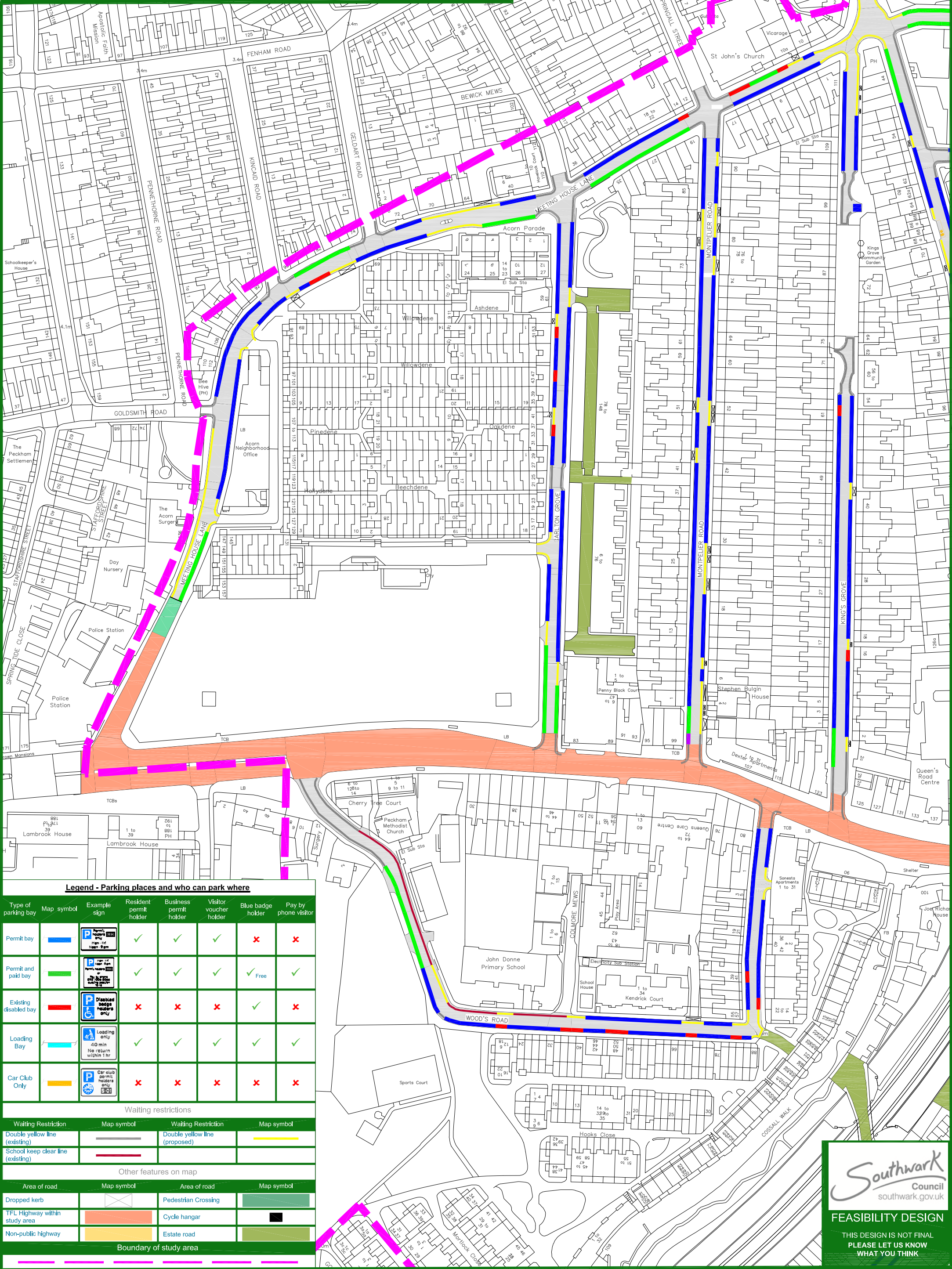


Legend - Parking places and who can park where							
Type of parking bay	Map symbol	Example sign	Resident permit holder	Business permit holder	Visitor voucher holder	Blue badge holder	Pay by phone visitor
Permit bay			✓	✓	✓	✗	✗
Permit and paid bay			✓	✓	✓	✓ Free	✓
Existing disabled bay			✗	✗	✗	✓	✗
Loading Bay			✓	✓	✓	✓	✓
Car Club Only			✗	✗	✗	✗	✗
Waiting restrictions							
Waiting Restriction		Map symbol		Waiting Restriction		Map symbol	
Double yellow line (existing)				Double yellow line (proposed)			
School keep clear line (existing)							
Other features on map							
Area of road		Map symbol		Area of road		Map symbol	
Dropped kerb				Pedestrian Crossing			
TFL Highway within study area				Cycle hangar			
Non-public highway				Estate road			
Boundary of study area							



# QUEENS ROAD PECKHAM

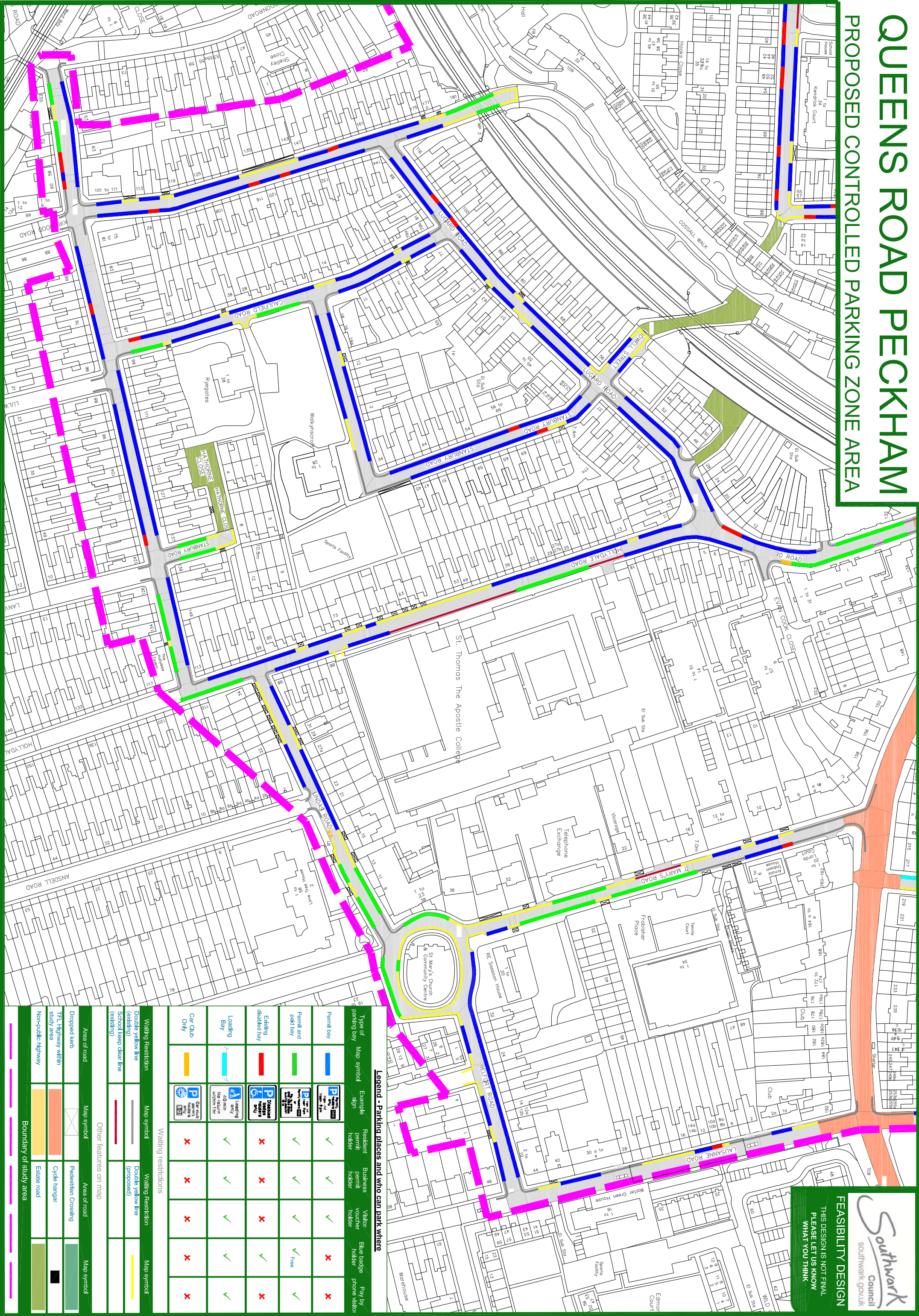
## PROPOSED CONTROLLED PARKING ZONE AREA





# QUEENS ROAD PECKHAM

## PROPOSED CONTROLLED PARKING ZONE AREA



### Legend - Parking places and who can park where

Type of parking bay	Map symbol	Example sign	Resident permit holder	Business permit holder	Visitor voucher holder	Blue badge holder	Pay by phone visitor
Permit bay			✓	✓	✓	✓	✗
Permit and paid bay			✓	✓	✓	✓	✓
Existing disabled bay			✗	✗	✗	✓	✗
Loading Bay			✓	✓	✓	✓	✓
Car Club Only			✗	✗	✗	✗	✗

### Waiting restrictions

Waiting Restriction	Map symbol	Waiting Restriction	Map symbol
Double yellow line (existing)		Double yellow line (proposed)	
School keep clear line (existing)			

### Other features on map

Area of road	Map symbol	Area of road	Map symbol
Dropped kerb		Pedestrian Crossing	
TFL Highway within study area		Cycle hangar	
Non-public highway		Esplanade road	
		Boundary of study area	

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







## Queen's Road area PARKING CONSULTATION



### PLEASE LET US KNOW WHAT YOU THINK

The council does not have any preference for any particular proposals.

All comments on the design raised during the consultation will be considered and the initial design will be amended accordingly.

The boundary of the study area only shows the area where we are consulting. The outcome of the consultation could result in the boundary being amended to only include streets which show support for the proposals - this could result in, for example, separate new parking zones or an extension to an existing parking zone.

**Have your say** on the proposal for a CPZ in the Queen's Road area by completing the questionnaire included in this pack, or online at [www.southwark.gov.uk/parkingprojects](http://www.southwark.gov.uk/parkingprojects)



## HAVE YOUR SAY ON PARKING



### OTHER POSSIBLE FEATURES

The questionnaire includes a section for any comments regarding the feasibility design

Please take advantage of this to let us know of any improvements we can make to parking facilities on the public highway. Southwark Council regularly undertake consultations regarding the use of our roads and we welcome any feedback which you provide.

### EXAMPLES OF NEW FEATURES WE HAVE CONSIDERED OR IMPLEMENTED ON THE HIGHWAY



### WHAT IS A PARKING ZONE?

A parking zone is an area where every piece of road has been marked with a parking bay or a yellow line. The feasibility design shows what the study area would look like with a parking zone in place.

Parking zones are created to ensure that local residents, businesses and their visitors are able to park easily and conveniently. They also enable Southwark to manage the limited kerb space available to park within the borough.

### HOW WOULD A PARKING ZONE HELP?

In a parking zone, priority of parking is given to a particular group of users, usually local residents or short-stay visitors to shops. The photographs below show the effect that introducing the nearby LG zone had on parking in Maude Road

### BEFORE



### AFTER



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## Additional Comments

Astbury Road	I think putting in a controlled parking would have a considerable financial effect on our business especially as the fee is considerably higher than if you were a resident. We have just signed a 10 year lease and this was not foretold to us at the time. If we had to pay the fee for a business over the course of 10 years it would cost us £25,000.00 just to park! It would end up pushing the small businesses out of the area, therefore will increase the amount of people out of work because the parking fees are way high and not affordable, causing companies to close or move further out!
Montpelier Road	<p>The cost of the proposed permit is expensive, and brings no guarantee that I (a resident) will be able to park my vehicle on the road I live on. Some residents have two or three cars that are all taking up spaces on the road, some parked for days and weeks without being moved, and yet, they would pay the same costs as I would.</p> <p>The proposed controlled parking zone is not a solution to the parking problem the residents are currently experiencing. It will simply put more of us into financial hardship without any of the benefits mentioned.</p>
Clifton Crescent	<p>COULD WE GET CYCLE PARKING ON CLIFTON CRESCENT?</p> <p>MOST OF THE PARKING SEEMS TO BE COMMUTERS SO A COUPLE OF HOURS RESTRICTION MAKES MORE SENSE ALLOWING PEOPLE TO HAVE VISITORS.</p>
Hollydale Road	WITH OUR PROXIMITY TO THE STATION WE DO FEEL THAT PEOPLE USE HOLLYDALE ROAD AS A PARK AND RIDE LOCATION. AS RESIDENTS WITH CHILDREN IT IS VERY HARD FOR US EVER TO PARK CLOSE TO OUR HOUSE DURING THE WEEK. DAYTIME PARKING DURING THE WEEK IS PARTICULARLY DIFFICULT ESPECIALLY AS WE NOTICE THAT SOUTHWARK COUNCIL WORKERS ARE ABLE TO PARK AT THIS END OF THE STREET. WE WHOLEHEARTEDLY BACK THE INTRODUCERS OF A PARKING ZONE
Kirkwood Road	<p>DISABLED BAYS - CHECK ALL ARE STILL NEEDED. SOME ARE UNUSED AND TAKING UP SPACE.</p> <p>ELECTRIC POINT - WOULD THINK ABOUT GETTING AN ELECTRIC CAR</p>
Pomeroy Street	<p>The costs of putting this scheme together seem a waste of money which could be better spent on other aspects of the borough. I'm sure that the traffic wardens, and fine collection would be contacted out which would cost more money to the council in the long term, as the private companies are all about profit.</p> <p>How about better provisions for cycling, cycle parking, and secure cycle hangers instead of spaces for cars parking. Also making roads safer. Pomeroy Street is a 20mph road but the sign posting is hardly visible, road markings worn out. Crossing the road at the zebra crossing is a challenge at peak times when taking my son to school as cars just speed across ignoring pedestrians. Having a lot of parked cars in fact slows the traffic down in various places. How about better traffic speed calming methods on Pomeroy Street first.</p> <p>Pomeroy Street pavements are already narrow and just wouldn't be suited to more street posts</p> <p>There was an abandoned car that had been sitting on Pomeroy street for over a year and the council didn't do anything about it. I reported it twice and it has only just been removed. How many other abandoned vehicles can also be removed from the streets.</p> <p>Are you planning doing something about multi-car households? That would help alleviate the issue. Maybe second and third cars cost more for their permits.</p>



Bath Close	THIS IS CLEARLY A MONEY MAKING EXERCISE. THIS IS NOT FOR THE BENEFIT OF THE RESIDENTS IN THE "QUEENS ROAD AREA". THE FEW PEOPLE WHO PARK AND USE THE TRAIN STATION CAN NOT COMPARE TO THE COST TO THE RESIDENTS. WHY WOULD RESIDENTS PAY YOU OVER A HUNDRED POUNDS TO PARK ON THE ROAD JUST BECAUSE OF A FEW PEOPLE WHO PARK TO USE THE STATION. HOW DOES YOUR PARKING CHARGES DIRECTLY BENEFIT THE RESIDENTS? HAVE YOU CHECKED HOW MANY CARS ARE THERE AT 12AM?
Lausanne Road	Total and utter nonsense. Waste of time and money and resources. Stop troubling people's lives and trying to get more cash out of them for living near a station. And whomever thinks this is a good idea needs to get their head out of 1st world problems and smell the dam coffee!
Brayards Road	I SEE THESE PARKING ZONES AS JUST A MEANS OF RAISING REVENUE AND A TOTAL INCONVENIENCE TO CAR OWNERS WHO HAS ALREADY PAY A LARGE AMOUNT OF MONEY IN ROAD TAX TO HAVE THEIR CARS ON THE STREET. (PLEASE FORGET THE IDEA) AND THINK OF ANOTHER WAY TO INCREASE YOUR REVENUE IF YOU MUST.
Queens Road	If it's not broken don't fix it. The businesses work well with the locals and the locals do not want a control parking, neither do we.
Woods Road	I do not agree with the proposal.
Dayton Grove	Seems a bit ridiculous to be honest. There is not a parking problem I can always park outside or near my house any day any time. This will just be unnecessary and create problems for visitors and residents alike.
Kings Grove	I imagine complaints are more to do with being able to park close to their house and this will do nothing to solve that. In fact, I think it will be worse and annoy people. I also don't like the idea of the enforcement people cruising around on mopeds (as they do in other parts of London) looking for opportunistic ticketing. I can assure you that at all times of the day there are 10s of spaces on Montpellier Road so people just need to be prepared to walk. In addition the pricing structure is wrong. Your policy is now outdated, it is not just G-whizz and Prius with a hybrid in them now but a much bigger range including 4x4s.
Brayards Road	1. A very good idea - desperately needed. We have 2 children under age 3 and the fact that the car can be parked up to 1/2 a mile away from the house with no loading/unloading causes real difficulties. 2. Brayards Rd can get quite busy, including quite a few lorries. Much of the traffic already goes too fast. I suppose there's a risk that with fewer cars parked, drivers may go even faster. Will this be kept under review? 3. I didn't see many car club spaces/electric car spaces. I would have thought there's a market for more of these in the area, at least 4 or 5 car club spaces over the total consultation area and one or two electric car spaces. Might encourage greener habits? 3. (Unrelated to the consultation, but grateful if you would please forward to the relevant team): when Brayards Rd was resurfaced in the summer a drain outside number wasn't finished properly - there's some sheeting caught under the tarmac that flaps over the drain. Could this please be rectified to stop it from blocking the drain?
Burchell Road	As mentioned - I do not think a parking permit/zone would fix the issue as I do not think it is due to commuters (alone). Parking is very restricted at weekday nights too. With new flats being built all over the place I think it's due to high concentration of people living here and owning cars. It would help if new flats, at least substantial ones, had on site parking e.g. parking area on ground or basement floor.
Astbury Road	THE MAJOR PROBLEM IN ASTBURY ROAD IS SOUTHWARK COUNCIL EMPLOYEES AND THEIR VISITORS USING IT AS A FREE CAR PARK. WHY HAS THERE BEEN NO IMPACT STUDY OR CONSULTATION WITH RESIDENTS? NO OTHER COMPANY WOULD HAVE HAD PLANNING CONSENT. THE SELFISH AND INCONSIDERATE NATURE OF BOTH THE NUMBERS AND INEPT FASHION OF THEIR PARKING (HUGE GAPS BETWEEN CARS) IS THE ISSUE AND YOU COULD

	SOLVE THAT WITH A FREE MEMO TO YOUR STAFF
Lugard Road	THE PARKING DENSITY HAS INCREASED DUE TO THE NUMBER OF COUNCIL OWNED VEHICLES BEING PARKED FOR ACCESS TO THE COUNCIL OFFICES OPPOSITE THE STATION. THESE VEHICLES APPEAR TO BE PARKED WITH IMPUNITY AND ARE GIVEN CARTE BLANCHE TO PARK ON DOUBLE YELLOW LINES BY PARKING ENFORCEMENT OFFICERS, THIS APPEARS TO BE POLICY. COUNCIL STAFF SHOULD BE ENCOURAGED TO PARK LEGALLY, EVEN IF IT MEANS A SHORT WALK FROM A FEW STREETS AWAY.
Kings Grove	Kings Grove is full of bins - millions of them all the way down the road. It looks terrible on what would otherwise be a pretty road to live on. I feel very strongly that something should be done to improve this issue. Adding additional signage is not going to improve the issue. This road is unique in that there is no through access. This might increase number of people driving to the end to turn around because they've learnt it's permit only once they've turned into the street.
Lausanne Road	<p>The current system, whereby the area has few restrictions, including few yellow lines, means that parking works in an organic way with residents and visitors managing to find places nearby even at the busiest times. If the roads become cluttered with bays and meters and yellow lines, it may keep away some commuters but it will also cause endless issues and frustrations for residents and visitors.</p> <p>As Lausanne Road is a busy thoroughfare it may also increase safety risks by making it more difficult for residents and visitors to move between vehicle and house.</p> <p>Specifically, as an example of how problems will be created by proposed new restrictions: On the proposal the idea to put double yellows down a long stretch of our road to block off drop kerbs; at least one of these dropped kerbs is blocked by a fence so it is currently a useful extra parking place and, the proposed lines extend in front of our house which is not a dropped kerb and therefore is a proper parking space. Where a dropped kerb is obviously a functioning entrance to a property, drivers do not park so why the need to formalise this and lose spaces when there is a system that currently works?</p>