

Open Agenda



COMMUNITY COUNCILS

A voice for your community

Dulwich Community Council Agenda

Thursday 25 March 2010

7.00 pm

Herne Hill Baptist Church, Half Moon Lane, London SE24 9HU
9HU

Membership

Councillor James Barber
Councillor Toby Eckersley
Councillor Robin Crookshank Hilton
(Vice-Chair)
Councillor Michelle Holford
Councillor Kim Humphreys
Councillor Jonathan Mitchell
Councillor Lewis Robinson
Councillor Richard Thomas
Councillor Nick Vineall (Chair)

Reserves

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Contact Beverley Olamijulo

on 020 7525 7234 or email: beverley.olamijulo@southwark.gov.uk

Webpage:

<http://moderngov.southwarksites.com/mgCommitteeDetails.aspx?ID=176>

Members of the committee are summoned to attend this meeting

Annie Shepperd

Chief Executive

Date: 16 March 2010



Dulwich Community Council

Thursday 25 March 2010

7.00 pm

Herne Hill Baptist Church, Half Moon Lane, London SE24 9HU 9HU

Order of Business

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4.	ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT	
5.	CHAIR'S ANNOUNCEMENTS	2 - 3
	Launch of the Dulwich Community Council Fund 2010	
	ANY COMMUNITY ANNOUNCEMENTS?	
	MATTERS FROM PREVIOUS MEETING(S)	
6.	MINUTES TO BE AGREED FROM THE PREVIOUS MEETING HELD ON 3 FEBRUARY 2010	4 - 9
7.	MATTERS ARISING FROM THE PREVIOUS MEETING NOT COVERED ELSEWHERE ON THE AGENDA	
	MAIN BUSINESS	
8.	DEPUTATION REQUEST (7.10PM)	

To present a deputation on behalf of the Herne Hill Society, the Dulwich Society and the Herne Hill Junction Project Board re. Improving Local Retail Environments – Herne Hill area

9. COMMUNITY COUNCIL FUNDED PROJECT (7.20PM) (PRESENTER: ANDY MELIA)

Representatives of Albany District Scout Council – to talk about the kind of things they have done with the funding

10. YOUTH PROVISION IN DULWICH 7.30 PM) (PRESENTER: JANE BAILEY) 10 - 15

11. SLIDE SHOW OF COMPLETED CGS SCHEMES IN THE DCC AREA (7.45PM)

12. ANNOUNCEMENT OF SUCCESSFUL CLEANER GREENER SAFER SCHEMES (7.55PM)

BREAK (8.15PM)

Opportunity for members of the public to raise issues and ask questions on matters not covered on the agenda.

13. SOAP BOX SESSION /PUBLIC QUESTION & ANSWER TIME (8.25PM)

Opportunity for members of the public to raise issues and ask questions on matters not covered on the agenda.

14. NORTH DULWICH CONTROLLED PARKING ZONE 1ST STAGE REPORT (8.35PM) (PRESENTER: TIM WALKER) 16 - 20

Officer report and Appendices to this item are available on the Council website listed under ‘supporting documents’

Copies are also available on request from tim.walker@southwark.gov.uk

NORTH DULWICH CPZ - APPENDICES TO THE REPORT

15. HERNE HILL - IMPROVING LOCAL RETAIL ENVIRONMENTS PROGRAMME (8.50PM) (PRESENTER JANE SEYMOUR)

Improve the public realm and shop front in the shopping area

16. MEMBERS' DECISIONS (9.10PM) 189 - 195

Members to consider any follow up actions or decisions, which have arisen from the previous meeting or items, discussed during the meeting.

- Local Parking Amendments
- LEA School Governor Appointments (Closed agenda)

Any other decisions not covered in the meeting.

17. CLOSING COMMENTS BY THE CHAIR (9.20PM)

DULWICH COMMUNITY COUNCIL MEMBERSHIP

Councillor Nick Vineall (Chair)	Councillor Robin Crookshank Hilton (Vic Chair)
Councillor James Barber	Councillor Toby Eckersley
Councillor Michele Holford	Councillor Kim Humphreys
Councillor Jonathan Mitchell	Councillor Lewis Robinson
Councillor Richard Thomas	

DATE OF DESPATCH: TUE 16 MARCH 2010

ADDITIONAL INFORMATION

EXCLUSION OF PRESS AND PUBLIC

The following motion should be moved, seconded and approved if the sub-committee wishes to exclude the press and public to deal with reports revealing exempt information:

“That the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in paragraphs 1-7, Access to Information Procedure rules of the Constitution.”

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Yoruba



Dulwich Community Council Fund

2010-2011



Information Sheet

www.southwark.gov.uk/communityfund

Your community council has **£15000** to support activities run by local groups. Bids for grants of between £100 and £1000 can be made to Dulwich community council via a very simple application form.

Who can apply?

The Community Council Fund was set-up for new and emerging groups and small organisations to hold one-off events and activities. Groups are encouraged to work in partnership with other groups.

- Any constituted local group (i.e. that has a business bank account and letter-headed paper) or any group/individual that has a sponsor organisation (with bank account & letter-headed paper) who can administer the funds on their behalf
- Any community group that is based in the community council area they wish to bid to, and plan to hold their project in that area. (Please see the enclosed community council postcode list and map to find out which is your community council)

What kind of things can be funded?

The Community Council Fund can fund a variety of projects. Examples include:

- a one off event such as a fun-day or a football tournament
- a series of workshops/activities involving members of the local community
- publicity/merchandise to advertise the event you are doing

What kind of things we will not be funded?

Anything which is capital funding. Examples include:

- building works
- large playground equipment

How much can groups bid for?

Local groups can make bids up to £1000 and in some cases a higher bid may be considered. Help can be requested with completing application forms and advice sought about the types of applications that are likely to get approval (please see overleaf for who to contact).



Dulwich

How and when can you bid?

You can put in a bid by completing an application form and returning it to the contact address below. You are advised to return your application form by **Friday April 30 2010**.

Who makes the decisions on what gets funded?

Council officers will assess and make recommendations but locally elected councillors will ultimately be responsible for making decisions on which groups get funding.

Decisions for applications received by **Friday April 30 2010** will be made by councillors no later than July 2010 and you will be notified of decisions by letter.

It is possible that the decisions will be given out at a special meeting before you are notified by letter, but you will be informed of this once you have submitted your application.

What type of criteria will be used to judge applications?

- The project is a revenue project: i.e. it involves the money being spent on an activity/event (e.g. fun-day, education day, work-shops) or on certain materials/goods that will contribute to a group activity/or revenue project (e.g. play equipment for a nursery, publicity or merchandise for an event)
- The project is seen to benefit the local community (e.g. a number of local people involved/a number of people will benefit from the project in some way)
- The money must be spent before the end of March 2011
- The group bidding for the project is based in the community council area it is bidding to, and will be carrying-out the project in that area (unless it is a project for an outing e.g. to theatre/other place of interest outside of area)
- The project involves mostly local residents
- The group agrees to complete a feedback/monitoring form about the project and provide evidence of spend, once the project is completed

Please note:

That groups that are not constituted who would like to apply or individuals with project ideas are advised to get in touch with the community council development officer for their area for advice (contact details below).

Please note that priority will be given to:

- Applications that show a high level of community involvement
- Projects that demonstrate groups working together
- New and emerging groups who have not previously received funding from this small grants scheme

Groups can submit more than one application form but will only be awarded for one of their project ideas from the small grants' scheme.

For more information please contact:

Katherine Pitt, Dulwich & Camberwell Community Council Development Officer,
Community Engagement, Southwark Town Hall, Peckham Road, Camberwell SE5 8UB
Phone **020 7525 1579**, email: katherine.pitt@southwark.gov.uk
Or visit www.southwark.gov.uk/communityfund

You are advised to return your application form by **Friday April 30 2010**.
Decisions will be made between **June/July 2010**.

All projects must be completed by **Thursday March 31 2011**.

www.southwark.gov.uk/communityfund



TAKEnote

Dulwich Community Council



Minutes Agreements Form

southwark.gov.uk/communitycouncil

(Minutes to be agreed at the next meeting if accurate)

Date	Wednesday 3 February 2010
Venue	Christ Church, 263 Barry Road, London SE22 0JT
Start time	7.00pm
Finish time	10.05pm
In attendance	Councillor Nick Vineall (Chair) Councillor Robin Crookshank Hilton (Vice-Chair) Councillors, James Barber, Toby Eckersley, Jonathan Mitchell, Lewis Robinson and Richard Thomas.
Absent	Councillors, Kim Humphreys and Michelle Holford.
Apologies received	Councillors Kim Humphreys and Michelle Holford. Apologies for lateness were received on behalf of Councillors Jonathan Mitchell and Lewis Robinson.
Urgent items	The Chair agreed to accept as late and urgent business a local parking amendment report detailed under item 15 on the agenda.
Members' interests and dispensations	Councillors James Barber and Nick Vineall declared personal and non prejudicial interests in respect of item 15.

Public questions raised	
	Detailed under item 12.

Summary of the decision or action

The following is a summary of the decisions and actions taken at this meeting.

The item number relates to the agenda item number where possible.

Clarification or queries on any points should be raised in the first instance with Beverley Olamijulo on **020 7525 7234**.

Item Number	Summary of the actions / decisions	Action By
5.	Chair's Announcements There were none.	
6.	Minutes to be agreed from the previous meeting held on 14 December 2009 DECISION: Minutes of the Dulwich Community Council held on 14 December 2009 were approved as an accurate record of the meeting subject to two corrections: Public question 1 should say: Is there any further information about the extension of the 42 bus route and Item 10, Village Ward SNT updates – the last paragraph should say: Dulwich Society not Dulwich Estate.	Beverley Olamijulo
9.	Cross boundary issues not covered elsewhere on the agenda None were highlighted.	
10.	Youth Community Councils - Dulwich Julian Allan, Area Youth Worker in Dulwich and Alex, (elected on Youth Community Council) from Kingsdale School introduced themselves at the meeting The Chair thanked the representatives for attending and mentioned they were more than welcome to attend a future community council meeting. DCC notes nine young people were elected as members for Dulwich Youth Community Council.	
11.	Update reports from the Police (SNT) teams and Community Wardens Dulwich CC notes the presentations given by the ward sergeants and head of Dulwich and Camberwell community wardens.	

	<p>Priorities for <i>Village Ward</i>: Burglary, motor vehicle crime and anti social behaviour.</p> <p>Priorities for <i>College Ward</i>: Burglary, targeting youths riding mopeds around the local housing estates, people cautioned for cannabis smoking on the Kingswood Estate.</p> <p>Priorities for <i>East Dulwich Ward</i> Motor vehicle crime, burglary, people arrested for various drug offences, people issued with crime preventative merchandise and visiting licensed premises with drug testing kits (cocaine wipes).</p> <p>Community Wardens: Priorities include regular briefings with the Police, tackling dog fouling, littering, targeting local Estates particularly those hot spot areas renowned for anti social behaviour.</p>	
12.	<p>Soap Box Session /Public Question & Answer time A public question on the Health Care Strategy (by NHS Southwark) was submitted at the meeting and a motion regarding this issue was agreed by DCC and is referred to under item 15, Members' decisions.</p>	
13. & 14.	<p>Cleaner Greener Safer Programme 2010 - 2011 DCC welcomed the presentations given at the meeting. Each project outlined 1) the ward the project was in, 2) brief description about the project and 3) the amount they need for each project.</p> <p>ACTION: It was agreed that Members of DCC will meet separately to decide on the allocation of CGS schemes and based on advice given by Officers the decisions will be announced at Dulwich community council on 25 March.</p>	DCC Cllrs
15.	<p>Members' Decisions</p> <p>1. Local Parking amendments</p> <p>DECISIONS: DCC approved the following local parking schemes detailed in the appendices to the report for implementation subject to the outcome of any necessary statutory procedures:</p> <p>Proposed loading bay: 1) Elsie Road (0910_Q3_018)</p> <p>Proposed 'at any time' waiting restrictions: 2) Townley Road (0910_Q3_022) 3) North Cross Road (0910_Q3_046)</p>	Paul Gellard

- 4) Alleyn Park (0910_Q3_028)
5) Underhill Road / Barry Road (0910_Q3_010)

Proposed disabled persons parking place:

- 6) Tarbert Road (0910_Q3_031)
7) Lordship Lane (0910_Q3_032)
8) Etherow Street (0910_Q3_035)

2. Appointments of LEA School Governors

DECISION:

DCC agreed the re-appointment of Ms Judith Brown at Goodrich Primary School located within the Dulwich Community Council area.

3. Health Care Strategy - motion

The following motion was submitted and formally agreed by Dulwich Community Council:

This Council regrets that the Strategy formulated by NHS Southwark for the future provision of Health and Care Services allocates only a minor role to Dulwich Hospital. We regret in particular that the role so allocated represents the abandonment of the proposed and promised flagship Community Hospital.

We call on the Secretary of State for Health, the Minister for London, the Strategic Health Authority and NHS Southwark, to reconsider the strategy so as to provide the Health and Care Services which only a Community Hospital can offer.

Pam Rayment

The information included in this form, together with the attached notes, form the minutes from the above meeting and have been agreed as a true and accurate recording of that meeting. Any necessary amendments shall be detailed in the **Summary of Actions and Decisions** held at the Town Hall by the relevant Community Councils Development Officer.

Chair

.....

Date

TAKE **note**

Dulwich Community Council



Notes from the meeting on Wednesday 3 February 2010
Christ Church, 263 Barry Road, London, SE22 0JT

Issue no. 31

www.southwark.gov.uk/YourCommunity

Main items discussed at this meeting:

- Presentations from representatives who submitted bids for the Cleaner Greener Safer programme 2010 -2011
- Youth Community Councils – Dulwich

Your next Dulwich Community Council meeting is on:
Thursday 25 March 2010



Presentations from representatives that submitted bids for the Cleaner, Greener Safer Programme 2010 - 2011

An introduction was given by the Chair, Cllr Vineall who briefly outlined that all submitted projects/bids need to be a capital scheme and something which should be viable. A budget of £316,00 has been allocated to the DCC area which will be divided between the three wards. It was noted that Dulwich received the largest number of applications.

Breakdown of CGS schemes:

- 75 of the schemes relate to one of the 3 wards
- 15 CGS schemes are in College ward
- 17 CGS schemes are in East Dulwich ward
- 39 CGS schemes fall within Village ward

After the meeting Members will meet separately based on the advice given by Officers, the decisions will be announced at the community council meeting on **25 March 2010**.

Twenty four representatives from various community groups / organisations were given the opportunity to present a short summary on their CGS schemes /projects – some of the groups include:

- CoolTan Arts – a charity run organisation which promotes positive mental health / well being - activities include exhibitions, public art projects and websites which help break down the stigma of mental distress
- Dulwich Shop Local of the Southwark Business Association – to provide local shop maps which cover mostly West Dulwich which mentions what Dulwich is all about e.g. shop fronts. Funding is for the actual maps which will be distributed at main line railway / underground stations
- Southwark Business Association – encourage people to use local shops' digi stands – provides general information so you get to know the area which is also part of 'Shop local, keep local campaign'

Continued overleaf



Dulwich

Dulwich Youth Community Council

Julian Allan – Area Youth Worker for various projects around Dulwich introduced Alex from Kingsdale School who is one of the nominated young persons' representatives for Dulwich.

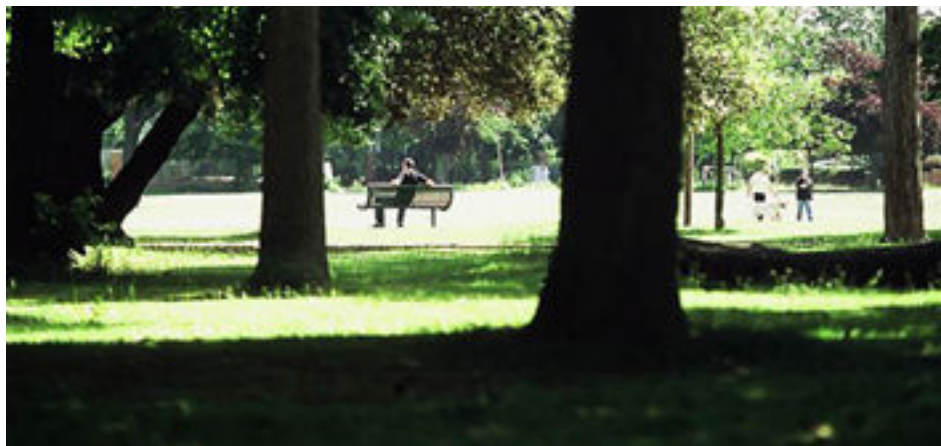
Alex explained that he's main aim is to help young people and to try to sort out their problems. He said he would like to see more leisure facilities in the area and to help reduce crime of young people in the area. The Chair thanked the representatives for attending this community council meeting.

Members noted that nine members were elected on Dulwich Youth Community Council.

For more information contact Doreen Lewis, Youth Area Manager for Dulwich on 020 7525 1589 or email doreen.lewis@southwark.gov.uk

Please note there will be no Dulwich community council meetings until mid June 2010 as the Council will go into Purdah (from 29 March) also known as the Pre-election period.

Continued from page 1



- The Dulwich Walking and Cycling Network – provide safe walking and cycling routes which could benefit pupils from East Dulwich and Village wards which fits in with the 'School Travel Plan'. This bid has received support from local Schools – funding will be used for a feasibility study for the initial stages of this scheme
- Little Bornes Residents' association – a bid submitted for footpath lighting to improve pedestrian access and make paths safer
- Kingswood Estate – i) for signs particularly for emergency services, ii) driveway improvements – speed humps to be made safer and iii) improve lighting around the Estate
- LIFE Project – a scheme run by the London Fire Brigade to improve the provision of intervention & education to young people involved in anti social behaviour. The course provides intervention for 60 young people across the borough but the project would like to increase that to at least 80
- East Dulwich North – recyclable bags similar to the Herne Hill bags - SNUB
- Representative for SNUB – to purchase & distribute a Life Time bag to residents through local shops and encourage their use
- Southwark Cyclists - i) two way cycling route along Grove Vale Road, ii) provide more cycling racks and cycle lockers
- Dulwich Park Friends – planting new orchard behind tennis courts
- Dulwich Society – regeneration – parade of shops along Half Moon Lane footways and shop fronts, refurbished pathways and hanging baskets
- Whippersnappers, College Lodge – project for adults with disabilities - to provide fully accessible kitchen, front room and reception area
- PELO Football Club, southern end of the grounds – to provide wildlife habitat, planting trees and increase signage at the entrance board

The Chair (Cllr Nick Vineall), thanked everyone who attended and those who presented their specific bids.

For more information contact Philip Murphy on 020 7525 0814 or email philip.murphy@southwark.gov.uk

Future community council dates will be published on the website and council diary please refer to the Southwark website www.southwark.gov.uk for details or contact the Constitutional Officer (Community Councils) on 020 7525 7234 or Community Council Development Officer on 020 7525 1579/1002.

www.southwark.gov.uk/YourCommunity



For information

Item No.	Classification: Open	Date: 2 March 2010	Meeting Name: Children's Services and Education Scrutiny Sub-Committee
Report title:		Universal youth activities and information, advice and guidance (IAG)	
Ward(s) or groups affected:		All	
From:		Assistant Director, 11-19 Services and Youth	

Background

- 1) At the Children's Services and Education Scrutiny Sub-Committee meeting held on 19th January 2010, the Sub-Committee requested a report updating on integrated youth support services.

This report provides an update following the report of the Children's Services and Education Scrutiny Sub-Committee into youth provision in June 2008 and the subsequent proposed actions provided in January 2009.

A diagram is included as an appendix which shows how integrated youth services are configured in Southwark.

Universal Youth Activities and IAG: Overall aims

- 2) The reorganisation of Southwark services for young people came into effect in September 2009. Since then our focus has been on building effective area teams of Southwark youth staff who can:
 - Offer high quality positive activities delivered in Southwark run centres
 - Work closely with private and voluntary provisions in the area
 - Alert the detached youth team to any new local need
 - Offer information, advice and guidance
 - Signpost young people with particular needs to appropriate support services
 - Support local youth community councils
 - Create and communicate a shared vision for the area, detailed in the area plan
- 3) Currently the four area teams are working with private and voluntary providers to produce joint area plans. Young people will be asked to contribute their ideas through their youth community council and plans will be shared with community council's for agreement. All plans will be in place by April and will detail:
 - Ways of increasing Friday and Saturday night provision
 - Opportunities for joint working with extended schools coordinators in local schools and Academies
 - Quality assurance activities, including the involvement of young people in assessing what is provided
 - Any gaps in provision including 'girl friendly' provision

For information

Developments since September

- 4) Four area managers are in post and working hard to get to know their community. They each have particular borough wide responsibilities that include curriculum, youth participation, quality assurance and accreditation.
- 5) We now have a clear procedure for involving young people in the democratic process that includes schools, youth centres and community councils. Eight youth community councils have been elected and we are soon to have two young people from each youth community council to represent their area on the Southwark Youth Council (SYC). The plan is for SYC members to hold individual portfolios that replicate those of The Executive, so ensuring that the voice of young people is heard across all areas of community life. Next year the SYC will be moving to brand new headquarters as they will be based in the exciting Canada Water library development. This will allow the SYC to host youth events designed by young people for young people across the borough.
- 6) A major development in communication with young people and their families has been the bi-monthly youth insert in Southwark Life. Delivered to all Southwark households, this publication is jointly owned by young people who contribute ideas, articles and their editorial views. In addition, youth members of The Magazine Project are offered valuable work experience with our communications team so that they can contribute to the whole production process. A recent additional offer was a map of the borough that detailed key youth activities in each area.
- 7) For young people, the website Whatvr, is regularly updated and will be linked to the new Council website once it comes into operation. Council members have all received a directory of youth activities across the borough, arranged into local areas so they can see at a glance what is on offer within their ward.
- 8) The Mix Festival planning is underway, due to take place on Saturday August 14. This is an event that encourages collaborative working across the council as well as with a range of partners and stakeholders. One new idea for this year is the introduction of intergenerational activities and we are pleased that The Mix steering group includes representation from each of the eight youth community councils.
- 9) Two other exciting developments that are underway are Camberwell Baths youth facility and Belair Park youth hub. Belair will house an outdoor education centre that will be a borough wide resource and support more young people into accessing The Duke of Edinburgh qualification, an area where we are already very successful. Southwark has 1.70% of its 14-25 population participating in the D of E scheme, compared to 0.17% Lambeth, 0.98% Lewisham 0.58% Tower Hamlets, 0.57% Camden and 1.43% Wandsworth.
- 10) In an effort to improve our youth database, Electronic Youth Service (EYS), we have appointed a new data manager who will take up his post in early April. Much work is currently underway to integrate the Connexions database with EYS and the good news is that smaller providers who lack the capacity to easily access the database will be able to send their information through to our small central team at Tooley Street for entry.

For information

- 11) Much of our targeted work has been focused on reducing the number of young people classified as NEET, not in education, employment or training. We currently have 230 young people who fall into this category as compared with 420 at the same time last year. Our current figure shows as 6.8% of the learner population aged 16-19 in Southwark. It must be remembered that the majority of our sixth form age group travel outside the borough for education, hence the fact that our percentage is higher than it would be if it were calculated against the number of residents of this age group in Southwark.
- 12) Alongside the work around our universal youth offer we have also been reviewing the provision of Information, Advice and Guidance through Connexions Personal Advisers (PAs). Currently we commission the firm Prospects to provide Careers Information, Advice and Guidance in all our schools and Academies as well as offering targeted work with young people over the age of 16. In addition, the authority directly employs a team of PAs who each have a caseload of young people identified as in need of additional support, advice and guidance. The PAs employed directly by the authority work as part of our integrated area youth teams and are contributing their ideas for development to the area plans. Evidence of their impact can be found in the much reduced NEET figure but we also want to explore ways of increasing the number of young people able to benefit from their support. Some of our youth centres have Connexions Access Points where a Connexions PA is on hand to offer advice and guidance and we are currently reviewing the impact of these.

Area Information

- 13) Following the start of the new structure from 1st September, work has been underway to develop the work areas and the four area plans. Examples of key pieces of work from each area are provided below.

- 14) Area 1 Bermondsey & Rotherhithe

Surrey Docks Adventure Playground is being used from 23 February as a temporary replacement for Odessa St youth club.

Work is taking place with the new members of the Southwark Youth Council to support them as they take on their new roles.

Work continues with young people to support their role as members of grant panels allocating funds through the Youth Opportunities Fund and the Youth Capital Fund.

- 15) Area 2 Borough, Bankside & Walworth

Within this area, we are planning to start new provision in the following venues:

Rockingham Jubilee Hall within the next 4 weeks. Delivery of statutory provision with the detached team in Draper Hall subject to final agreement. Mint Street Youth provision, the service is in discussion with Blackfriars Settlement to determine arrangements for additional provision from this venue.

For information

Developments with Walworth Academy to open the school as an IAG access point are under discussion. Plans are also in place to deliver service provision at Pembroke House.

16) Area 3 Camberwell & Dulwich

New developments within Camberwell and Dulwich include the development of the youth wing at Camberwell Leisure Centre which is due to open in April 2010. A new youth hub to be built in Belair Park; building work was due to start in February 2010 ready for completion in November 2010 in partnership with Environment & Housing (Leisure) to offer structured outdoor learning opportunities. A programme of activities for both projects will be developed in conjunction with young people.

Two youth community councils are meeting twice a month with members attending community council meetings. Voluntary sector provision being extended at Bellenden to include AAINA in February.

An accreditation strategy is being developed in conjunction with the 14-19 team. An action plan to implement across Youth Services is being drawn up to commence in September 2010, in addition Youth workers and Personal Advisor's who support access points are focusing on NEET young people.

17) Area 4 Peckham, Peckham Rye & Nunhead

Currently in this area we have a NEET project running at Damilola Taylor Centre (DTC), this is a Personal Development Opportunity, and while it's specifically for NEET young people, we are including some young people at risk of becoming NEET.

They under take a fitness programme, Mentoring and motivation sessions, they get Information, Advice & Guidance (IAG) from a Personal Advisor and also will be able to undertake accreditation courses in boxing and football. Two of those young people now volunteer on a boxing fitness session which takes place at DTC on Saturday.

The Fast Forward project has just started to take direct referrals from Highshore school, the school are looking at a way that someone from their staff team can volunteer on sessions, to assist with young people's transition.

Central Venture are working in partnership with the kick-start project who are running a session one day per week, addressing a range of issues, negotiations are taking place with Catch 22 who are Kick-start, about locating an IAG access point at Brimington Estate, where they run a range of sessions.

For information

APPENDICES

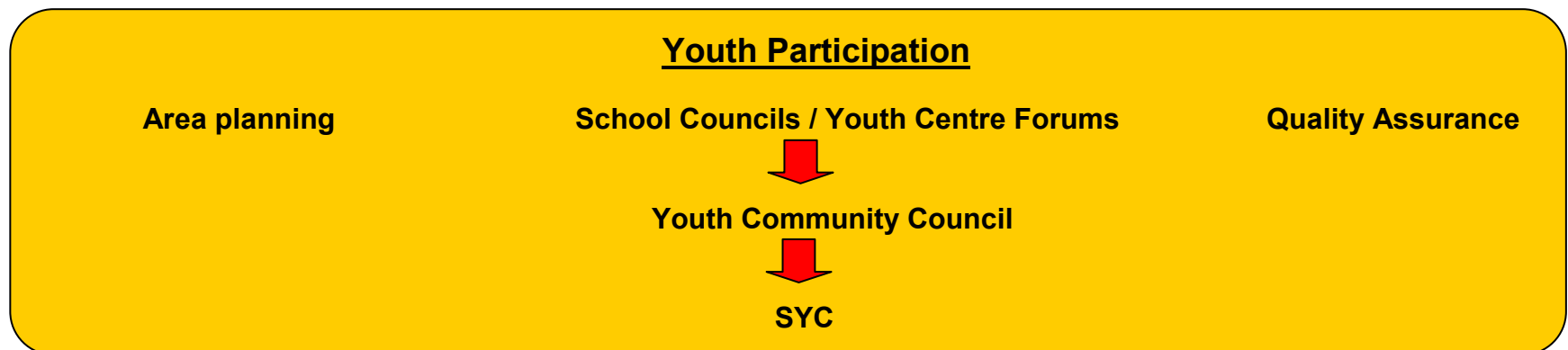
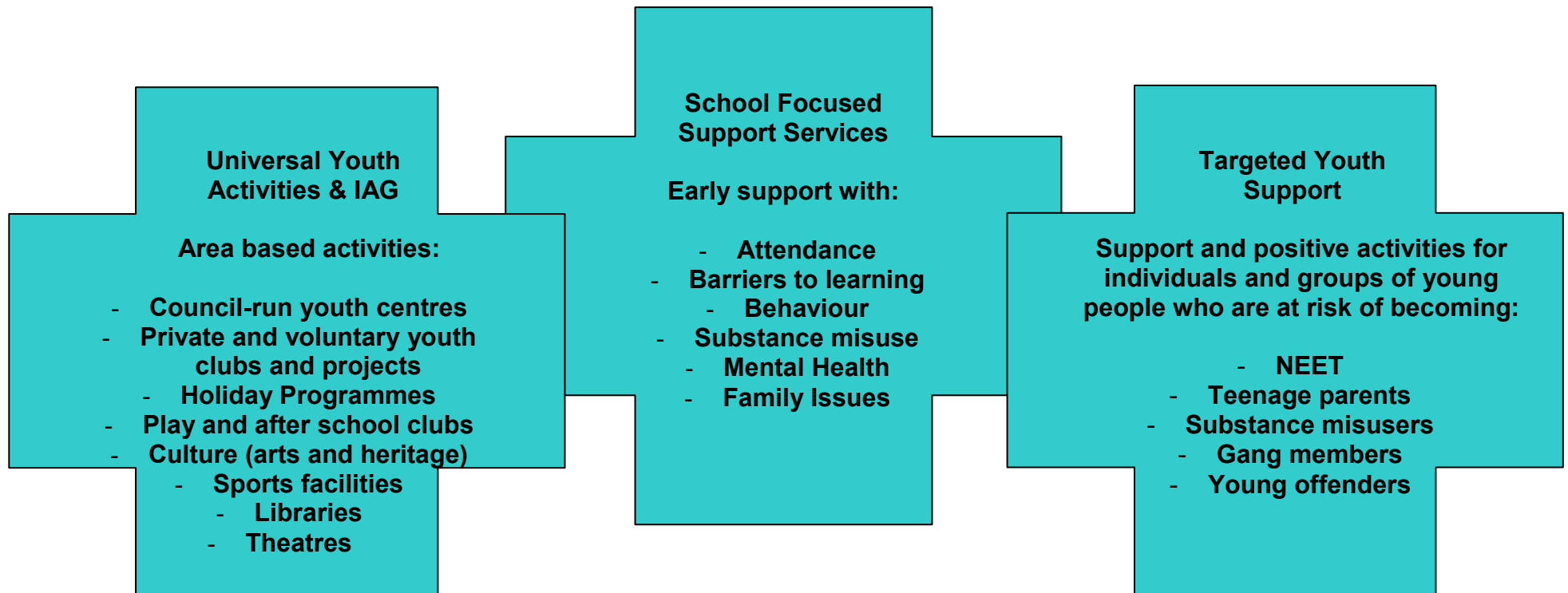
No.	Title
Appendix 1	<i>Diagram to show Southwark Integrated Youth Support Services</i>

AUDIT TRAIL

This section must be included in all reports.

Lead Officer	Jane Bailey	
Report Author	Colin Gale	
Version	Final	
Dated	18 February 2010	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / EXECUTIVE MEMBER		
Officer Title	Comments Sought	Comments included
Strategic Director of Communities, Law & Governance	No	No
Finance Director	No	No
Executive Member	No	No
Date final report sent to Constitutional/Community Council/Scrutiny Team	18 February 2010	

SOUTHWARK INTEGRATED YOUTH SUPPORT SERVICES



Item No.	Classification: Open	Date: April 2010	Meeting Name: Strategic Director of Environment and Housing
Report title:		North Dulwich Controlled Parking Zone 1 st Stage Report	
Ward(s) or groups affected:		Village Ward, South Camberwell Ward	
From:		Head of Public Realm	

RECOMMENDATIONS

That the strategic director of environment and housing:-

1. Notes the results of the 1st stage study on a proposed Controlled Parking Zone in the North Dulwich area, detailed in the consultation report
2. Approves the implementation of a Controlled Parking Zone in Holmdene Avenue subject to 2nd stage (detailed design) consultation
3. Does not approve the implementation of a Controlled Parking Zone in other roads included in the 1st stage consultation.

BACKGROUND INFORMATION

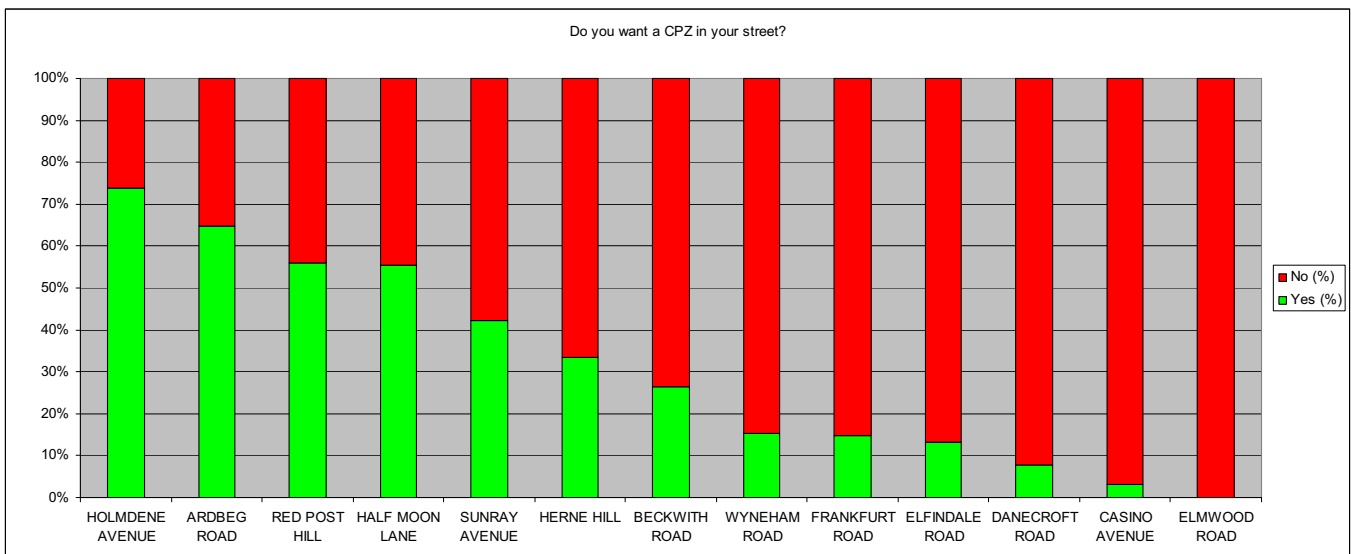
4. This report draws upon the detailed analysis of the consultation report (see background documents), government legislation, parking enforcement experience, good parking practice, financial considerations and upholds the Council's overall policies on parking contained in the Parking and Enforcement Plan (PEP).
5. The PEP sets out the council's policy in the management of parking on it's public highway. The PEP acknowledges that few things polarise public opinion more than parking but that restrictions, in many areas of the borough, provide a critical tool in prioritising space in favour of certain groups (eg. blue badge holders, residents or loading) as well as assisting in keeping the traffic flowing and improving road safety.
6. The LIP notes that congestion can be tackled through a combination of strategies – one of which is managing demand for travel through parking regulation. Parking is the end result of a trip. The availability of parking at a destination has a clear effect on whether the trip is made by car or not. Existing parking controls all across Southwark already assist in improving traffic and congestion levels. The controls provide another significant tool that can be used to help control the use of the private car. This, in turn, provides benefits in terms of vehicular emissions, traffic congestion, social inclusion and maintenance costs.
7. In accordance with Part 3H of the council's constitution, Dulwich Community Council approved the methods and boundary for the study on September 22 2009¹
8. During November and December 2009, residents and businesses were consulted on parking in North Dulwich, primarily if they supported the introduction of a CPZ.

¹ <http://moderngov.southwarksites.com/ieListDocuments.aspx?CId=176&MId=2972&Ver=4>

9. An information pack about CPZs with a tear-off Freepost questionnaire was hand delivered to every property within the consultation area and also posted, with a covering letter, to key stakeholders. The total distribution of the document was 1,359.
10. Consultation commenced on November 17 2009. The last date for responses was detailed as December 11 2009. Officers accepted and inputted late responses up to 6 January 2010.
11. Consultation methods followed corporate communications guidance. Full detail of the strategy can be found in the consultation report.
12. A detailed parking survey to quantify parking occupancy, duration and type of parking activity was carried out in thirteen roads across the study area.

KEY ISSUES FOR CONSIDERATION

13. A total of 362 questionnaires were returned representing a 27% response rate. This is an excellent response rate for this type of consultation when compared with similar consultations in the borough and benchmarked against other London authorities.
14. The council gives significant weighting to the consultation return when the response rate exceeds a threshold of 20%.
15. Figure 1 details responses to the question do you support the introduction of a CPZ in your street? The results are also mapped, with response rate and midday weekday parking conditions in Appendix A.



16. It is recommended that the existing Herne Hill CPZ is extended to include Holmdene Avenue where clear support is demonstrated. As this provides an extension to an established zone, the existing times of operation (12 noon to 2pm, Monday to Friday) should be continued.
17. It is not recommended to introduce controls into Red Post Hill due to the significant amount of correspondence received (against the CPZ) by email / letter beyond those charted in the questionnaire returns.
18. In view of paragraph 17 and for the technical reasons provided in the consultation report it would be very difficult to provide a reasoned CPZ boundary for the two other supportive roads (Ardbeg Road and Half Moon Lane). Therefore these are not recommended for CPZ implementation.

- 19. It is noted that further recommendations are made in the consultation report that relate to minor parking amendments in the area. These matters are reserved for determination by the community council and will be approved by way of a separate report once detailed designs have been prepared.

POLICY IMPLICATIONS

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

COMMUNITY IMPACT STATEMENT

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

RESOURCE IMPLICATIONS

- 24. 2nd stage consultation and implementation of the CPZ will approximately £15,000 which will be funded through capital funding already established for this purpose.

CONSULTATION

- 25. Informal consultation is summarised in Background Information.
- 26. A draft of this report will be presented to Dulwich Community Council. Final representation will be considered for a period of two weeks and supplemented to this section of the report.
- 27. Any areas approved for CPZ implementation will be subject to 2nd stage (detailed design) consultation.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Strategic Director of Communities, Law & Governance

- 28. To be provided following draft version

Finance Director

- 29. To be provided following draft version

FOR DELEGATED APPROVAL

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

Signature

Strategic Director Environment and Housing

Date

APPENDICES

No.	Title
A	Do you want a CPZ, response rate and occupancy map

BACKGROUND PAPERS

Background Papers	Held At	Contact
North Dulwich consultation report (1026 Consultation Report)	160 Tooley Street	Tim Walker (020 7525 2021)
Parking and Enforcement Plan	160 Tooley Street	Tim Walker (020 7525 2021)

AUDIT TRAIL

Lead Officer	Des Waters		
Report Author	Tim Walker		
Version	0.2 Draft		
Dated	10 March 2010		
Key Decision?	Yes	If yes, date appeared on forward plan	February 2010
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / EXECUTIVE MEMBER			
Officer Title	Comments Sought	Comments included	
Strategic Director of Communities, Law & Governance	Pending	Pending	
Finance Director	Pending	Pending	
Date final report sent to Constitutional Support Services			

North Dulwich 1st stage CPZ consultation Appendix A



Do you want a CPZ, response rate and occupancy

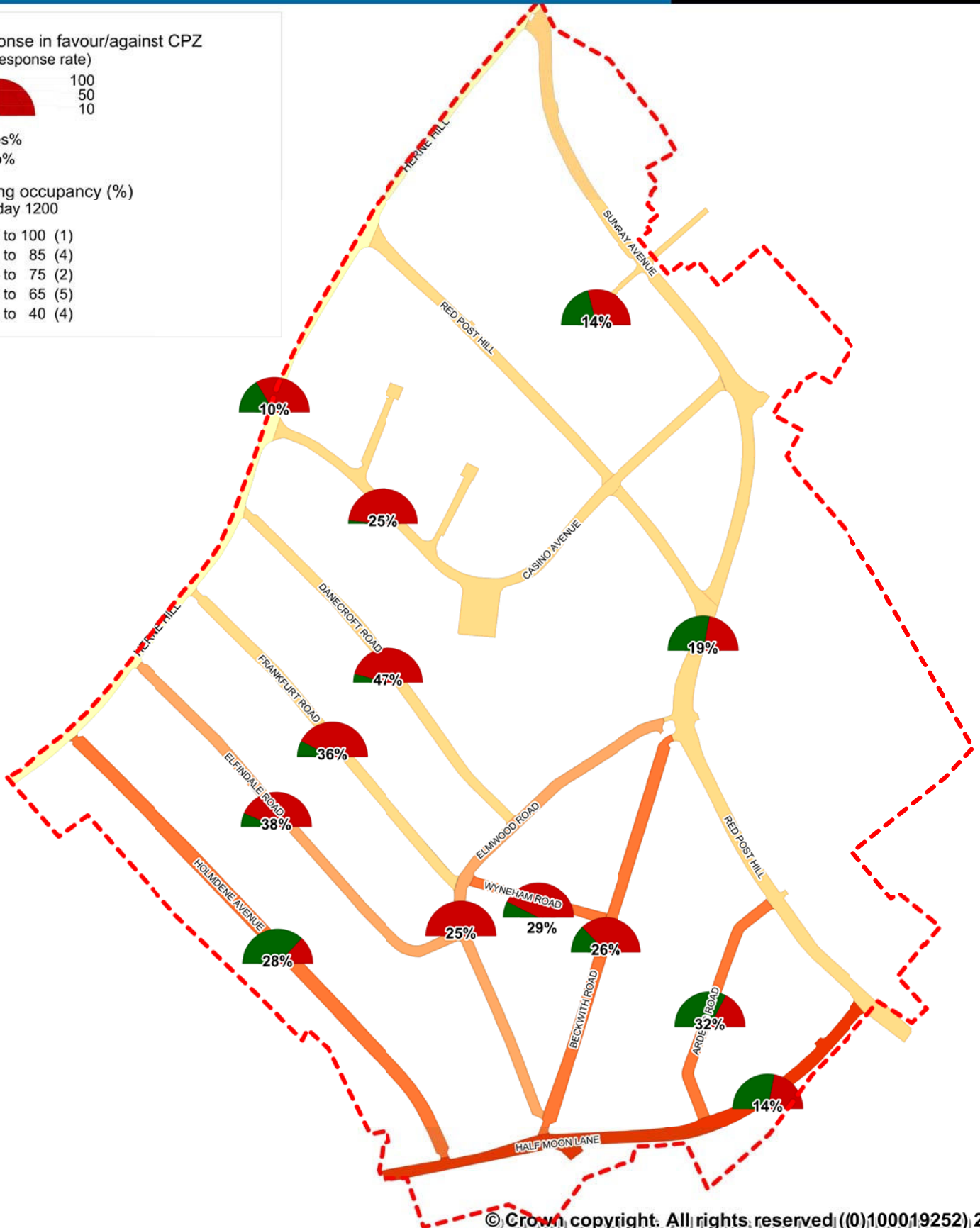
March 2010

Response in favour/against CPZ
(with response rate)



Yes%
No%

Parking occupancy (%)
Thursday 1200

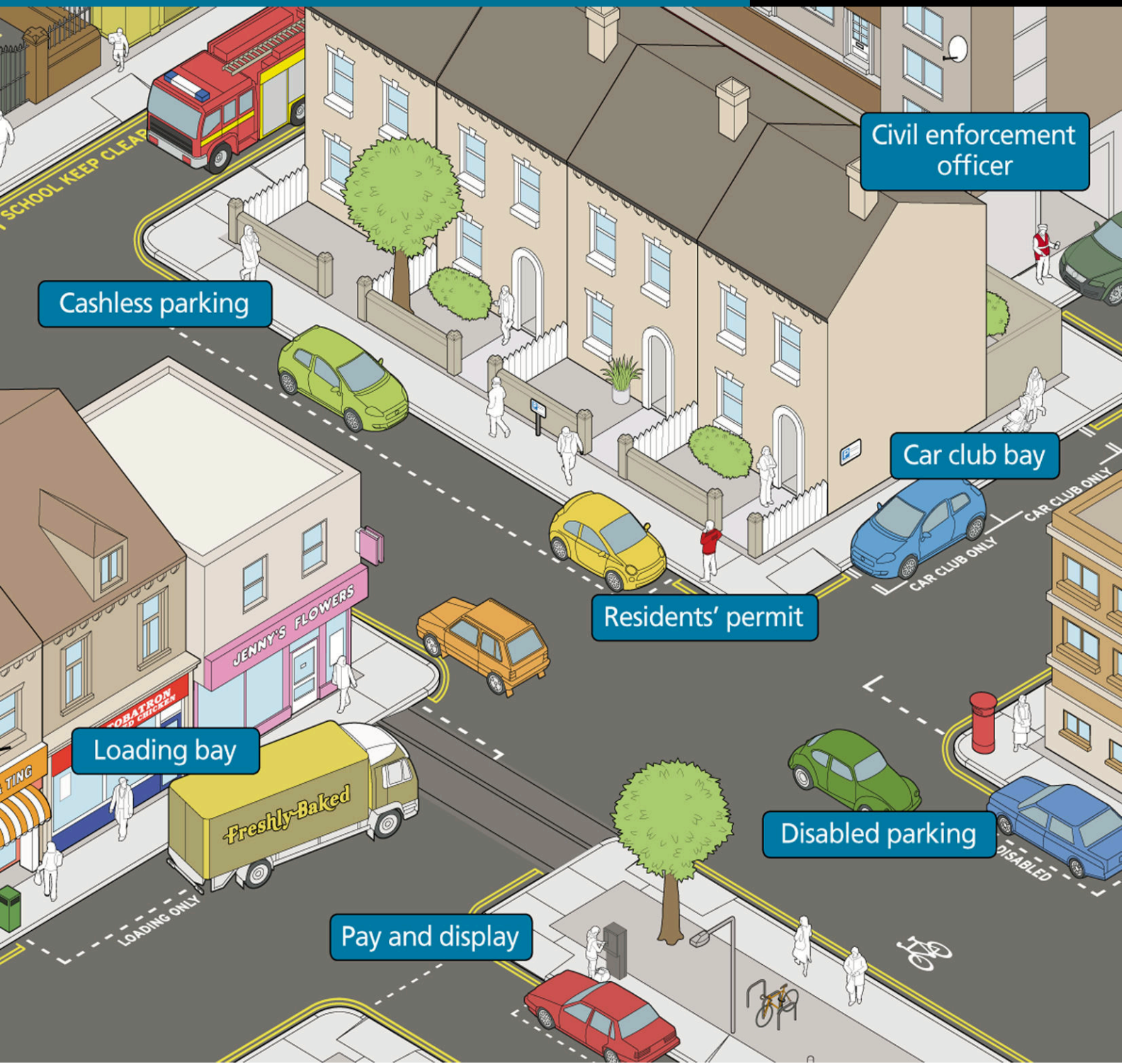


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North Dulwich 1st stage CPZ study

March 2010

www.southwark.gov.uk



Cashless parking

Civil enforcement officer

Car club bay

Residents' permit

Loading bay

Disabled parking

Pay and display

North Dulwich 1st stage CPZ study

March 2010

www.southwark.gov.uk

North Dulwich 1st stage CPZ study

March 2010

www.southwark.gov.uk

This report details the findings of a study on the possibility of introducing parking controls in the North Dulwich area. It provides the evidence base for the associated key decision report which sets out recommendations for the Strategic Director of Environment and Housing

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Section A - Introduction

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

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

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

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

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

The LIP fits within the wider context of the Southwark 2016³ and, at a regional level, the Mayor's Transport Strategy⁴.

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

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

³ <http://www.southwark.gov.uk/YourCouncil/SouthwarkAlliance/WhatSouthwark2016.html>

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

Section B – Study methods and decision making

Background of study

The PEP⁵ identifies North Dulwich as an area which may justify consideration of a new zone. The main reason for this suggestion is the area's proximity to North Dulwich rail station.

Herne Hill is also considered in the same chapter of the PEP as an appropriate area for consideration of a CPZ due to the high density of car ownership associated with the residential characteristics of the area combined with its proximity to Herne Hill rail station and the existing HH CPZ.

The council has also received a large number of requests for a CPZ (consultation or implementation) from members of the public in this area and parking in North Dulwich has been an agenda item at Dulwich Community Council (DCC) on four occasions since 2005.

History of parking consultations in the area

Date	Consultation	Outcome
2002/3	1 st stage consultation, extending approximately from Herne Hill station to East Dulwich station.	Decision to progress to 2 nd stage consultation in supportive areas.
2004	2 nd stage consultation in those areas identified in support during 2002/03 1 st stage consultation.	HH CPZ is introduced on an experimental basis. CPZ covers Burbage Road, Croxted Road, Half Moon Lane (west), Stradella Road, Norwood Road and Winterbrook Road.
2005/6*	3 rd stage review of HH CPZ.	Experimental CPZ considered successful. Almost 60% thought parking situation was better. Local parking layouts amended. HH CPZ operational hours amended from 10hrs to 2hrs (Noon – 2pm) per day.
2005/6*	Combined 1 st /2 nd stage consultation with: <ul style="list-style-type: none"> Streets adjacent to HH CPZ Streets close to North Dulwich station (Red Post Hill (south), Ardbeg Road, Half Moon Lane (east), Beckwith Road, Wyneham Road) 	CPZ is extended in the supportive streets of Carver Road, Ruskin Walk, Hollingbourne Road, Howletts Road and Warmington Road. No clear support in North Dulwich area.

⁵ Chapter 4.3, Parking and Enforcement Plan, Southwark Council

Project structure

Since adoption of the PEP, the council carries out its CPZ projects by way of a two-stage consultation process⁶, except where the area limits are predetermined by physical, borough or existing CPZ boundaries or by budget constraints - in which case a joint 1st/2nd stage consultation may be carried out.

The two-stage consultation approach can be summarised as:

First stage (in principal) CPZ consultation

This stage is to establish where parking problems are occurring and at what times it takes place.

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

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

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

The key decision is taken by the strategic director of environment and housing but the draft report is made public and discussed with the community council before the decision date. This decision is subject to further 2nd stage detailed design consultation, see below.

Second stage (detailed design) CPZ consultation

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

During this stage we will consult again on the detail of the zone. For example, we will ask views on the type and position of parking bays, the hours and days that the CPZ should operate and other detailed parking issues.

A report will be discussed with the community council before the strategic director of environment and housing approves the final layout.

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

A draft version of this report will be presented to the relevant community council prior to a decision being taken. Opportunity for comment will be made for a period of three weeks and those received will be appended in a supplementary report alongside this report and Key Decision.

Consultation area

A presentation of the consultation strategy was given and approved at DCC on 22 September 2009⁷.

⁶ http://www.southwark.gov.uk/YourServices/transport/parking/cpzreviews/CPZ_how_consult/

⁷ <http://moderngov.southwarksites.com/ieListDocuments.aspx?CId=176&MId=2972&Ver=4>

All streets approved for consultation are situated within Village Ward except for Red Post Hill and Sunray Avenue. The centre line of these two roads forms a political boundary with South Camberwell Ward which is part of Camberwell Community Council (CCC).

In the interests of logical parking and traffic management it was agreed with South Camberwell ward members that the east (CCC) side of Red Post Hill and Sunray Avenue should be included within the boundary.

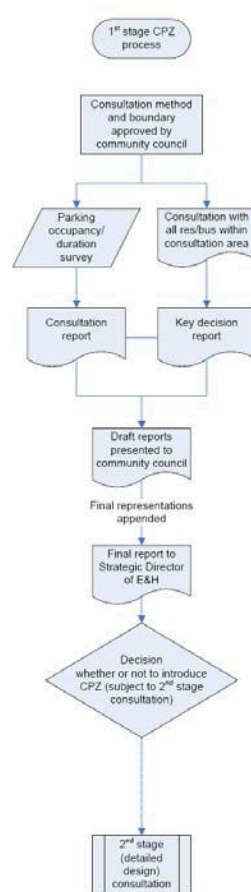


Figure 1

Figure 1

Existing parking arrangements in the consultation area

Parking within the consultation area is predominantly uncontrolled but there are some restrictions that prevent kerb-side parking. These are detailed in appendix 1.1, summarised as:

- bus priority measures – eg. bus stops on Red Post Hill, Half Moon Lane and Herne Hill
- road safety measures – eg. formal pedestrian crossings on Red Post Hill and Half Moon Lane
- local traffic management – eg. assisting sight lines in side roads streets off Herne Hill or maintaining unobstructed highway in Casino Avenue

- short term parking or loading bays – to assist turn-over of space for local business, bays located in Holmdene Avenue, Elfindale Road and Frankfurt Road
- origin disabled parking bays – 9 installed outside residents homes who meet the council's criteria
- dropped kerbs / raised footways – informal crossing points installed to assist pedestrian to cross the road and where parking is unlawful, eg. junction of Half Moon Lane and Beckwith Road
- vehicle crossovers – ~129 allow access to private land (ie residential front driveways) parking is permitted but it can be enforced against by the council at request of the landowner (certain conditions apply)

The above controls operate within the consultation area. Additionally, there are CPZs in the surrounding neighbourhood that will likely have influence upon the supply of on-street parking through the effects of displacement. These CPZs are shown in appendix 1.

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

Consultation document

1,359 addresses are located within the consultation area. This data was derived from the council's Local Land and Property Gazetteer (LLPG).

Distribution of the consultation document (appendix 2) was made on November 17 2010 by way of a blanket hand-delivery to all (residential and commercial) properties within the consultation area. The delivery was carried out by a leaflet distribution company - London Letterbox.

The document was also sent to the network development's key and local stakeholders (appendix 2.1). Local stakeholders were identified as the executive member for environment and transport, ward members, advice centres, post offices, police stations, GP surgeries, dentists, educational sites and the Dulwich Society.

The document was designed to present information on:

- why the consultation was being carried out
- how recipients could contribute / decision making
- what the 1st stage CPZ consultation was about
- Southwark's policy in regard to CPZ
- frequently asked questions
- consultation map

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

- their address
- whether they park (on-street)
- current ability to park
- when problems occur
- whether a 2nd stage consultation was required
- whether their opinion would change if a CPZ was introduced in an adjacent street
- any other comments

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

The tear-off questionnaire could be returned in a provided freepost envelope to the council's offices.

Documents were delivered on November 17 2009 and the response period ran for just over three weeks (the usual period for such consultations). The last date for responses was detailed as December 11 2009. Officers accepted and inputted late responses up to 6 January 2010.

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

Further information

40 street notices were erected within the consultation area at the end of the 1st week of consultation (20 November 2009). A copy of the notice is found in appendix 3 and the locations they were situated in appendix 3.1. The notice provided contact details (telephone and email) for more detail on the consultation and advice of what to do if consultation packs had not been received.

The council's parking consultation webpage⁸ was also updated with detail of the active consultation, its process and how decisions would be taken. A selection of frequently asked questions in relation to CPZs also provided an additional source of information for those making enquiries as to what a CPZ could mean to them.

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

⁸ <http://www.southwark.gov.uk/YourServices/transport/parking/cpzreviews/>

Parking surveys

To quantify the parking situation, Count on Us were commissioned to undertake parking surveys (appendix 8) on a weekday and a Saturday to ascertain parking occupancy and duration of all 13 public highway roads within the study area.

Section C – Consultation questionnaire results summary

This section provides a summary of the results of the consultation, the details of which are set out in 4.

Summary of response rate

Figure 2.1 shows that the consultation yielded 362 returned questionnaires, representing a 27% response rate. This is an excellent response rate for this type of consultation when compared with similar consultations in the borough and benchmarked against other London authorities.

The highest response rate was from Danecroft Road (47%), the lowest was Herne Hill (11%).

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

A further 190 comments were made either by email, letter or phone.

Street	Delivered	Returned	Response rate	Telephone	Email/letter	Total responses to consultation
ARDBEG ROAD	53	17	32%	0	6	23
BECKWITH ROAD	131	37	28%	4	27	68
CASINO AVENUE	130	33	25%	0	9	42
DANECROFT ROAD	81	38	47%	1	8	47
ELFINDALE ROAD	119	48	40%	0	20	68
ELMWOOD ROAD	106	26	25%	1	9	36
FRANKFURT ROAD	94	36	38%	1	17	54
HALF MOON LANE	66	9	14%	2	4	15
HERNE HILL	87	10	11%	1	6	17
HOLMDENE AVENUE	162	48	30%	0	7	55
RED POST HILL	134	25	19%	2	21	48
SUNRAY AVENUE	134	22	16%	0	8	30
WYNEHAM ROAD	45	13	29%	0	5	18
Outside consultation area*	0	6	-	1	3	10
No street name provided*	0	1	-	2	25	28
TOTAL	1342	362	27%	15	175	559

*Returned values excluded from total returned and total response rate

Figure 2.1

One petition against a CPZ was received, signatures and addresses summarised below.

**Petition submitted to Executive Member for Environment and Transport
(rcd Leaders office 14/12/09)**

"No to proposed controlled parking zone. I do not want a CPZ to be introduced on my street"

Covering letter prepared by a resident of Casino Avenue states no to a CPZ zone on the Sunray Estate and Surrounding Streets. Collected on Saturday 5th and Sunday 5th of December

Street	Petition signatures
ARDBEG ROAD	0
BECKWITH ROAD	2
CASINO AVENUE	59
DANECROFT ROAD	15
ELFINDALE ROAD	8
ELMWOOD ROAD	6
FRANKFURT ROAD	9
HALF MOON LANE	0
HERNE HILL	41
HOLMDENE AVENUE	3
RED POST HILL	19
SUNRAY AVENUE	13
WYNEHAM ROAD	0
Outside consultation area	51
No street name provided	4
Total	230

Figure 2.2

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

Headline consultation results

- 1) Evaluation of appendix 4 shows that 97.8% of responses were received from residential properties. Based upon OS land use survey data (appendix 5) this is fairly representative of the area.
- 2) The majority of respondents have access to one or more vehicle. Only 6.1% of respondents don't have a vehicle. This response is unrepresentative for the ward where 28.7% of households don't have a car⁹ and Southwark (51.9%).
- 3) Just over two thirds of respondents park one vehicle on the public highway (Figure 3).

⁹ Office for National Statistics, Census Area Statistics, UV62


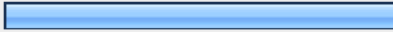


8. How many vehicles do you park on the road?			Response Percent	Response Count
None			9.9%	36
1			68.3%	248
2 or more			16.8%	61
I dont have a vehicle			6.1%	22
answered question				363
skipped question				6

Figure 3

- 4) The vast majority (85.5%) of respondents do not have any off-street parking. It is therefore assumed that the remainder (14.5%) have either private driveways or private car parks (ie small surface car parks most usually associated with small apartment blocks).
- 5) Across the whole consultation area, when asked about *your* ability to find an on-street parking space: 61% found it easy or very easy, 29.5% found it difficult or very difficult. The results were very similar when asked about *your* visitor's ability to find an on-street parking, though slightly more polarised (69.2% v 31.9%). A map showing road-by-road opinion on this data is included in appendix 6 and 7.
- 6) An open question was provided asking for detail about when most parking difficulties occurred; 72% of respondents to the questionnaire completed this question. The largest response group (39%) expressed that there was no/little parking problem. The second largest group (35%) said that problems occurred during the weekday am and pm. Just 6.7% thought problems occurred all the time. Figure 4 details the responses.

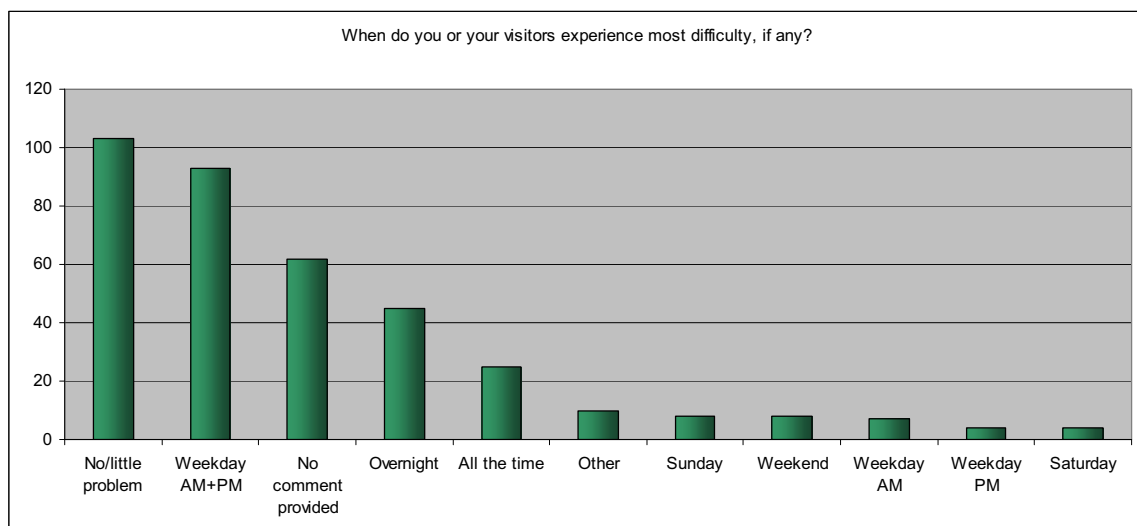


Figure 4

- 7) When asked “do you want the council to consult further on a CPZ?” there is a majority against (71%) the proposal across the whole zone. The results are tabulated in Figure 5 and mapped in Figure 6.

Do you want a CPZ?	Value 'Yes'	Yes (%)	Value 'No'	No (%)	Total questionnaire response rate
HOLMDENE AVENUE	34	74%	12	26%	30%
ARDBEG ROAD	11	65%	6	35%	32%
RED POST HILL	14	56%	11	44%	19%
HALF MOON LANE	5	56%	4	44%	14%
SUNRAY AVENUE	8	42%	11	58%	16%
HERNE HILL	3	33%	6	67%	11%
BECKWITH ROAD	9	26%	25	74%	28%
WYNEHAM ROAD	2	15%	11	85%	29%
FRANKFURT ROAD	5	15%	29	85%	38%
ELFINDALE ROAD	6	13%	39	87%	40%
DANECROFT ROAD	3	8%	35	92%	47%
CASINO AVENUE	1	3%	32	97%	25%
ELMWOOD ROAD	0	0%	26	100%	25%
ALL	101	29%	247	71%	27%

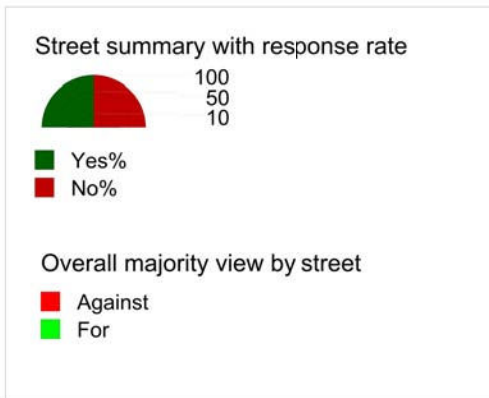
Figure 5

North Dulwich 1st stage CPZ consultation

Figure 6

Do you want a CPZ and response rate

Jan 2010



- 8) Those persons who responded that they didn't want a CPZ in a street were asked a further question if they would change their mind if a CPZ was to be introduced in an adjacent street. The majority (75.7%) would not change their mind and wanted to keep their street uncontrolled even if a CPZ was introduced into an adjacent street.
- 9) Finally, other comments were sought. Understandably, the responses given generally mirrored the view expressed to the key question of whether a CPZ was wanted or not. Figure 7 provides a random selection of comments from those in support of controls. Figure 8 provides a random selection of comments from those in against controls. The text positions are indicative of the location the responses originated from.

Additional comments by those supporting introduction of a CPZ

Jan 2010



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Additional comments by those against the introduction of a CPZ

Jan 2010



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Communications made outside of the Freepost questionnaire

Figure 2.1 displays the type of communication used by all respondents during consultation.

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

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

Communications made outside the questionnaire have been included in this study and Figure 9 summarises the main purpose of the correspondence.

Adhoc-communications	A Supports	B Against	C Another consultation document required	D Specific member request	E Other general enquiries and scanned responses
ARDBEG ROAD	4	2			
BECKWITH ROAD	3	22	5		1
CASINO AVENUE		8			1
DANECROFT ROAD		8			1
ELFINDALE ROAD	2	13	1		4
ELMWOOD ROAD		8	2		
FRANKFURT ROAD	1	16	1		
HALF MOON LANE	1	3	2		
HERNE HILL		5	2		
HOLMDENE AVENUE	4	2	1		
RED POST HILL	3	18	2		
SUNRAY AVENUE	1	7			
WYNEHAM ROAD		4	1		
<i>no address given or o/s area</i>	1	19	2	3	11
TOTAL	20	135	19	3	18

Figure 9

Section D – Parking stress survey summary

This section provides a summary of the parking survey conducted on a weekday (Thursday 19 November 2009) and a Saturday (Saturday 21 November 2009).

The beat survey was carried out at 0600, 0900, 1200 and 1500. No major public events, school holidays or transport problems were reported on these dates. Full details of the results are set out in appendix 8 and summarised in figure 10 and figure 11.

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

The whole survey area (\approx 11.5 km kerbside) will be surveyed between 0600 and 1830. The first beat will in reality start at 0500 and the last at 15:00.

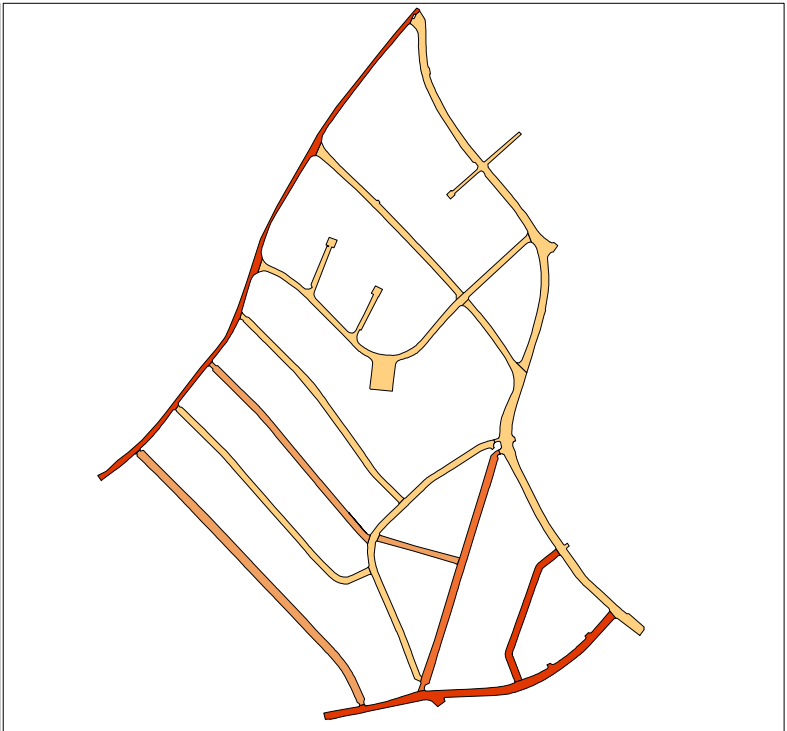
The surveys results display occupancy compared to capacity, length of vehicle stay and parking demand type for each street.

Headline results

- 1) The highest level of occupancy¹⁰ (87.9%) was recorded on the weekday at 1200 in Half Moon Lane
- 2) The lowest level of occupancy¹¹ (18%) was recorded on the Saturday 17 1500 in Sunray Avenue
- 3) Every road had a higher (14.3%) average occupancy on the weekday than the Saturday.
- 4) The greatest range of weekday to Saturday parking was recorded in Half Moon Lane (36.5%), the smallest range was recorded in Elfindale Road (2.1%).
- 5) Figure 10 shows how parking occupancy on the weekday is higher in streets towards the south of the consultation area. For any given time on the weekday at least four streets had high (75-85%) or very high (>85%) occupancy.
- 6) Figure 11 shows how parking occupancy on the Saturday remains higher in streets towards the south of the consultation area but the demand for space is less. For any given time on the Saturday there was an average of only one street with high (75-85%) or very high (>85%) occupancy.

¹⁰ Excludes Herne Hill as there are only 4 parking spaces and therefore 100% was recorded

¹¹ Excludes Herne Hill as there are only 4 parking spaces and therefore 0% was recorded



Occupancy_Thurs_0600

- 90 to 100 (0)
- 75 to 85 (6)
- 65 to 75 (1)
- 40 to 65 (5)
- 0 to 40 (4)

Occupancy_Thurs_0900

- 85 to 100 (3)
- 75 to 85 (1)
- 65 to 75 (3)
- 40 to 65 (6)
- 0 to 40 (3)



Occupancy_Thurs_1200

- 85 to 100 (1)
- 75 to 85 (4)
- 65 to 75 (2)
- 40 to 65 (5)
- 0 to 40 (4)

Occupancy_Thurs_1500

- 85 to 100 (1)
- 75 to 85 (5)
- 65 to 75 (2)
- 40 to 65 (5)
- 0 to 40 (3)

Figure 10



Occupancy_Sat_0600

- 85 to 100 (0)
- 75 to 85 (3)
- 65 to 75 (3)
- 40 to 65 (3)
- 0 to 40 (7)

Occupancy_Sat_0900

- 85 to 100 (0)
- 75 to 85 (1)
- 65 to 75 (4)
- 40 to 65 (6)
- 0 to 40 (5)



Occupancy_Sat_1200

- 85 to 100 (0)
- 75 to 85 (0)
- 65 to 75 (2)
- 40 to 65 (8)
- 0 to 40 (6)

Occupancy_Sat_1500

- 85 to 100 (1)
- 75 to 85 (0)
- 65 to 75 (1)
- 40 to 65 (9)
- 0 to 40 (5)

Figure 11

Section E – Study conclusions and recommendations

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

It is noted that an error was made in the question number routing of the secondary question (whether your view would change if a CPZ was introduced in an adjacent street). Some phone calls were received to seek clarification but it is considered that the wording of the question did not cause any due complication.

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

Typically when respondents are volunteers, people with strong opinions or substantial knowledge are more likely to reply, potentially making the sample non-representative of the general population. As the public response to a consultation is through self-administered surveys, there is no control over those who choose to fill out the questionnaire.

Inferential statistical methods rest on the assumption that the results from a small sample can be generalised to the population from which it was drawn. As feedback received tends to be a non-probabilistic sample, the statistical significance of our results (either in favour or against the proposals) has not been, nor should they be, extrapolated across all stakeholders. We can only be certain that the consultation feedback received is representative of those who chose to respond.

Consideration has been given to those views expressed by alternative methods to the Freepost questionnaire. Whilst they have not been added to the results (for reasons discussed in Section D) it was important to check that there was no significant contrast of opinion between questionnaire responses and emailed comments. Figure 12 compares the % for and against CPZ by varying communication methods and also highlights where a significant difference is noted.

Method of response	For CPZ (questionnaire)	For CPZ (email, letter, phone)	Against CPZ (questionnaire)	Against CPZ (email letter, phone)
ARDBEG ROAD	65%	67%	35%	33%
BECKWITH ROAD	26%	12%	74%	88%
CASINO AVENUE	3%	0%	97%	100%
DANECROFT ROAD	8%	0%	92%	100%
ELFINDALE ROAD	13%	13%	87%	87%
ELMWOOD ROAD	0%	0%	100%	100%
FRANKFURT ROAD	15%	6%	85%	94%
HALF MOON LANE	56%	25%	44%	75%
HERNE HILL	33%	0%	67%	100%
HOLMDENE AVENUE	74%	67%	26%	33%
RED POST HILL	56%	14%	44%	86%
SUNRAY AVENUE	42%	13%	58%	88%
WYNEHAM ROAD	15%	0%	85%	100%

Figure 12

A significant difference is noted in Half Moon Lane and Red Post Hill where both streets show a different result when communication by questionnaire (majority in favour) is compared against email/letter/phone (majority against).

Consultation results show a clear correlation between support for the CPZ and perceived easy/difficulty in parking. Those supporting the introduction of a CPZ report difficulty parking in their street, 88% of CPZ supporters said that they found parking difficult (>4 on scale of 1-5). The converse is equally true and those against the introduction of a CPZ who reported little difficulty parking in their street. 87% of those against the CPZ found parking easy (>2 on scale of 1-5).

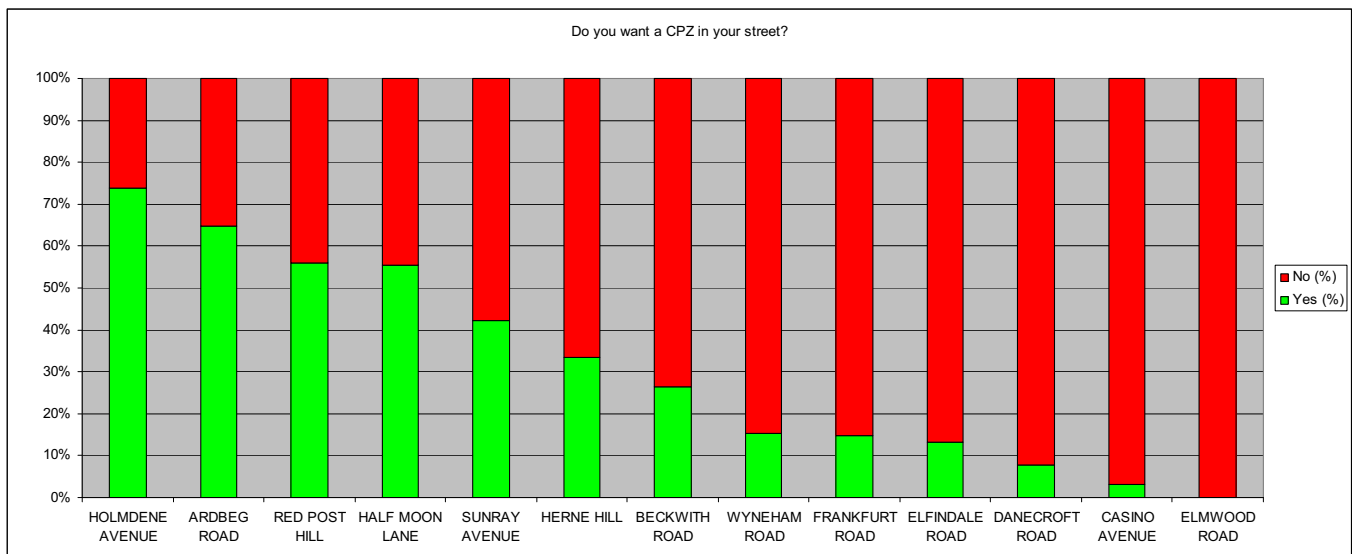


Figure 13

Each individual response was mapped in GIS which provided opportunity to look for patterns beyond that displayed on a street level (Figure 13); ie to identify if support was clustered at one end of a road, etc. No such patterns were identified.

Proposal options

- 1) Carry out 2nd stage consultation in Holmdene Avenue where clear majority support is shown
- 2) Carry out 2nd stage consultation in Half Moon Lane, Ardbeg Road and Red Post Hill (south) where a majority of questionnaire responses are in support
- 3) Carry out a review of waiting restrictions in Red Post Hill to ensure that concerns raised about obstruction and delay to bus services are addressed
- 4) Carry out a review of waiting restrictions at all junctions within the area to ensure that sight lines are kept clear from parked cars and that all existing restrictions, road markings and signs are minimised wherever possible.
- 5) Carry out a review of provision of short-term parking and loading bays in proximity to shops in the consultation area

Clear support exists in Holmdene Avenue and with a 30% response rate, this meets the council's policy for progressing to 2nd stage consultation.

In view of the consultation results and taking account of correspondence received outside of the questionnaire it is not recommended to proceed with 2nd stage consultation in Half Moon Lane, Ardbeg Road and Red Post Hill (south).

Whilst not an explicit reason on its own, there would also be a CPZ design issue with introducing a CPZ in a linear arrangement along Half Moon Lane which would likely cause displacement (into side roads such as Beckwith Road and Elmwood Road) and perceived lack of success within the newly introduced zone. This would not be in line with good practise on finding suitable, logical CPZ boundaries.

The effects of additional controls in surrounding areas will continue to have influence on parking supply. Lambeth Council have recently (January 2010) published results that show support for 2nd stage consultation in the remaining uncontrolled roads to the west of Herne Hill. It is envisaged that any new CPZ in those roads (Poplar Walk south-westward) will be an extension (subject to detailed design) of Lambeth's existing two-hour Herne Hill zone (that extends up Denmark Hill to the boundary with Lambeth's existing Camberwell CPZ).

Southwark Council will also be consulting, in 2010/11, on CPZ options in Camberwell, Nunhead and Peckham Rye, Bermondsey and Rotherhithe (final programme to be confirmed).

Taking into consideration all aspects of the report, it is recommended that options 1, 3, 4 and 5 are carried out by the council.

List of appendices

1. Borough and beyond CPZ map
 - 1.1 Map of North Dulwich existing parking restrictions, surrounding CPZs (existing and under consultation)
2. Consultation document
 - 2.1 Stakeholder consultation list
3. Consultation street notice
 - 3.1 Consultation street notice location map
4. Consultation results street-by-street
5. Land use map
6. Ease of parking (you)
7. Ease of parking (your visitors)
8. Parking stress survey data

Version control

Version 0.6

Author: Tim Walker

Checked by: *Paul Gellard*

Approved by: *Nicky Costin*

North Dulwich 1st stage CPZ study Appendices

March 2010

www.southwark.gov.uk

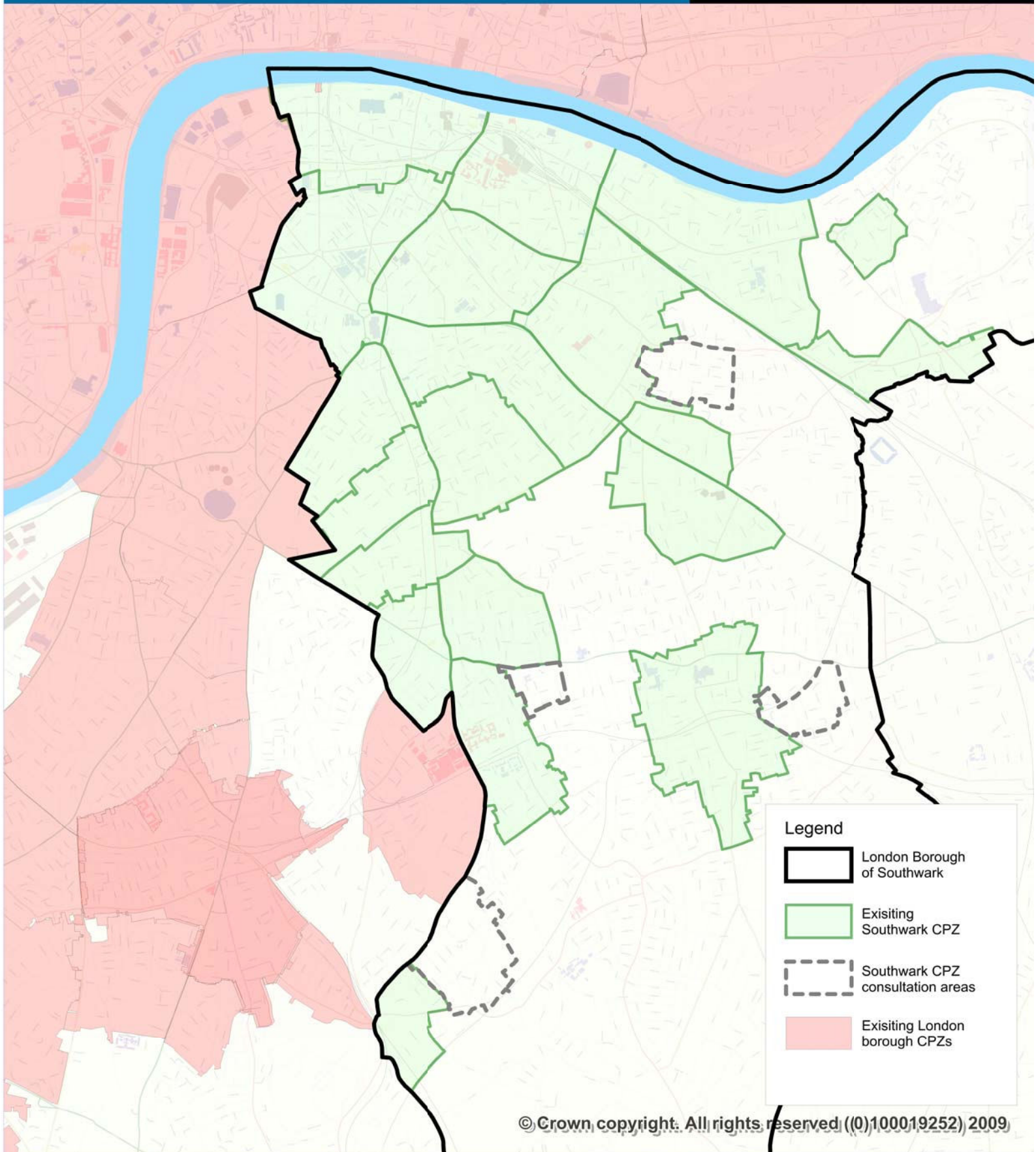


North Dulwich 1st stage CPZ consultation

Appendix 1

Map of Controlled Parking Zones

March 2010



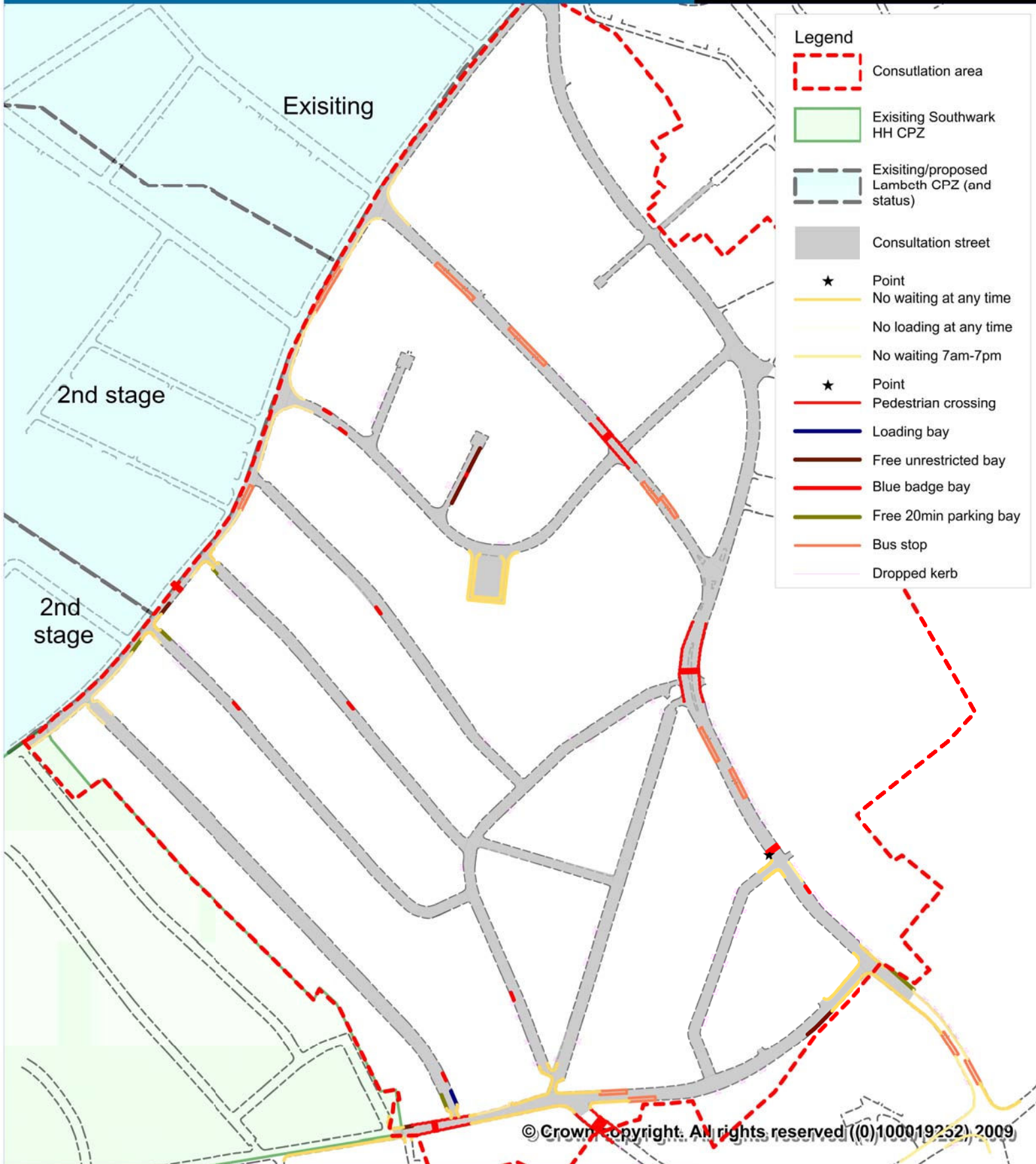
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North Dulwich 1st stage CPZ consultation Appendix 1.1



Existing parking restrictions and zones

Jan 2010

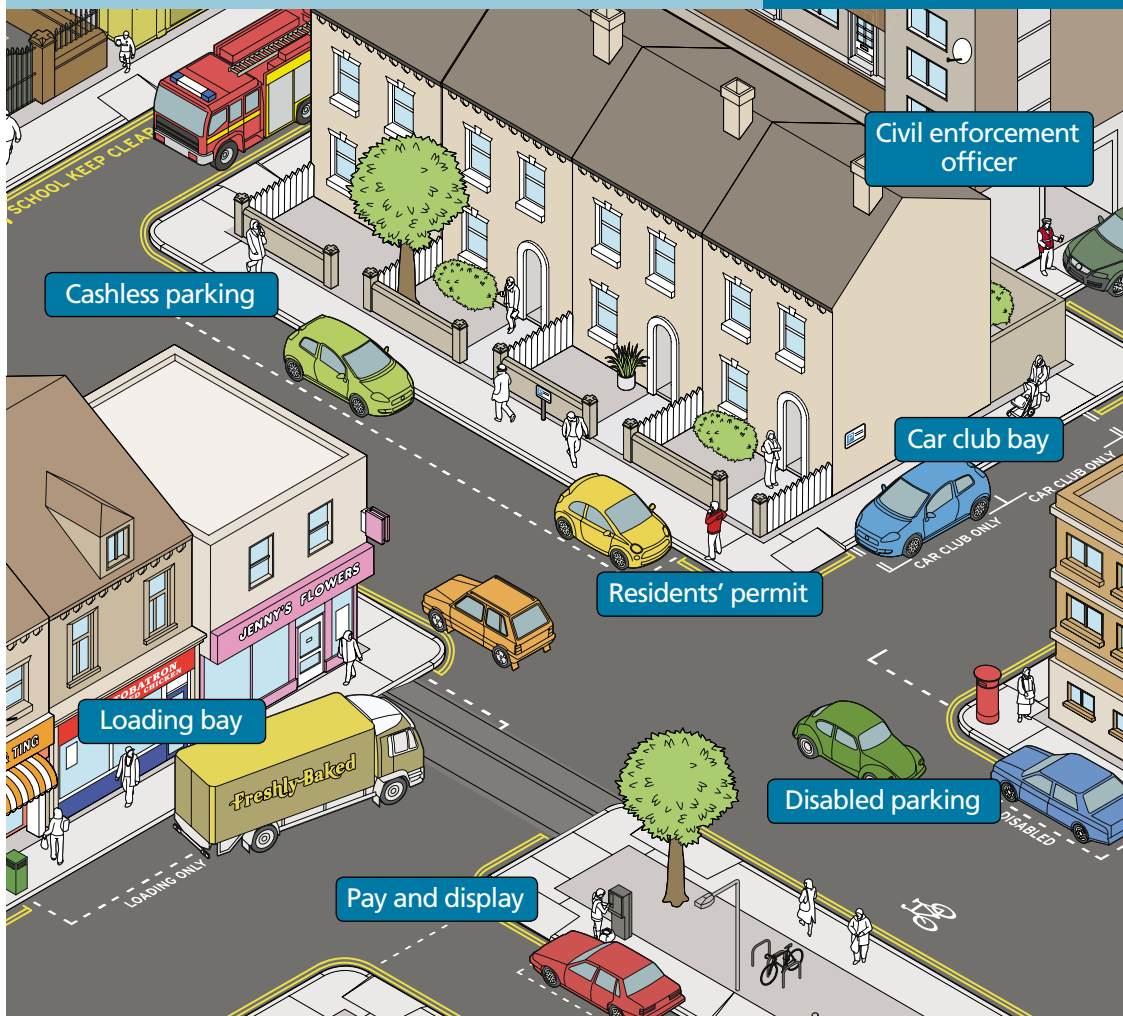


North Dulwich Parking Review

First stage consultation

November 2009

www.southwark.gov.uk

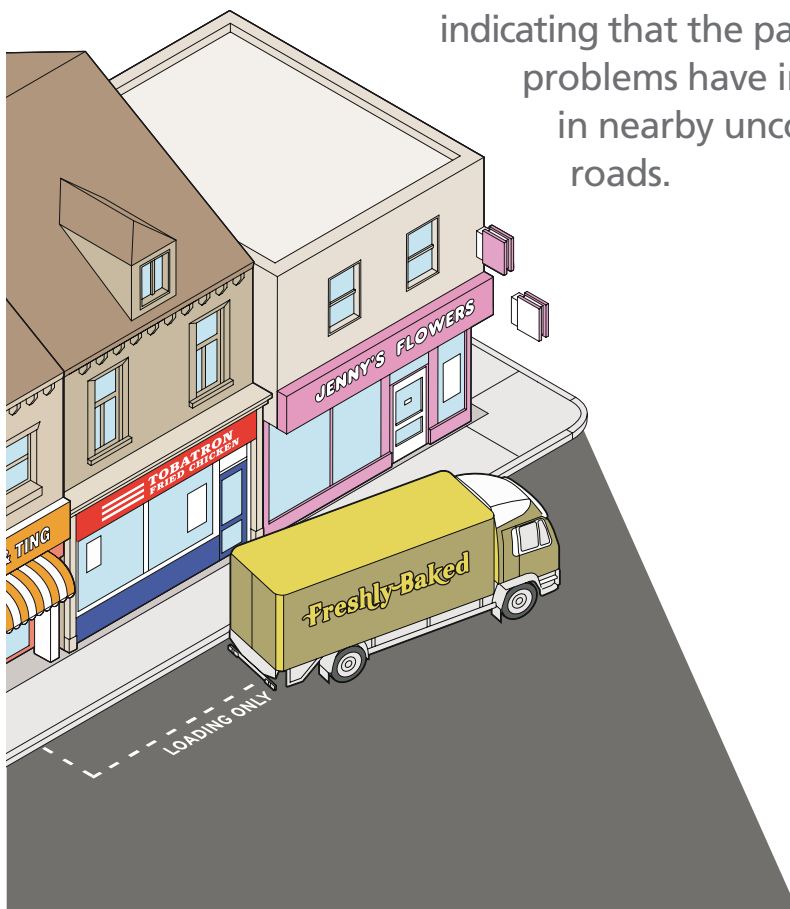


Why have I received this consultation pack?

Controlled Parking Zone (CPZ) in Herne Hill (HH) was introduced in 2004 as residents and businesses close to Herne Hill station were experiencing parking difficulties.

The CPZ was subsequently reviewed and extended in 2006.

We have now received feedback indicating that the parking problems have increased in nearby uncontrolled roads.



This leaflet explains:

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

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

Your opinion is very important to us, so please make sure you send your questionnaire back before consultation closes on December 11 2009.

Your views count

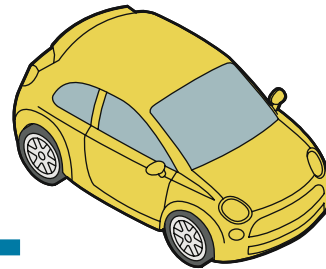
We are aware that parking difficulty may have increased in your area due to displacement from nearby HH CPZ and also from Lambeth Council's new CPZ on the west side of Denmark Hill.

This is your opportunity to decide if you would now like your street to become a CPZ. The inclusion of your road will be based on several factors including support from local residents and businesses, parking survey results and the need to create a clear and logical CPZ boundary.

A map showing the area being consulted is on page 10.

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

This is a first stage consultation where a decision is made on whether parking controls should be introduced. We would consult with you again regarding the design of parking restrictions if a decision is made to introduce a CPZ on your road.



How can I let you know my views?

The best way to give feedback is by completing the enclosed questionnaire and returning it to us using the freepost envelope provided. Make sure you do this before December 11 2009.

You can also:

Phone: **020 7525 2021**

Email: **parkingreview@southwark.gov.uk**

What happens after the consultation closes?

We will analyse all the responses received then present the draft findings and recommendations to Dulwich community council before a final report is approved by the director for environment and housing.

You will receive a summary letter explaining the consultation results and the decision made.

The information will also be available at www.southwark.gov.uk/parking

If the decision is made to go ahead with introducing a CPZ, we will carry out a second consultation with all residents and businesses in the roads concerned to determine the final parking layout before works begin.



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

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

During the CPZ operational hours, vehicles need to display a valid permit, visitor voucher or pay and display ticket according to the type of bay they are parked in. The council has the power to issue a penalty charge notice to people who park in CPZ bays without the appropriate permit or ticket.

How do you balance different parking needs?

Southwark Council has established a parking priority that is detailed in our 2006 parking and enforcement plan. It is our policy to give priority to disabled blue badge and companion badge holders, local residents and then business visitors. CPZs are designed to deter commuters and encourage public transport use.

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



A CPZ provides many benefits for the surrounding community, whether they are pedestrians, cyclists, motorists or those on buses.

- Greater ease in finding parking spaces close to home for residents and their visitors.
- Easier parking near shops, schools and other amenities within the area with nearby pay and display bays, loading bays and disabled visitors.
- Reduced traffic congestion due to less inappropriate parking as all kerb lengths will be controlled either through designated parking bays or yellow lines. CPZs already reduce the number of vehicles driving into or through Southwark.
- A safer road environment for all motorists, cyclists and pedestrians due to less dangerous parking.
- Yellow lining at junctions will ensure better visibility and pavements will be clear of parked cars.
- Greater access for emergency vehicles, as we will be able to maintain a safe width on narrow or busy roads and powers to act on vehicles blocking access to private property.
- Improving air quality by deterring non essential car journeys and encouraging motorists to think about using a sustainable alternative to the car when walking, cycling or public transport might be quicker and more convenient.
- Assisting control on future development. Occupiers of new developments can be excluded from purchasing a permit if a CPZ surrounds the site, therefore reducing the impact on existing communities.
- Improved public realm due to the reduction of parked cars.

Frequently asked questions

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

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

How much will the permit cost?

Type of permit	Cost of permit				Discount
Resident	1month	3months	6months	12months	75% discount for alternative fuel vehicles or motorcycles
	£13.60	£33.45	£52.25	£99.30	
Business	1month	6months	12months		n/a
	£89.90	£172.40	£334.40		
Residents' visitors	£12 for ten, one-day permits. (1st book)				
	£30 for ten, one-day permits (2nd + book per year)				
Average pay and display charge	£2.70 per hour				

When will the CPZ operate?

You will be consulted on the operational hours/ days at the second stage, if a CPZ is approved for your area. However, controls are introduced that match the requirements of the area. For example HH CPZ operates from noon to 2pm, Monday to Friday which successfully prevents commuter parking. Peckham B CPZ operates 8.30am to 6.30pm, Monday to Saturday because of the town centre and its associated all day parking.

Where will my visitors park?

Residents are eligible to purchase resident and visitor permits which allow visitors to park in any vacant resident permit or shared-use (pay and display and permit) bay in the CPZ. You only need to use a visitor permit during the operational hours of the zone. Each voucher allows a whole day's parking. They are available in books of 10, which cost £12 for the first booklet each year and £30 for subsequent booklets.

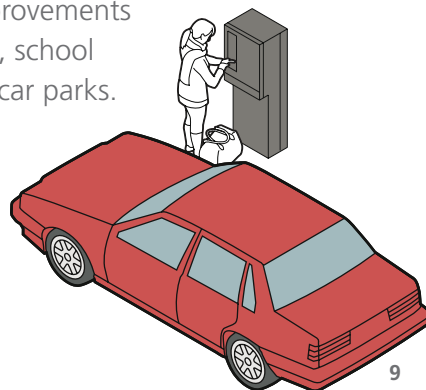
What if I have a blue badge?

Blue badge holders can park free and without time limit in all shared use bays, pay and display bays, yellow lines (for a maximum of three hours) and dedicated blue badge bays.

The council offers a disabled parking bay service to blue badge holders. This service will not be affected by any new CPZ. If you don't have a blue badge bay you would need to purchase a resident's parking permit.

Are CPZs just a money making scheme for the council?

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





Have your say about parking

Use BLOCK capitals when completing this questionnaire

Please put a tick (✓) in the boxes that apply to you. Make sure you return this questionnaire in the freepost envelope provided by the consultation closing date of December 11 2009

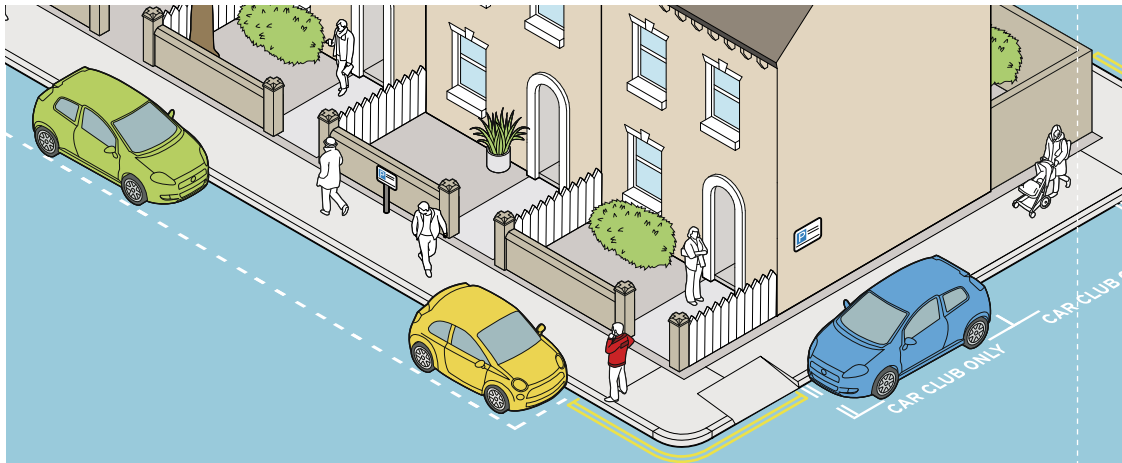
1a. Name: optional
1b. House / flat number: required
1c. Street name: required
1d. Postcode: required
1e. Is this address
<input type="radio"/> residential only? <input type="radio"/> business only? <input type="radio"/> both residential and business?

2. How many vehicles do you park on the road?
<input type="radio"/> None <input type="radio"/> 1 <input type="radio"/> 2 or more <input type="radio"/> I don't have a vehicle

3. Do you have off-street parking?
<input type="radio"/> Yes <input type="radio"/> No

4. Please rate the ability to find an on-street parking space near this address?							
a) Yourself	Easy	1	2	3	4	5	Difficult
b) Your visitors	Easy	1	2	3	4	5	Difficult

5. When do you or your visitors experience the most difficulty in finding a space, if any? Please give days and times



6. Do you want controlled parking to be introduced in your street?

- Yes, I want the council to consult further on the details of a CPZ?
(go to Q7)
- No, I want this area to remain uncontrolled? (go to Q8)

7. If you answered No to Q3 (you don't want a CPZ) would you change your mind if a CPZ was introduced in an adjacent street? This is an important question if you don't want a CPZ at the moment but consider parking to be quite difficult – a CPZ in the road next to yours is likely to increase the demand for space in your street.

- Yes
- No

8. Please give us any other comments you have about this proposal or the consultation.

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

Somali

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

French

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

Spanish

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

Turkish

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

Arabic

تحتوي هذه الوثيقة على معلومات حول خدمات وقوف السيارات في بلدية سونرك. إذا كنت تحتاج مساعدة في الترجمة أو الصيغ الأخرى مثل طباعة الصوت أو بأحرف كبيرة ، يرجى زيارة الموقع على العنوان أدناه.

Chinese

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

Vietnamese

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

Bengali

সাদার্ক পार्কিং সার্ভিসেস্ সম্পর্কে তথ্যসমূহ এই দলিলটিতে দেওয়া আছে। অনুবাদ বা অন্য ফরম্যাটে যথা অডিও বা বড় অক্ষরে এটি পাওয়ার বিষয়ে সাহায্য পেতে হলে অনুগ্রহ করে নীচে দেওয়া ঠিকানায় যাবেন।

Walworth one stop shop
Wansey Street, London
SE17

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

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

Reminder

Consultation closes December 11 2009

For more information
www.southwark.gov.uk/parking
Tel: 020 7525 2021



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Type	Name	Title	Sub Building	Building	Street No	Street	City	PostCode
Statutory	Justin Bennett	Metropolitan Police Service	South East Traffic Management Unit	South East Traffic Unit	34	Aitken Road	London	SE6 3BG
Statutory	Station Administrator	Ambulance Operations Manager	London Ambulance Service NHS Trust	Depford Sector Administrator	1	New Cross Road	London	SE14 5DS
Statutory	Terry Vialls	London Fire Brigade	Southwark Borough Team		266b	Queens Road	London	SE14 5JN
Statutory	The District Manager	Road Haulage Association Ltd	Road Haulage Association Ltd		35	Monument Hill	Weybridge	KT13 8RN
Statutory	The Secretary	Freight Transport Association Ltd.	Freight Transport Association Ltd.	Hermes House	157	St. Johns Road	Tunbridge Wells	TN4 9UZ
Internal	Nicky Costin	Road network and parking manager	Road network and parking	Environment and Housing	160	Tooley Street	London	SE1 2TZ
Internal	David Sole	Parking service and development manager	Road network and parking	Environment and Housing	160	Tooley Street	London	SE1 2TZ
Internal	Louise Nagle	Network manager	Road network and parking	Environment and Housing	160	Tooley Street	London	SE1 2TZ
Internal	Gassim Kazaz	Public Realm Programme Manager	Public realm projects	Environment and Housing	160	Tooley Street	London	SE1 2TZ
Internal	Mick Lucas	Public Realm Asset Manager	Asset management	Copeland Road Depot		Blackpool Road	London	SE1 2TZ
Internal	Richard Herbert	TMO Manager	Road network and parking	Environment and Housing	160	Tooley Street	London	SE1 2TZ
Internal	Barbara Selby	Head of Transport Planning	Transport planning	Regeneration and Neighbourhoods	160	Tooley Street	London	SE1 2TZ
Internal	Sir/Madam	Waste Collection Manager	Manor Place Depot	Environment and Housing	30-34	Penrose Street	London	SE17 4RY
Buses	Ralph Parker	Operations Manager	London Buses Infrastructure	Eltham Bus station		Well Hall Road	London	SE9 6SL
Buses	Stuart Colley	Operations Director	Arriva London	Brixton Bus Garage		Streatham Hill	London	SW2 4TB
Buses	David Cutts	Managing Director	The Go Ahead Group	London General Transport Services Limited	18	Merton High Street	London	SW19 1DN
Buses	Paul McGowan	Area Traffic Controller - SouthEast London	Travel London	Sycamore House	301	Camberwell Road	London	SE5 0TF
Buses	Mick Hayes	Street Management	Transport for London	South Central Area Team	15	Dacre Street	London	SW1H 0NR
TfL	Rachel Bain	Confederation of Passenger Transport UK	Transport for London	Windsor House	42-50	Victoria Street	London	SW1H 0NL
Others	Graham Messenger	Government Office for London	Transport Branch	Imperial House	15-19	Kings Way	London	WC2B 6UN
Others	Barry Mason	Southwark Cyclists	10th Floor	Riverwalk House	157-161	Millbank	London	SW1P 4RR
Others	Kristian Turner	London Cycle Network	Flat G	Camden Consultancy Service	3	Dunmage Crescent	London	SE16 7FJ
Others	Jeremy Leach	Living Streets	Camden Consultancy Service	4th Floor Bedford House	125	Bedford High Street	London	NW1 7JR
Others	Julie Timbrell	Southwark Disability Forum	c/o Community involvement and Development Unit	East House, Southwark	28	Sutherland Square	London	SE17 3EQ
Others	Biddy Smith	NAVTEQ	First Floor	Town Hall		Peckham Road	London	SE5 8UB
Others	Ms Knight (TIP)	The District Manager	Touring Information (RR)	St. Albans House		Potriand Street	Leamington Spa	CV32 9EZ
Others	Vincent Stops	Automobile Association	Routes Data Research	RAC Motoring Services		PO BOX 700	Bristol	BS99 1RB
Others		Public transport user representative	London Travel Watch	Fanham House	6	Middle Street	Basingstoke	RG21 4EA
Stakeholder	Sir/Madam	The Chairman	The Charter School, Dulwich			Red Post Hill	London	SE24 9JH
Stakeholder	Ian McInnes MA RIBA	Village Ward Councillor	Kingsdale Secondary School	Dulwich Society	11	Alleyn Park	London	SE21 8SQ
Stakeholder	Clfr Nick Vineall	Village Ward Councillor	Town Hall			Ferrings	London	SE21 7LU
	Clfr Toby Eckersley	Village Ward Councillor	Town Hall			Peckham Road	London	SE5 8UB
	Clfr Robin Crookshank-Hilton	South Camberwell Ward Councillor	Town Hall			Peckham Road	London	SE5 8UB
	Clfr Veronica Ward	South Camberwell Ward Councillor	Town Hall			Peckham Road	London	SE5 8UB
	Clfr Peter John	South Camberwell Ward Councillor	Town Hall			Peckham Road	London	SE5 8UB
	Clfr Jenny Jones	South Camberwell Ward Councillor	Town Hall			Peckham Road	London	SE5 8UB
	Clfr Paul Kyriacou	Executive Member for Environment	Town Hall			Peckham Road	London	SE5 8UB

Parking consultation

North Dulwich
1st stage parking consultation

November 2009

www.southwark.gov.uk

DO YOU HAVE ANY COMMENTS ABOUT PARKING IN YOUR STREET?

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

We need the views of everyone: residents and businesses in the area - whether you own a car or not.

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

HAVE YOUR SAY

Your views are very important to us.

Please return your questionnaire no later than Friday December 11 2009



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

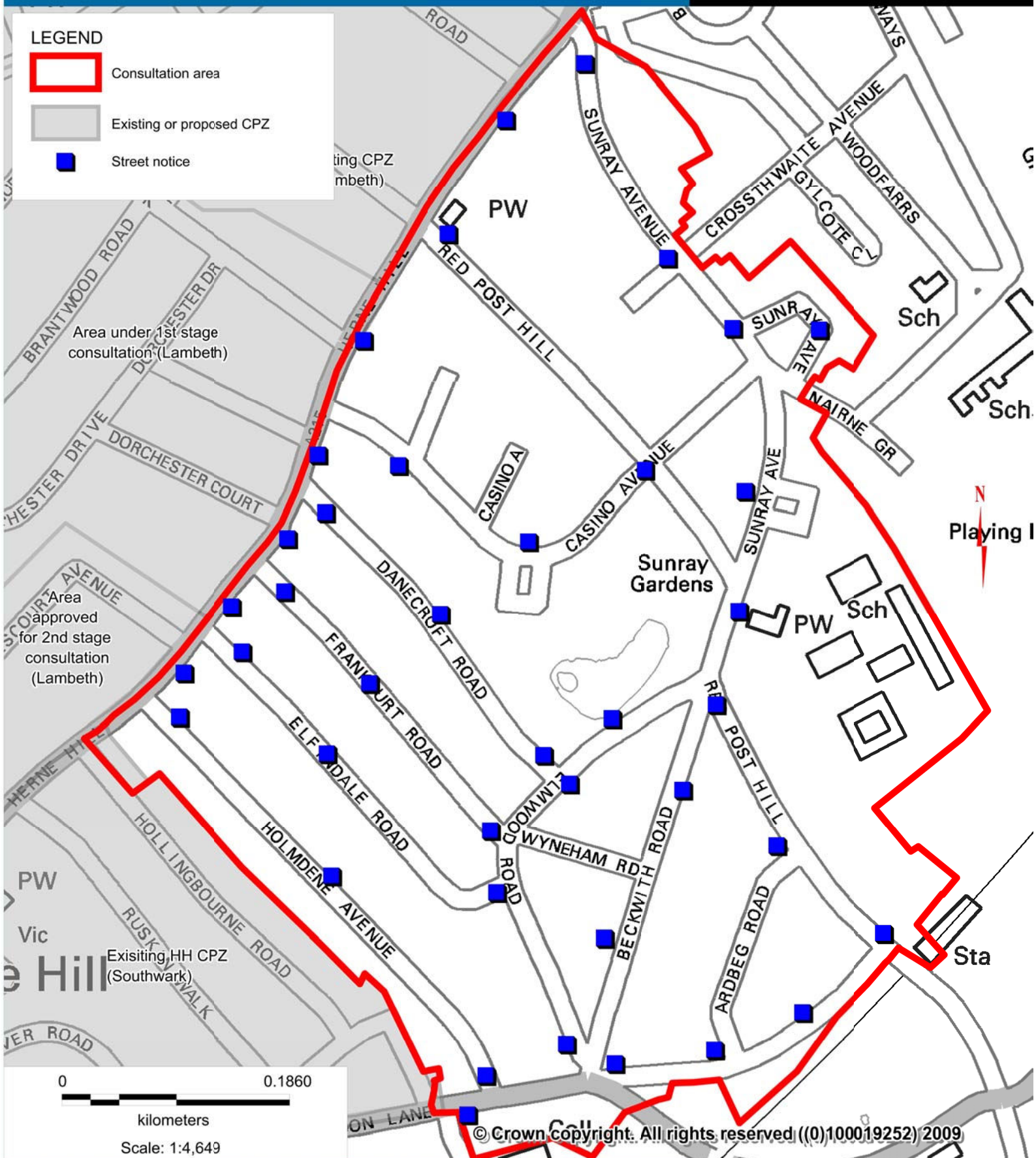
North Dulwich 1st stage CPZ consultation

Network Development

November 2009

LEGEND

-  Consultation area
-  Existing or proposed CPZ
-  Street notice



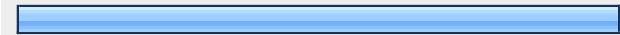
North Dulwich 1st stage CPZ (parking) consultation

1. Response ID #		
		Response Count
		17
	<i>answered question</i>	17
	<i>skipped question</i>	0


2. Name		
		Response Count
		13
	<i>answered question</i>	13
	<i>skipped question</i>	4





3. House / flat number:		
		Response Count
		17
	<i>answered question</i>	17
	<i>skipped question</i>	0


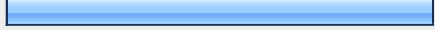
4. Street name:		
		Response Count
		17
	<i>answered question</i>	17
	<i>skipped question</i>	0

5. Street name (select)			Response Percent	Response Count
ARDBEG ROAD			100.0%	17
BECKWITH ROAD			0.0%	0
CASINO AVENUE			0.0%	0
DANECROFT ROAD			0.0%	0
ELFINDALE ROAD			0.0%	0
ELMWOOD ROAD			0.0%	0
FRANKFURT ROAD			0.0%	0
HALF MOON LANE			0.0%	0
HERNE HILL			0.0%	0
HOLMDENE AVENUE			0.0%	0
NAIRNE GROVE			0.0%	0
RED POST HILL			0.0%	0
SUNRAY AVENUE			0.0%	0
WYNEHAM ROAD			0.0%	0
Outside area			0.0%	0
	answered question			17
	skipped question			0

6. Postcode:			Response Count
			17
	answered question		17
	skipped question		0

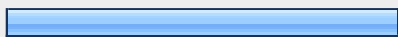
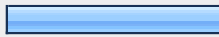
7. Is this address			
		Response Percent	Response Count
residential only		100.0%	17
business only		0.0%	0
both residential and business		0.0%	0
		answered question	17
		skipped question	0


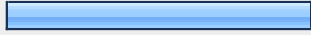
8. How many vehicles do you park on the road?			
		Response Percent	Response Count
None		5.9%	1
1		47.1%	8
2 or more		35.3%	6
I dont have a vehicle		11.8%	2
		answered question	17
		skipped question	0


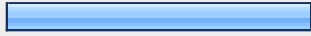



9. Do you have off-street parking?			
		Response Percent	Response Count
Yes		29.4%	5
No		70.6%	12
		answered question	17
		skipped question	0

10. Please rate the ability to find an on-street parking space near this address?							
	1	2	3	4	5	Rating Average	Response Count
a) Yourself	7.1% (1)	0.0% (0)	14.3% (2)	28.6% (4)	50.0% (7)	1.00	14
b) Your visitors	6.3% (1)	6.3% (1)	6.3% (1)	25.0% (4)	56.3% (9)	1.00	16
	<i>answered question</i>						16
	<i>skipped question</i>						1

11. When do you or your visitors experience the most difficulty in finding a space, if any? Please give days and times		Response Count
		16
	<i>answered question</i>	16
	<i>skipped question</i>	1

12. Do you want controlled parking to be introduced in your street?			
		Response Percent	Response Count
Yes		64.7%	11
No		35.3%	6
	<i>answered question</i>		17
	<i>skipped question</i>		0

13. If you answered No to "you don't want a CPZ" would you change your mind if a CPZ was introduced in an adjacent street?				
			Response Percent	Response Count
Yes		50.0%	3	
No		50.0%	3	
			<i>answered question</i>	6
			<i>skipped question</i>	11

14. Please give us any other comments you have about this proposal or the consultation (common answers)				
			Response Percent	Response Count
Needed ASAP		12.5%	1	
Strongly support		50.0%	4	
Too cheap		0.0%	0	
Stongly against		12.5%	1	
Money making scheme / tax		12.5%	1	
Unnecessary / no parking problem		0.0%	0	
Unnecessary / infrequent parking problem		0.0%	0	
Will increase difficulty for parking / it won't work		0.0%	0	
Residents have too many cars		0.0%	0	
Expensive (parking permits)		12.5%	1	
Expensive (need discount for OAP)		0.0%	0	
No guarantee of a space		0.0%	0	
			<i>answered question</i>	8
			<i>skipped question</i>	9

15. Please give us any other comments you have about this proposal or the consultation (verbatim)		
		Response Count
		16
	<i>answered question</i>	16
	<i>skipped question</i>	1


North Dulwich 1st stage CPZ (parking) consultation

1. Response ID #		
		Response Count
		37
	<i>answered question</i>	37
	<i>skipped question</i>	0


2. Name		
		Response Count
		29
	<i>answered question</i>	29
	<i>skipped question</i>	8


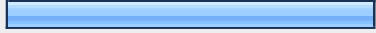

3. House / flat number:		
		Response Count
		37
	<i>answered question</i>	37
	<i>skipped question</i>	0


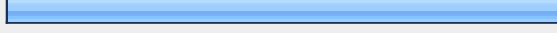
4. Street name:		
		Response Count
		37
	<i>answered question</i>	37
	<i>skipped question</i>	0

5. Street name (select)			
		Response Percent	Response Count
ARDBEG ROAD		0.0%	0
BECKWITH ROAD		100.0%	37
CASINO AVENUE		0.0%	0
DANECROFT ROAD		0.0%	0
ELFINDALE ROAD		0.0%	0
ELMWOOD ROAD		0.0%	0
FRANKFURT ROAD		0.0%	0
HALF MOON LANE		0.0%	0
HERNE HILL		0.0%	0
HOLMDENE AVENUE		0.0%	0
NAIRNE GROVE		0.0%	0
RED POST HILL		0.0%	0
SUNRAY AVENUE		0.0%	0
WYNEHAM ROAD		0.0%	0
Outside area		0.0%	0
		answered question	37
		skipped question	0

6. Postcode:		
		Response Count
		37
		answered question
		37
		skipped question
		0

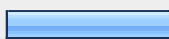
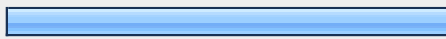
7. Is this address			
		Response Percent	Response Count
residential only		100.0%	37
business only		0.0%	0
both residential and business		0.0%	0
		answered question	37
		skipped question	0


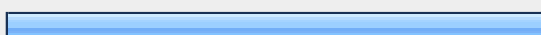
8. How many vehicles do you park on the road?			
		Response Percent	Response Count
None		8.3%	3
1		61.1%	22
2 or more		30.6%	11
I dont have a vehicle		0.0%	0
		answered question	36
		skipped question	1


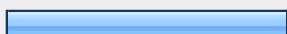
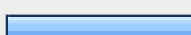
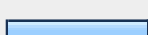

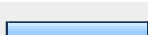

9. Do you have off-street parking?			
		Response Percent	Response Count
Yes		8.6%	3
No		91.4%	32
		answered question	35
		skipped question	2

10. Please rate the ability to find an on-street parking space near this address?							
	1	2	3	4	5	Rating Average	Response Count
a) Yourself	31.4% (11)	25.7% (9)	14.3% (5)	17.1% (6)	11.4% (4)	1.00	35
b) Your visitors	25.0% (8)	37.5% (12)	12.5% (4)	12.5% (4)	12.5% (4)	1.00	32
	<i>answered question</i>						36
	<i>skipped question</i>						1

11. When do you or your visitors experience the most difficulty in finding a space, if any? Please give days and times		Response Count
		32
	<i>answered question</i>	32
	<i>skipped question</i>	5

12. Do you want controlled parking to be introduced in your street?			
		Response Percent	Response Count
Yes		26.5%	9
No		73.5%	25
	<i>answered question</i>		34
	<i>skipped question</i>		3

13. If you answered No to "you don't want a CPZ" would you change your mind if a CPZ was introduced in an adjacent street?			
		Response Percent	Response Count
Yes		11.1%	2
No		88.9%	16
		<i>answered question</i>	18
		<i>skipped question</i>	19

14. Please give us any other comments you have about this proposal or the consultation (common answers)			
		Response Percent	Response Count
Needed ASAP		0.0%	0
Strongly support		7.7%	1
Too cheap		0.0%	0
Stongly against		46.2%	6
Money making scheme / tax		30.8%	4
Unnecessary / no parking problem		23.1%	3
Unnecessary / infrequent parking problem		0.0%	0
Will increase difficulty for parking / it won't work		0.0%	0
Residents have too many cars		7.7%	1
Expensive (parking permits)		23.1%	3
Expensive (need discount for OAP)		0.0%	0
No guarantee of a space		7.7%	1
		<i>answered question</i>	13
		<i>skipped question</i>	24

15. Please give us any other comments you have about this proposal or the consultation (verbatim)		
		Response Count
		33
	<i>answered question</i>	33
	<i>skipped question</i>	4


North Dulwich 1st stage CPZ (parking) consultation

1. Response ID #		
		Response Count
		33
	<i>answered question</i>	33
	<i>skipped question</i>	0


2. Name		
		Response Count
		22
	<i>answered question</i>	22
	<i>skipped question</i>	11





3. House / flat number:		
		Response Count
		33
	<i>answered question</i>	33
	<i>skipped question</i>	0



4. Street name:		
		Response Count
		33
	<i>answered question</i>	33
	<i>skipped question</i>	0

5. Street name (select)				
			Response Percent	Response Count
ARDBEG ROAD			0.0%	0
BECKWITH ROAD			0.0%	0
CASINO AVENUE			100.0%	33
DANECROFT ROAD			0.0%	0
ELFINDALE ROAD			0.0%	0
ELMWOOD ROAD			0.0%	0
FRANKFURT ROAD			0.0%	0
HALF MOON LANE			0.0%	0
HERNE HILL			0.0%	0
HOLMDENE AVENUE			0.0%	0
NAIRNE GROVE			0.0%	0
RED POST HILL			0.0%	0
SUNRAY AVENUE			0.0%	0
WYNEHAM ROAD			0.0%	0
Outside area			0.0%	0
			<i>answered question</i>	33
			<i>skipped question</i>	0

6. Postcode:		
		Response Count
		33
		<i>answered question</i>
		33
		<i>skipped question</i>
		0

7. Is this address			
		Response Percent	Response Count
residential only		100.0%	33
business only		0.0%	0
both residential and business		0.0%	0
		answered question	33
		skipped question	0


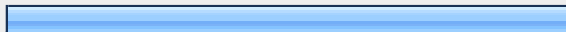
8. How many vehicles do you park on the road?			
		Response Percent	Response Count
None		6.3%	2
1		65.6%	21
2 or more		15.6%	5
I dont have a vehicle		12.5%	4
		answered question	32
		skipped question	1

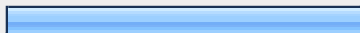

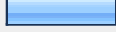



9. Do you have off-street parking?			
		Response Percent	Response Count
Yes		16.1%	5
No		83.9%	26
		answered question	31
		skipped question	2

10. Please rate the ability to find an on-street parking space near this address?							
	1	2	3	4	5	Rating Average	Response Count
a) Yourself	87.5% (28)	6.3% (2)	0.0% (0)	6.3% (2)	0.0% (0)	1.00	32
b) Your visitors	75.9% (22)	17.2% (5)	0.0% (0)	6.9% (2)	0.0% (0)	1.00	29
	<i>answered question</i>						33
	<i>skipped question</i>						0

11. When do you or your visitors experience the most difficulty in finding a space, if any? Please give days and times		Response Count
		24
	<i>answered question</i>	24
	<i>skipped question</i>	9

12. Do you want controlled parking to be introduced in your street?			
		Response Percent	Response Count
Yes	<input type="checkbox"/>	3.0%	1
No	<input checked="" type="checkbox"/>	97.0%	32
	<i>answered question</i>		33
	<i>skipped question</i>		0

13. If you answered No to "you don't want a CPZ" would you change your mind if a CPZ was introduced in an adjacent street?			
		Response Percent	Response Count
Yes		6.7%	1
No		93.3%	14
<i>answered question</i>			15
<i>skipped question</i>			18

14. Please give us any other comments you have about this proposal or the consultation (common answers)			
		Response Percent	Response Count
Needed ASAP		0.0%	0
Strongly support		0.0%	0
Too cheap		0.0%	0
Stongly against		58.8%	10
Money making scheme / tax		47.1%	8
Unnecessary / no parking problem		17.6%	3
Unnecessary / infrequent parking problem		0.0%	0
Will increase difficulty for parking / it won't work		0.0%	0
Residents have too many cars		0.0%	0
Expensive (parking permits)		17.6%	3
Expensive (need discount for OAP)		5.9%	1
No guarantee of a space		5.9%	1
<i>answered question</i>			17
<i>skipped question</i>			16

15. Please give us any other comments you have about this proposal or the consultation (verbatim)		
		Response Count
		27
	<i>answered question</i>	27
	<i>skipped question</i>	6

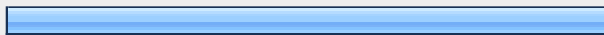
North Dulwich 1st stage CPZ (parking) consultation

1. Response ID #		
		Response Count
		38
	<i>answered question</i>	38
	<i>skipped question</i>	0



2. Name		
		Response Count
		31
	<i>answered question</i>	31
	<i>skipped question</i>	7




3. House / flat number:		
		Response Count
		38
	<i>answered question</i>	38
	<i>skipped question</i>	0



4. Street name:		
		Response Count
		38
	<i>answered question</i>	38
	<i>skipped question</i>	0

5. Street name (select)				
			Response Percent	Response Count
ARDBEG ROAD			0.0%	0
BECKWITH ROAD			0.0%	0
CASINO AVENUE			0.0%	0
DANECROFT ROAD			100.0%	38
ELFINDALE ROAD			0.0%	0
ELMWOOD ROAD			0.0%	0
FRANKFURT ROAD			0.0%	0
HALF MOON LANE			0.0%	0
HERNE HILL			0.0%	0
HOLMDENE AVENUE			0.0%	0
NAIRNE GROVE			0.0%	0
RED POST HILL			0.0%	0
SUNRAY AVENUE			0.0%	0
WYNEHAM ROAD			0.0%	0
Outside area			0.0%	0
			<i>answered question</i>	38
			<i>skipped question</i>	0

6. Postcode:		
		Response Count
		38
		<i>answered question</i>
		38
		<i>skipped question</i>
		0


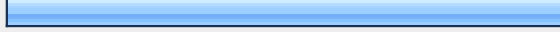
7. Is this address			
		Response Percent	Response Count
residential only		97.4%	37
business only		0.0%	0
both residential and business		2.6%	1
answered question			38
skipped question			0


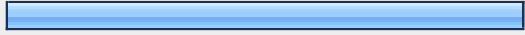
8. How many vehicles do you park on the road?			
		Response Percent	Response Count
None		5.3%	2
1		84.2%	32
2 or more		10.5%	4
I dont have a vehicle		0.0%	0
answered question			38
skipped question			0

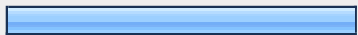
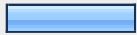
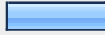

9. Do you have off-street parking?			
		Response Percent	Response Count
Yes		5.3%	2
No		94.7%	36
answered question			38
skipped question			0

10. Please rate the ability to find an on-street parking space near this address?							
	1	2	3	4	5	Rating Average	Response Count
a) Yourself	75.7% (28)	18.9% (7)	2.7% (1)	2.7% (1)	0.0% (0)	1.00	37
b) Your visitors	75.7% (28)	13.5% (5)	5.4% (2)	5.4% (2)	0.0% (0)	1.00	37
	<i>answered question</i>						37
	<i>skipped question</i>						1

11. When do you or your visitors experience the most difficulty in finding a space, if any? Please give days and times		Response Count
		31
	<i>answered question</i>	31
	<i>skipped question</i>	7

12. Do you want controlled parking to be introduced in your street?			
		Response Percent	Response Count
Yes		7.9%	3
No		92.1%	35
	<i>answered question</i>		38
	<i>skipped question</i>		0

13. If you answered No to "you don't want a CPZ" would you change your mind if a CPZ was introduced in an adjacent street?				
			Response Percent	Response Count
Yes			14.3%	4
No			85.7%	24
			<i>answered question</i>	28
			<i>skipped question</i>	10

14. Please give us any other comments you have about this proposal or the consultation (common answers)				
			Response Percent	Response Count
Needed ASAP			0.0%	0
Strongly support			0.0%	0
Too cheap			0.0%	0
Stongly against			57.9%	11
Money making scheme / tax			21.1%	4
Unnecessary / no parking problem			15.8%	3
Unnecessary / infrequent parking problem			0.0%	0
Will increase difficulty for parking / it won't work			0.0%	0
Residents have too many cars			0.0%	0
Expensive (parking permits)			26.3%	5
Expensive (need discount for OAP)			0.0%	0
No guarantee of a space			0.0%	0
			<i>answered question</i>	19
			<i>skipped question</i>	19

15. Please give us any other comments you have about this proposal or the consultation (verbatim)		
		Response Count
		31
	<i>answered question</i>	31
	<i>skipped question</i>	7

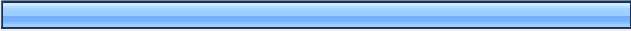
North Dulwich 1st stage CPZ (parking) consultation

1. Response ID #		
		Response Count
		48
	<i>answered question</i>	48
	<i>skipped question</i>	0



2. Name		
		Response Count
		37
	<i>answered question</i>	37
	<i>skipped question</i>	11



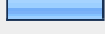

3. House / flat number:		
		Response Count
		48
	<i>answered question</i>	48
	<i>skipped question</i>	0


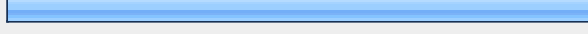
4. Street name:		
		Response Count
		48
	<i>answered question</i>	48
	<i>skipped question</i>	0

5. Street name (select)			
		Response Percent	Response Count
ARDBEG ROAD		0.0%	0
BECKWITH ROAD		0.0%	0
CASINO AVENUE		0.0%	0
DANECROFT ROAD		0.0%	0
ELFINDALE ROAD		100.0%	48
ELMWOOD ROAD		0.0%	0
FRANKFURT ROAD		0.0%	0
HALF MOON LANE		0.0%	0
HERNE HILL		0.0%	0
HOLMDENE AVENUE		0.0%	0
NAIRNE GROVE		0.0%	0
RED POST HILL		0.0%	0
SUNRAY AVENUE		0.0%	0
WYNEHAM ROAD		0.0%	0
Outside area		0.0%	0
		answered question	48
		skipped question	0

6. Postcode:		
		Response Count
		48
		answered question
		48
		skipped question
		0


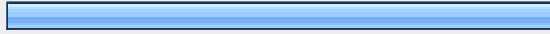
7. Is this address			
		Response Percent	Response Count
residential only		97.9%	47
business only		2.1%	1
both residential and business		0.0%	0
<i>answered question</i>			48
<i>skipped question</i>			0

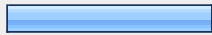
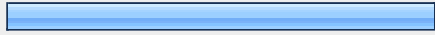
8. How many vehicles do you park on the road?			
		Response Percent	Response Count
None		2.1%	1
1		80.9%	38
2 or more		14.9%	7
I dont have a vehicle		4.3%	2
<i>answered question</i>			47
<i>skipped question</i>			1



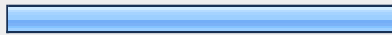
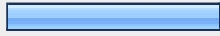
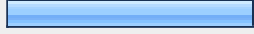

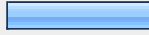
9. Do you have off-street parking?			
		Response Percent	Response Count
Yes		7.3%	3
No		92.7%	38
<i>answered question</i>			41
<i>skipped question</i>			7

10. Please rate the ability to find an on-street parking space near this address?							
	1	2	3	4	5	Rating Average	Response Count
a) Yourself	41.3% (19)	34.8% (16)	15.2% (7)	6.5% (3)	2.2% (1)	1.00	46
b) Your visitors	40.0% (16)	32.5% (13)	15.0% (6)	7.5% (3)	5.0% (2)	1.00	40
<i>answered question</i>							47
<i>skipped question</i>							1

11. When do you or your visitors experience the most difficulty in finding a space, if any? Please give days and times		Response Count
		42
<i>answered question</i>		42
<i>skipped question</i>		6

12. Do you want controlled parking to be introduced in your street?			
		Response Percent	Response Count
Yes		13.3%	6
No		86.7%	39
<i>answered question</i>			45
<i>skipped question</i>			3

13. If you answered No to "you don't want a CPZ" would you change your mind if a CPZ was introduced in an adjacent street?			
		Response Percent	Response Count
Yes		32.3%	10
No		67.7%	21
<i>answered question</i>			31
<i>skipped question</i>			17

14. Please give us any other comments you have about this proposal or the consultation (common answers)			
		Response Percent	Response Count
Needed ASAP		5.6%	1
Strongly support		5.6%	1
Too cheap		0.0%	0
Stongly against		61.1%	11
Money making scheme / tax		33.3%	6
Unnecessary / no parking problem		38.9%	7
Unnecessary / infrequent parking problem		0.0%	0
Will increase difficulty for parking / it won't work		5.6%	1
Residents have too many cars		0.0%	0
Expensive (parking permits)		22.2%	4
Expensive (need discount for OAP)		0.0%	0
No guarantee of a space		0.0%	0
<i>answered question</i>			18
<i>skipped question</i>			30

15. Please give us any other comments you have about this proposal or the consultation (verbatim)		Response Count
		40
	<i>answered question</i>	40
	<i>skipped question</i>	8

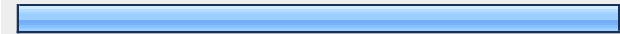
North Dulwich 1st stage CPZ (parking) consultation

1. Response ID #		
		Response Count
		26
	<i>answered question</i>	26
	<i>skipped question</i>	0


2. Name		
		Response Count
		24
	<i>answered question</i>	24
	<i>skipped question</i>	2




3. House / flat number:		
		Response Count
		26
	<i>answered question</i>	26
	<i>skipped question</i>	0


4. Street name:		
		Response Count
		26
	<i>answered question</i>	26
	<i>skipped question</i>	0

5. Street name (select)			
		Response Percent	Response Count
ARDBEG ROAD		0.0%	0
BECKWITH ROAD		0.0%	0
CASINO AVENUE		0.0%	0
DANECROFT ROAD		0.0%	0
ELFINDALE ROAD		0.0%	0
ELMWOOD ROAD		100.0%	26
FRANKFURT ROAD		0.0%	0
HALF MOON LANE		0.0%	0
HERNE HILL		0.0%	0
HOLMDENE AVENUE		0.0%	0
NAIRNE GROVE		0.0%	0
RED POST HILL		0.0%	0
SUNRAY AVENUE		0.0%	0
WYNEHAM ROAD		0.0%	0
Outside area		0.0%	0
		answered question	26
		skipped question	0

6. Postcode:		
		Response Count
		25
		answered question
		25
		skipped question
		1

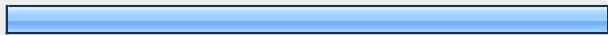
7. Is this address			
		Response Percent	Response Count
residential only		100.0%	25
business only		0.0%	0
both residential and business		0.0%	0
		answered question	25
		skipped question	1



8. How many vehicles do you park on the road?			
		Response Percent	Response Count
None		11.5%	3
1		76.9%	20
2 or more		11.5%	3
I dont have a vehicle		0.0%	0
		answered question	26
		skipped question	0

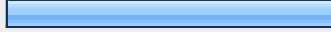
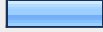
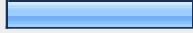

9. Do you have off-street parking?			
		Response Percent	Response Count
Yes		0.0%	0
No		100.0%	21
		answered question	21
		skipped question	5

10. Please rate the ability to find an on-street parking space near this address?							
	1	2	3	4	5	Rating Average	Response Count
a) Yourself	76.0% (19)	12.0% (3)	4.0% (1)	4.0% (1)	4.0% (1)	1.00	25
b) Your visitors	69.2% (18)	15.4% (4)	7.7% (2)	3.8% (1)	3.8% (1)	1.00	26
	<i>answered question</i>						26
	<i>skipped question</i>						0

11. When do you or your visitors experience the most difficulty in finding a space, if any? Please give days and times		Response Count
		23
	<i>answered question</i>	23
	<i>skipped question</i>	3

12. Do you want controlled parking to be introduced in your street?			
		Response Percent	Response Count
Yes		0.0%	0
No		100.0%	26
	<i>answered question</i>		26
	<i>skipped question</i>		0

13. If you answered No to "you don't want a CPZ" would you change your mind if a CPZ was introduced in an adjacent street?			
		Response Percent	Response Count
Yes		10.5%	2
No		89.5%	17
		<i>answered question</i>	19
		<i>skipped question</i>	7

14. Please give us any other comments you have about this proposal or the consultation (common answers)			
		Response Percent	Response Count
Needed ASAP		0.0%	0
Strongly support		0.0%	0
Too cheap		0.0%	0
Stongly against		53.8%	7
Money making scheme / tax		15.4%	2
Unnecessary / no parking problem		30.8%	4
Unnecessary / infrequent parking problem		0.0%	0
Will increase difficulty for parking / it won't work		0.0%	0
Residents have too many cars		0.0%	0
Expensive (parking permits)		23.1%	3
Expensive (need discount for OAP)		0.0%	0
No guarantee of a space		0.0%	0
		<i>answered question</i>	13
		<i>skipped question</i>	13

15. Please give us any other comments you have about this proposal or the consultation (verbatim)		
		Response Count
		24
	<i>answered question</i>	24
	<i>skipped question</i>	2

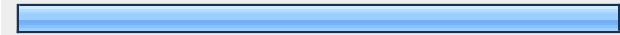
North Dulwich 1st stage CPZ (parking) consultation

1. Response ID #		
		Response Count
		36
	<i>answered question</i>	36
	<i>skipped question</i>	0

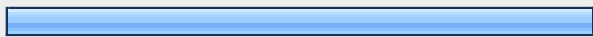

2. Name		
		Response Count
		25
	<i>answered question</i>	25
	<i>skipped question</i>	11


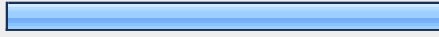


3. House / flat number:		
		Response Count
		35
	<i>answered question</i>	35
	<i>skipped question</i>	1



4. Street name:		
		Response Count
		36
	<i>answered question</i>	36
	<i>skipped question</i>	0

5. Street name (select)				
			Response Percent	Response Count
ARDBEG ROAD			0.0%	0
BECKWITH ROAD			0.0%	0
CASINO AVENUE			0.0%	0
DANECROFT ROAD			0.0%	0
ELFINDALE ROAD			0.0%	0
ELMWOOD ROAD			0.0%	0
FRANKFURT ROAD			100.0%	36
HALF MOON LANE			0.0%	0
HERNE HILL			0.0%	0
HOLMDENE AVENUE			0.0%	0
NAIRNE GROVE			0.0%	0
RED POST HILL			0.0%	0
SUNRAY AVENUE			0.0%	0
WYNEHAM ROAD			0.0%	0
Outside area			0.0%	0
			<i>answered question</i>	36
			<i>skipped question</i>	0

6. Postcode:		
		Response Count
		36
		<i>answered question</i>
		36
		<i>skipped question</i>
		0


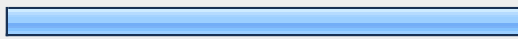
7. Is this address			
		Response Percent	Response Count
residential only		97.2%	35
business only		0.0%	0
both residential and business		2.8%	1
		answered question	36
		skipped question	0


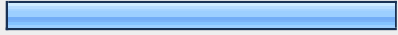
8. How many vehicles do you park on the road?			
		Response Percent	Response Count
None		2.8%	1
1		72.2%	26
2 or more		11.1%	4
I dont have a vehicle		13.9%	5
		answered question	36
		skipped question	0


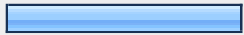
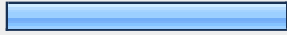
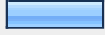




9. Do you have off-street parking?			
		Response Percent	Response Count
Yes		3.1%	1
No		96.9%	31
		answered question	32
		skipped question	4

10. Please rate the ability to find an on-street parking space near this address?							
	1	2	3	4	5	Rating Average	Response Count
a) Yourself	60.0% (18)	13.3% (4)	16.7% (5)	3.3% (1)	6.7% (2)	1.00	30
b) Your visitors	51.6% (16)	19.4% (6)	9.7% (3)	9.7% (3)	9.7% (3)	1.00	31
	<i>answered question</i>						35
	<i>skipped question</i>						1

11. When do you or your visitors experience the most difficulty in finding a space, if any? Please give days and times		Response Count
		32
	<i>answered question</i>	32
	<i>skipped question</i>	4

12. Do you want controlled parking to be introduced in your street?			
		Response Percent	Response Count
Yes		14.7%	5
No		85.3%	29
	<i>answered question</i>		34
	<i>skipped question</i>		2

13. If you answered No to "you don't want a CPZ" would you change your mind if a CPZ was introduced in an adjacent street?			
		Response Percent	Response Count
Yes		35.7%	5
No		64.3%	9
		<i>answered question</i>	14
		<i>skipped question</i>	22

14. Please give us any other comments you have about this proposal or the consultation (common answers)			
		Response Percent	Response Count
Needed ASAP		0.0%	0
Strongly support		7.7%	1
Too cheap		0.0%	0
Stongly against		38.5%	5
Money making scheme / tax		46.2%	6
Unnecessary / no parking problem		15.4%	2
Unnecessary / infrequent parking problem		7.7%	1
Will increase difficulty for parking / it won't work		7.7%	1
Residents have too many cars		0.0%	0
Expensive (parking permits)		7.7%	1
Expensive (need discount for OAP)		0.0%	0
No guarantee of a space		7.7%	1
		<i>answered question</i>	13
		<i>skipped question</i>	23

15. Please give us any other comments you have about this proposal or the consultation (verbatim)		
		Response Count
		31
	<i>answered question</i>	31
	<i>skipped question</i>	5

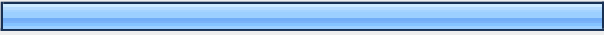
North Dulwich 1st stage CPZ (parking) consultation

1. Response ID #		
		Response Count
		9
	<i>answered question</i>	9
	<i>skipped question</i>	0


2. Name		
		Response Count
		8
	<i>answered question</i>	8
	<i>skipped question</i>	1

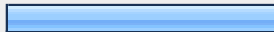
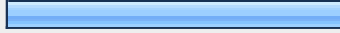
3. House / flat number:		
		Response Count
		9
	<i>answered question</i>	9
	<i>skipped question</i>	0


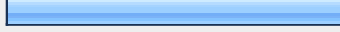
4. Street name:		
		Response Count
		9
	<i>answered question</i>	9
	<i>skipped question</i>	0

5. Street name (select)			Response Percent	Response Count
ARDBEG ROAD			0.0%	0
BECKWITH ROAD			0.0%	0
CASINO AVENUE			0.0%	0
DANECROFT ROAD			0.0%	0
ELFINDALE ROAD			0.0%	0
ELMWOOD ROAD			0.0%	0
FRANKFURT ROAD			0.0%	0
HALF MOON LANE			100.0%	9
HERNE HILL			0.0%	0
HOLMDENE AVENUE			0.0%	0
NAIRNE GROVE			0.0%	0
RED POST HILL			0.0%	0
SUNRAY AVENUE			0.0%	0
WYNEHAM ROAD			0.0%	0
Outside area			0.0%	0
		answered question		9
		skipped question		0

6. Postcode:			Response Count
			9
		answered question	9
		skipped question	0

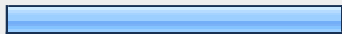

7. Is this address			
		Response Percent	Response Count
residential only		100.0%	9
business only		0.0%	0
both residential and business		0.0%	0
		answered question	9
		skipped question	0

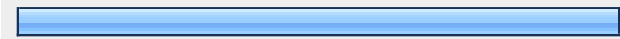
8. How many vehicles do you park on the road?			
		Response Percent	Response Count
None		44.4%	4
1		55.6%	5
2 or more		0.0%	0
I dont have a vehicle		0.0%	0
		answered question	9
		skipped question	0

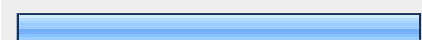
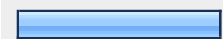
9. Do you have off-street parking?			
		Response Percent	Response Count
Yes		44.4%	4
No		55.6%	5
		answered question	9
		skipped question	0

10. Please rate the ability to find an on-street parking space near this address?							
	1	2	3	4	5	Rating Average	Response Count
a) Yourself	25.0% (2)	0.0% (0)	12.5% (1)	0.0% (0)	62.5% (5)	1.00	8
b) Your visitors	25.0% (2)	0.0% (0)	12.5% (1)	0.0% (0)	62.5% (5)	1.00	8
<i>answered question</i>							8
<i>skipped question</i>							1

11. When do you or your visitors experience the most difficulty in finding a space, if any? Please give days and times		Response Count
		8
<i>answered question</i>		8
<i>skipped question</i>		1

12. Do you want controlled parking to be introduced in your street?			
		Response Percent	Response Count
Yes		55.6%	5
No		44.4%	4
<i>answered question</i>			9
<i>skipped question</i>			0

13. If you answered No to "you don't want a CPZ" would you change your mind if a CPZ was introduced in an adjacent street?			
		Response Percent	Response Count
Yes		100.0%	2
No		0.0%	0
		<i>answered question</i>	2
		<i>skipped question</i>	7

14. Please give us any other comments you have about this proposal or the consultation (common answers)			
		Response Percent	Response Count
Needed ASAP		0.0%	0
Strongly support		66.7%	2
Too cheap		0.0%	0
Stongly against		33.3%	1
Money making scheme / tax		0.0%	0
Unnecessary / no parking problem		0.0%	0
Unnecessary / infrequent parking problem		0.0%	0
Will increase difficulty for parking / it won't work		0.0%	0
Residents have too many cars		0.0%	0
Expensive (parking permits)		0.0%	0
Expensive (need discount for OAP)		0.0%	0
No guarantee of a space		0.0%	0
		<i>answered question</i>	3
		<i>skipped question</i>	6

15. Please give us any other comments you have about this proposal or the consultation (verbatim)		
		Response Count
		9
	<i>answered question</i>	9
	<i>skipped question</i>	0

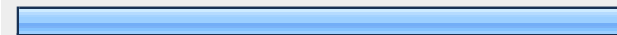
North Dulwich 1st stage CPZ (parking) consultation

1. Response ID #		
		Response Count
		10
	<i>answered question</i>	10
	<i>skipped question</i>	0

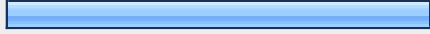

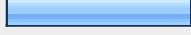
2. Name		
		Response Count
		7
	<i>answered question</i>	7
	<i>skipped question</i>	3


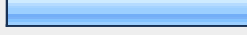
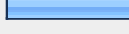
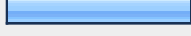
3. House / flat number:		
		Response Count
		9
	<i>answered question</i>	9
	<i>skipped question</i>	1


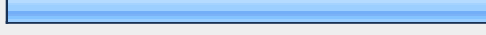
4. Street name:		
		Response Count
		10
	<i>answered question</i>	10
	<i>skipped question</i>	0

5. Street name (select)				
			Response Percent	Response Count
ARDBEG ROAD			0.0%	0
BECKWITH ROAD			0.0%	0
CASINO AVENUE			0.0%	0
DANECROFT ROAD			0.0%	0
ELFINDALE ROAD			0.0%	0
ELMWOOD ROAD			0.0%	0
FRANKFURT ROAD			0.0%	0
HALF MOON LANE			0.0%	0
HERNE HILL			100.0%	10
HOLMDENE AVENUE			0.0%	0
NAIRNE GROVE			0.0%	0
RED POST HILL			0.0%	0
SUNRAY AVENUE			0.0%	0
WYNEHAM ROAD			0.0%	0
Outside area			0.0%	0
			<i>answered question</i>	10
			<i>skipped question</i>	0

6. Postcode:		
		Response Count
		10
		<i>answered question</i>
		10
		<i>skipped question</i>
		0

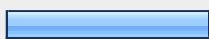
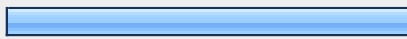
7. Is this address			
		Response Percent	Response Count
residential only		70.0%	7
business only		10.0%	1
both residential and business		30.0%	3
<i>answered question</i>			10
<i>skipped question</i>			0



8. How many vehicles do you park on the road?			
		Response Percent	Response Count
None		10.0%	1
1		40.0%	4
2 or more		20.0%	2
I dont have a vehicle		30.0%	3
<i>answered question</i>			10
<i>skipped question</i>			0




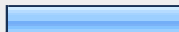
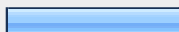

9. Do you have off-street parking?			
		Response Percent	Response Count
Yes		20.0%	2
No		80.0%	8
<i>answered question</i>			10
<i>skipped question</i>			0

10. Please rate the ability to find an on-street parking space near this address?							
	1	2	3	4	5	Rating Average	Response Count
a) Yourself	42.9% (3)	14.3% (1)	28.6% (2)	14.3% (1)	0.0% (0)	1.00	7
b) Your visitors	33.3% (3)	22.2% (2)	22.2% (2)	0.0% (0)	22.2% (2)	1.00	9
	<i>answered question</i>						10
	<i>skipped question</i>						0

11. When do you or your visitors experience the most difficulty in finding a space, if any? Please give days and times		Response Count
		8
	<i>answered question</i>	8
	<i>skipped question</i>	2

12. Do you want controlled parking to be introduced in your street?			
		Response Percent	Response Count
Yes		33.3%	3
No		66.7%	6
	<i>answered question</i>		9
	<i>skipped question</i>		1

13. If you answered No to "you don't want a CPZ" would you change your mind if a CPZ was introduced in an adjacent street?			
		Response Percent	Response Count
Yes		16.7%	1
No		83.3%	5
<i>answered question</i>			6
<i>skipped question</i>			4

14. Please give us any other comments you have about this proposal or the consultation (common answers)			
		Response Percent	Response Count
Needed ASAP		0.0%	0
Strongly support		14.3%	1
Too cheap		0.0%	0
Stongly against		14.3%	1
Money making scheme / tax		14.3%	1
Unnecessary / no parking problem		28.6%	2
Unnecessary / infrequent parking problem		0.0%	0
Will increase difficulty for parking / it wont't work		28.6%	2
Residents have too many cars		14.3%	1
Expensive (parking permits)		0.0%	0
Expensive (need discount for OAP)		0.0%	0
No guarantee of a space		0.0%	0
<i>answered question</i>			7
<i>skipped question</i>			3

15. Please give us any other comments you have about this proposal or the consultation (verbatim)		
		Response Count
		9
	<i>answered question</i>	9
	<i>skipped question</i>	1


North Dulwich 1st stage CPZ (parking) consultation

1. Response ID #		
		Response Count
		48
	<i>answered question</i>	48
	<i>skipped question</i>	0



2. Name		
		Response Count
		40
	<i>answered question</i>	40
	<i>skipped question</i>	8


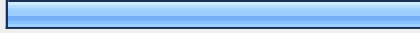


3. House / flat number:		
		Response Count
		48
	<i>answered question</i>	48
	<i>skipped question</i>	0


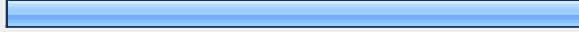
4. Street name:		
		Response Count
		48
	<i>answered question</i>	48
	<i>skipped question</i>	0

5. Street name (select)				
			Response Percent	Response Count
ARDBEG ROAD			0.0%	0
BECKWITH ROAD			0.0%	0
CASINO AVENUE			0.0%	0
DANECROFT ROAD			0.0%	0
ELFINDALE ROAD			0.0%	0
ELMWOOD ROAD			0.0%	0
FRANKFURT ROAD			0.0%	0
HALF MOON LANE			0.0%	0
HERNE HILL			0.0%	0
HOLMDENE AVENUE			100.0%	48
NAIRNE GROVE			0.0%	0
RED POST HILL			0.0%	0
SUNRAY AVENUE			0.0%	0
WYNEHAM ROAD			0.0%	0
Outside area			0.0%	0
			<i>answered question</i>	48
			<i>skipped question</i>	0

6. Postcode:		
		Response Count
		47
		<i>answered question</i>
		47
		<i>skipped question</i>
		1



7. Is this address			
		Response Percent	Response Count
residential only		97.9%	47
business only		2.1%	1
both residential and business		0.0%	0
<i>answered question</i>			48
<i>skipped question</i>			0


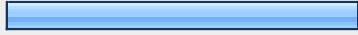
8. How many vehicles do you park on the road?			
		Response Percent	Response Count
None		2.1%	1
1		68.8%	33
2 or more		27.1%	13
I dont have a vehicle		2.1%	1
<i>answered question</i>			48
<i>skipped question</i>			0

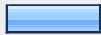
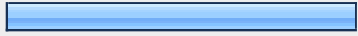






9. Do you have off-street parking?			
		Response Percent	Response Count
Yes		4.3%	2
No		95.7%	45
<i>answered question</i>			47
<i>skipped question</i>			1

10. Please rate the ability to find an on-street parking space near this address?							
	1	2	3	4	5	Rating Average	Response Count
a) Yourself	8.7% (4)	6.5% (3)	6.5% (3)	21.7% (10)	56.5% (26)	1.00	46
b) Your visitors	7.1% (3)	9.5% (4)	4.8% (2)	11.9% (5)	66.7% (28)	1.00	42
	<i>answered question</i>						47
	<i>skipped question</i>						1

11. When do you or your visitors experience the most difficulty in finding a space, if any? Please give days and times		Response Count
		48
	<i>answered question</i>	48
	<i>skipped question</i>	0

12. Do you want controlled parking to be introduced in your street?			
		Response Percent	Response Count
Yes		73.9%	34
No		26.1%	12
	<i>answered question</i>		46
	<i>skipped question</i>		2

13. If you answered No to "you don't want a CPZ" would you change your mind if a CPZ was introduced in an adjacent street?			
		Response Percent	Response Count
Yes		41.7%	5
No		58.3%	7
		<i>answered question</i>	12
		<i>skipped question</i>	36

14. Please give us any other comments you have about this proposal or the consultation (common answers)			
		Response Percent	Response Count
Needed ASAP		15.2%	5
Strongly support		57.6%	19
Too cheap		0.0%	0
Stongly against		9.1%	3
Money making scheme / tax		9.1%	3
Unnecessary / no parking problem		0.0%	0
Unnecessary / infrequent parking problem		0.0%	0
Will increase difficulty for parking / it won't work		6.1%	2
Residents have too many cars		0.0%	0
Expensive (parking permits)		9.1%	3
Expensive (need discount for OAP)		3.0%	1
No guarantee of a space		3.0%	1
		<i>answered question</i>	33
		<i>skipped question</i>	15

15. Please give us any other comments you have about this proposal or the consultation (verbatim)		
		Response Count
		45
	<i>answered question</i>	45
	<i>skipped question</i>	3


North Dulwich 1st stage CPZ (parking) consultation

1. Response ID #		
		Response Count
		2
	<i>answered question</i>	2
	<i>skipped question</i>	0

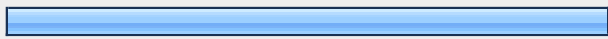
2. Name		
		Response Count
		1
	<i>answered question</i>	1
	<i>skipped question</i>	1

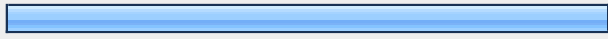
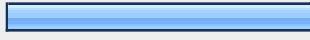
3. House / flat number:		
		Response Count
		2
	<i>answered question</i>	2
	<i>skipped question</i>	0

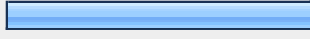
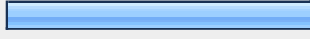
4. Street name:		
		Response Count
		2
	<i>answered question</i>	2
	<i>skipped question</i>	0

5. Street name (select)				
			Response Percent	Response Count
ARDBEG ROAD			0.0%	0
BECKWITH ROAD			0.0%	0
CASINO AVENUE			0.0%	0
DANECROFT ROAD			0.0%	0
ELFINDALE ROAD			0.0%	0
ELMWOOD ROAD			0.0%	0
FRANKFURT ROAD			0.0%	0
HALF MOON LANE			0.0%	0
HERNE HILL			0.0%	0
HOLMDENE AVENUE			0.0%	0
NAIRNE GROVE			100.0%	2
RED POST HILL			0.0%	0
SUNRAY AVENUE			0.0%	0
WYNEHAM ROAD			0.0%	0
Outside area			0.0%	0
			<i>answered question</i>	2
			<i>skipped question</i>	0

6. Postcode:		
		Response Count
		2
		<i>answered question</i>
		2
		<i>skipped question</i>
		0

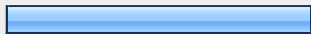

7. Is this address			
		Response Percent	Response Count
residential only		100.0%	2
business only		0.0%	0
both residential and business		0.0%	0
		<i>answered question</i>	2
		<i>skipped question</i>	0

8. How many vehicles do you park on the road?			
		Response Percent	Response Count
None		100.0%	2
1		0.0%	0
2 or more		0.0%	0
I dont have a vehicle		50.0%	1
		<i>answered question</i>	2
		<i>skipped question</i>	0

9. Do you have off-street parking?			
		Response Percent	Response Count
Yes		50.0%	1
No		50.0%	1
		<i>answered question</i>	2
		<i>skipped question</i>	0

10. Please rate the ability to find an on-street parking space near this address?							
	1	2	3	4	5	Rating Average	Response Count
a) Yourself	50.0% (1)	0.0% (0)	50.0% (1)	0.0% (0)	0.0% (0)	1.00	2
b) Your visitors	50.0% (1)	0.0% (0)	0.0% (0)	50.0% (1)	0.0% (0)	1.00	2
	<i>answered question</i>						2
	<i>skipped question</i>						0

11. When do you or your visitors experience the most difficulty in finding a space, if any? Please give days and times		Response Count
		2
	<i>answered question</i>	2
	<i>skipped question</i>	0

12. Do you want controlled parking to be introduced in your street?			
		Response Percent	Response Count
Yes		50.0%	1
No		50.0%	1
	<i>answered question</i>		2
	<i>skipped question</i>		0

13. If you answered No to "you don't want a CPZ" would you change your mind if a CPZ was introduced in an adjacent street?			
		Response Percent	Response Count
Yes		0.0%	0
No		0.0%	0
		<i>answered question</i>	0
		<i>skipped question</i>	2

14. Please give us any other comments you have about this proposal or the consultation (common answers)			
		Response Percent	Response Count
Needed ASAP		0.0%	0
Strongly support		0.0%	0
Too cheap		0.0%	0
Stongly against		0.0%	0
Money making scheme / tax		0.0%	0
Unnecessary / no parking problem		0.0%	0
Unnecessary / infrequent parking problem		0.0%	0
Will increase difficulty for parking / it won't work		0.0%	0
Residents have too many cars		0.0%	0
Expensive (parking permits)		0.0%	0
Expensive (need discount for OAP)		0.0%	0
No guarantee of a space		0.0%	0
		<i>answered question</i>	0
		<i>skipped question</i>	2

15. Please give us any other comments you have about this proposal or the consultation (verbatim)		
		Response Count
		2
	<i>answered question</i>	2
	<i>skipped question</i>	0


North Dulwich 1st stage CPZ (parking) consultation

1. Response ID #		
		Response Count
		25
	<i>answered question</i>	25
	<i>skipped question</i>	0



2. Name		
		Response Count
		18
	<i>answered question</i>	18
	<i>skipped question</i>	7

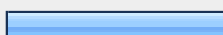


3. House / flat number:		
		Response Count
		24
	<i>answered question</i>	24
	<i>skipped question</i>	1


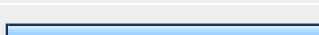
4. Street name:		
		Response Count
		25
	<i>answered question</i>	25
	<i>skipped question</i>	0

5. Street name (select)			
		Response Percent	Response Count
ARDBEG ROAD		0.0%	0
BECKWITH ROAD		0.0%	0
CASINO AVENUE		0.0%	0
DANECROFT ROAD		0.0%	0
ELFINDALE ROAD		0.0%	0
ELMWOOD ROAD		0.0%	0
FRANKFURT ROAD		0.0%	0
HALF MOON LANE		0.0%	0
HERNE HILL		0.0%	0
HOLMDENE AVENUE		0.0%	0
NAIRNE GROVE		0.0%	0
RED POST HILL		100.0%	25
SUNRAY AVENUE		0.0%	0
WYNEHAM ROAD		0.0%	0
Outside area		0.0%	0
		<i>answered question</i>	25
		<i>skipped question</i>	0

6. Postcode:		
		Response Count
		25
		<i>answered question</i>
		25
		<i>skipped question</i>
		0



7. Is this address			
		Response Percent	Response Count
residential only		96.0%	24
business only		4.0%	1
both residential and business		0.0%	0
		answered question	25
		skipped question	0

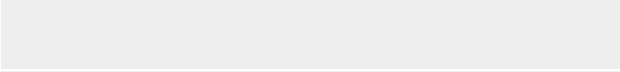
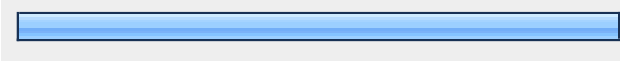
8. How many vehicles do you park on the road?			
		Response Percent	Response Count
None		36.0%	9
1		56.0%	14
2 or more		12.0%	3
I dont have a vehicle		0.0%	0
		answered question	25
		skipped question	0

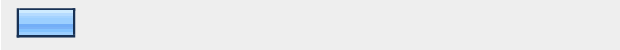
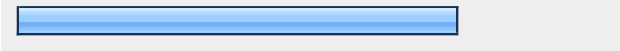
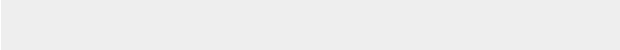
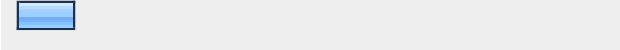
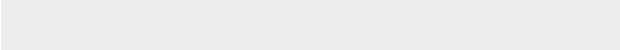
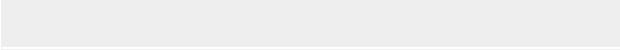
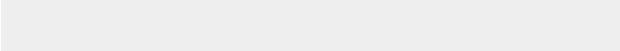
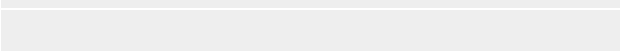
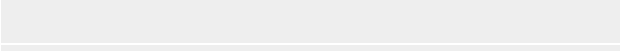
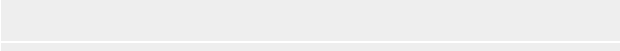
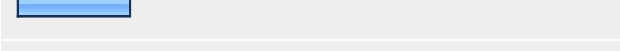

9. Do you have off-street parking?			
		Response Percent	Response Count
Yes		48.0%	12
No		52.0%	13
		answered question	25
		skipped question	0

10. Please rate the ability to find an on-street parking space near this address?							
	1	2	3	4	5	Rating Average	Response Count
a) Yourself	21.7% (5)	17.4% (4)	8.7% (2)	0.0% (0)	52.2% (12)	1.00	23
b) Your visitors	18.2% (4)	13.6% (3)	18.2% (4)	0.0% (0)	50.0% (11)	1.00	22
	<i>answered question</i>						24
	<i>skipped question</i>						1

11. When do you or your visitors experience the most difficulty in finding a space, if any? Please give days and times		Response Count
		20
	<i>answered question</i>	20
	<i>skipped question</i>	5

12. Do you want controlled parking to be introduced in your street?			
		Response Percent	Response Count
Yes		56.0%	14
No		44.0%	11
	<i>answered question</i>		25
	<i>skipped question</i>		0

13. If you answered No to "you don't want a CPZ" would you change your mind if a CPZ was introduced in an adjacent street?			
		Response Percent	Response Count
Yes		0.0%	0
No		100.0%	7
		<i>answered question</i>	7
		<i>skipped question</i>	18

14. Please give us any other comments you have about this proposal or the consultation (common answers)			
		Response Percent	Response Count
Needed ASAP		9.1%	1
Strongly support		72.7%	8
Too cheap		0.0%	0
Stongly against		9.1%	1
Money making scheme / tax		0.0%	0
Unnecessary / no parking problem		0.0%	0
Unnecessary / infrequent parking problem		0.0%	0
Will increase difficulty for parking / it won't work		0.0%	0
Residents have too many cars		0.0%	0
Expensive (parking permits)		18.2%	2
Expensive (need discount for OAP)		0.0%	0
No guarantee of a space		0.0%	0
		<i>answered question</i>	11
		<i>skipped question</i>	14

15. Please give us any other comments you have about this proposal or the consultation (verbatim)		
		Response Count
		24
	<i>answered question</i>	24
	<i>skipped question</i>	1

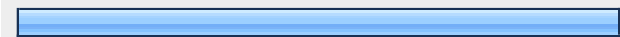
North Dulwich 1st stage CPZ (parking) consultation

1. Response ID #		
		Response Count
		22
	<i>answered question</i>	22
	<i>skipped question</i>	0


2. Name		
		Response Count
		18
	<i>answered question</i>	18
	<i>skipped question</i>	4

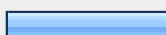


3. House / flat number:		
		Response Count
		20
	<i>answered question</i>	20
	<i>skipped question</i>	2

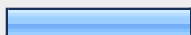
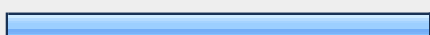
4. Street name:		
		Response Count
		22
	<i>answered question</i>	22
	<i>skipped question</i>	0

5. Street name (select)			
		Response Percent	Response Count
ARDBEG ROAD		0.0%	0
BECKWITH ROAD		0.0%	0
CASINO AVENUE		0.0%	0
DANECROFT ROAD		0.0%	0
ELFINDALE ROAD		0.0%	0
ELMWOOD ROAD		0.0%	0
FRANKFURT ROAD		0.0%	0
HALF MOON LANE		0.0%	0
HERNE HILL		0.0%	0
HOLMDENE AVENUE		0.0%	0
NAIRNE GROVE		0.0%	0
RED POST HILL		0.0%	0
SUNRAY AVENUE		100.0%	22
WYNEHAM ROAD		0.0%	0
Outside area		0.0%	0
		answered question	22
		skipped question	0

6. Postcode:		
		Response Count
		21
		answered question
		21
		skipped question
		1

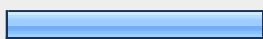
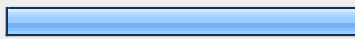
7. Is this address			
		Response Percent	Response Count
residential only		100.0%	21
business only		0.0%	0
both residential and business		0.0%	0
		answered question	21
		skipped question	1


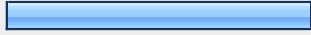
8. How many vehicles do you park on the road?			
		Response Percent	Response Count
None		26.3%	5
1		68.4%	13
2 or more		0.0%	0
I dont have a vehicle		10.5%	2
		answered question	19
		skipped question	3

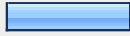
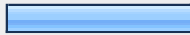
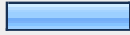

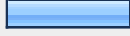
9. Do you have off-street parking?			
		Response Percent	Response Count
Yes		30.0%	6
No		70.0%	14
		answered question	20
		skipped question	2

10. Please rate the ability to find an on-street parking space near this address?							
	1	2	3	4	5	Rating Average	Response Count
a) Yourself	31.3% (5)	0.0% (0)	12.5% (2)	25.0% (4)	31.3% (5)	1.00	16
b) Your visitors	20.0% (3)	0.0% (0)	13.3% (2)	20.0% (3)	46.7% (7)	1.00	15
	<i>answered question</i>						18
	<i>skipped question</i>						4

11. When do you or your visitors experience the most difficulty in finding a space, if any? Please give days and times		Response Count
		19
	<i>answered question</i>	19
	<i>skipped question</i>	3

12. Do you want controlled parking to be introduced in your street?			
		Response Percent	Response Count
Yes		42.1%	8
No		57.9%	11
	<i>answered question</i>		19
	<i>skipped question</i>		3

13. If you answered No to "you don't want a CPZ" would you change your mind if a CPZ was introduced in an adjacent street?				
			Response Percent	Response Count
Yes			50.0%	4
No			50.0%	4
			<i>answered question</i>	8
			<i>skipped question</i>	14

14. Please give us any other comments you have about this proposal or the consultation (common answers)				
			Response Percent	Response Count
Needed ASAP			0.0%	0
Strongly support			20.0%	2
Too cheap			0.0%	0
Stongly against			30.0%	3
Money making scheme / tax			20.0%	2
Unnecessary / no parking problem			0.0%	0
Unnecessary / infrequent parking problem			0.0%	0
Will increase difficulty for parking / it won't work			10.0%	1
Residents have too many cars			0.0%	0
Expensive (parking permits)			20.0%	2
Expensive (need discount for OAP)			0.0%	0
No guarantee of a space			0.0%	0
			<i>answered question</i>	10
			<i>skipped question</i>	12

15. Please give us any other comments you have about this proposal or the consultation (verbatim)		
		Response Count
		22
	<i>answered question</i>	22
	<i>skipped question</i>	0

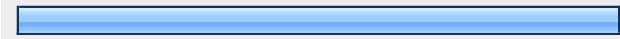
North Dulwich 1st stage CPZ (parking) consultation

1. Response ID #		
		Response Count
		13
	<i>answered question</i>	13
	<i>skipped question</i>	0


2. Name		
		Response Count
		9
	<i>answered question</i>	9
	<i>skipped question</i>	4


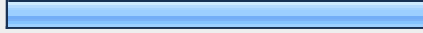

3. House / flat number:		
		Response Count
		13
	<i>answered question</i>	13
	<i>skipped question</i>	0


4. Street name:		
		Response Count
		13
	<i>answered question</i>	13
	<i>skipped question</i>	0

5. Street name (select)			Response Percent	Response Count
ARDBEG ROAD			0.0%	0
BECKWITH ROAD			0.0%	0
CASINO AVENUE			0.0%	0
DANECROFT ROAD			0.0%	0
ELFINDALE ROAD			0.0%	0
ELMWOOD ROAD			0.0%	0
FRANKFURT ROAD			0.0%	0
HALF MOON LANE			0.0%	0
HERNE HILL			0.0%	0
HOLMDENE AVENUE			0.0%	0
NAIRNE GROVE			0.0%	0
RED POST HILL			0.0%	0
SUNRAY AVENUE			0.0%	0
WYNEHAM ROAD			100.0%	13
Outside area			0.0%	0
		answered question		13
		skipped question		0

6. Postcode:			Response Count
			13
		answered question	13
		skipped question	0

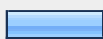
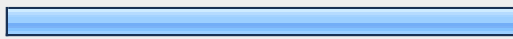
7. Is this address			
		Response Percent	Response Count
residential only		100.0%	13
business only		0.0%	0
both residential and business		0.0%	0
		answered question	13
		skipped question	0


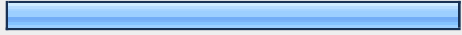
8. How many vehicles do you park on the road?			
		Response Percent	Response Count
None		7.7%	1
1		69.2%	9
2 or more		23.1%	3
I dont have a vehicle		0.0%	0
		answered question	13
		skipped question	0

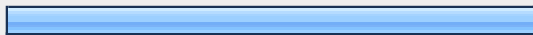

9. Do you have off-street parking?			
		Response Percent	Response Count
Yes		0.0%	0
No		100.0%	12
		answered question	12
		skipped question	1

10. Please rate the ability to find an on-street parking space near this address?							
	1	2	3	4	5	Rating Average	Response Count
a) Yourself	69.2% (9)	23.1% (3)	0.0% (0)	0.0% (0)	7.7% (1)	1.00	13
b) Your visitors	66.7% (8)	25.0% (3)	0.0% (0)	0.0% (0)	8.3% (1)	1.00	12
<i>answered question</i>							13
<i>skipped question</i>							0

11. When do you or your visitors experience the most difficulty in finding a space, if any? Please give days and times		Response Count
		11
<i>answered question</i>		11
<i>skipped question</i>		2

12. Do you want controlled parking to be introduced in your street?			
		Response Percent	Response Count
Yes		15.4%	2
No		84.6%	11
<i>answered question</i>			13
<i>skipped question</i>			0

13. If you answered No to "you don't want a CPZ" would you change your mind if a CPZ was introduced in an adjacent street?			
		Response Percent	Response Count
Yes		25.0%	2
No		75.0%	6
		<i>answered question</i>	8
		<i>skipped question</i>	5

14. Please give us any other comments you have about this proposal or the consultation (common answers)			
		Response Percent	Response Count
Needed ASAP		0.0%	0
Strongly support		0.0%	0
Too cheap		0.0%	0
Stongly against		87.5%	7
Money making scheme / tax		12.5%	1
Unnecessary / no parking problem		0.0%	0
Unnecessary / infrequent parking problem		0.0%	0
Will increase difficulty for parking / it won't work		0.0%	0
Residents have too many cars		0.0%	0
Expensive (parking permits)		0.0%	0
Expensive (need discount for OAP)		0.0%	0
No guarantee of a space		0.0%	0
		<i>answered question</i>	8
		<i>skipped question</i>	5

15. Please give us any other comments you have about this proposal or the consultation (verbatim)		
		Response Count
		11
	<i>answered question</i>	11
	<i>skipped question</i>	2

North Dulwich 1st stage CPZ (parking) consultation

1. Response ID #		
		Response Count
		369
	<i>answered question</i>	369
	<i>skipped question</i>	0




2. Name		
		Response Count
		286
	<i>answered question</i>	286
	<i>skipped question</i>	83





3. House / flat number:		
		Response Count
		364
	<i>answered question</i>	364
	<i>skipped question</i>	5


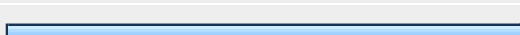
4. Street name:		
		Response Count
		368
	<i>answered question</i>	368
	<i>skipped question</i>	1

5. Street name (select)				
			Response Percent	Response Count
ARDBEG ROAD	<input type="checkbox"/>		4.6%	17
BECKWITH ROAD	<input type="checkbox"/>		10.1%	37
CASINO AVENUE	<input type="checkbox"/>		9.0%	33
DANECROFT ROAD	<input type="checkbox"/>		10.3%	38
ELFINDALE ROAD	<input type="checkbox"/>		13.0%	48
ELMWOOD ROAD	<input type="checkbox"/>		7.1%	26
FRANKFURT ROAD	<input type="checkbox"/>		9.8%	36
HALF MOON LANE	<input type="checkbox"/>		2.4%	9
HERNE HILL	<input type="checkbox"/>		2.7%	10
HOLMDENE AVENUE	<input type="checkbox"/>		13.0%	48
NAIRNE GROVE	<input type="checkbox"/>		0.5%	2
RED POST HILL	<input type="checkbox"/>		6.8%	25
SUNRAY AVENUE	<input type="checkbox"/>		6.0%	22
WYNEHAM ROAD	<input type="checkbox"/>		3.5%	13
Outside area	<input type="checkbox"/>		1.1%	4
			answered question	368
			skipped question	1

6. Postcode:				
			Response Count	
			366	
			answered question	366
			skipped question	3

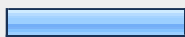
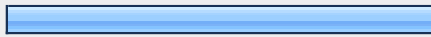
7. Is this address			
		Response Percent	Response Count
residential only		97.8%	359
business only		1.1%	4
both residential and business		1.4%	5
		answered question	367
		skipped question	2


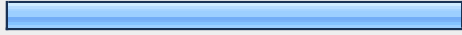
8. How many vehicles do you park on the road?			
		Response Percent	Response Count
None		9.9%	36
1		68.3%	248
2 or more		16.8%	61
I dont have a vehicle		6.1%	22
		answered question	363
		skipped question	6


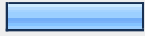
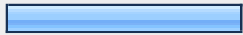
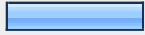




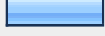


9. Do you have off-street parking?			
		Response Percent	Response Count
Yes		14.5%	50
No		85.5%	295
		answered question	345
		skipped question	24

10. Please rate the ability to find an on-street parking space near this address?							
	1	2	3	4	5	Rating Average	Response Count
a) Yourself	45.4% (154)	15.6% (53)	9.4% (32)	10.3% (35)	19.2% (65)	1.00	339
b) Your visitors	41.1% (134)	18.1% (59)	8.9% (29)	8.6% (28)	23.3% (76)	1.00	326
	<i>answered question</i>						357
	<i>skipped question</i>						12

11. When do you or your visitors experience the most difficulty in finding a space, if any? Please give days and times		Response Count
		320
	<i>answered question</i>	320
	<i>skipped question</i>	49

12. Do you want controlled parking to be introduced in your street?			
		Response Percent	Response Count
Yes		29.3%	104
No		70.7%	251
	<i>answered question</i>		355
	<i>skipped question</i>		14

13. If you answered No to "you don't want a CPZ" would you change your mind if a CPZ was introduced in an adjacent street?			
		Response Percent	Response Count
Yes		24.3%	43
No		75.7%	134
		<i>answered question</i>	177
		<i>skipped question</i>	192

14. Please give us any other comments you have about this proposal or the consultation (common answers)			
		Response Percent	Response Count
Needed ASAP		4.6%	8
Strongly support		22.4%	39
Too cheap		0.0%	0
Stongly against		38.5%	67
Money making scheme / tax		22.4%	39
Unnecessary / no parking problem		13.8%	24
Unnecessary / infrequent parking problem		0.6%	1
Will increase difficulty for parking / it won't work		4.0%	7
Residents have too many cars		1.1%	2
Expensive (parking permits)		15.5%	27
Expensive (need discount for OAP)		1.1%	2
No guarantee of a space		2.3%	4
		<i>answered question</i>	174
		<i>skipped question</i>	195

15. Please give us any other comments you have about this proposal or the consultation (verbatim)		
		Response Count
		328
	<i>answered question</i>	328
	<i>skipped question</i>	41

North Dulwich 1st stage CPZ consultation

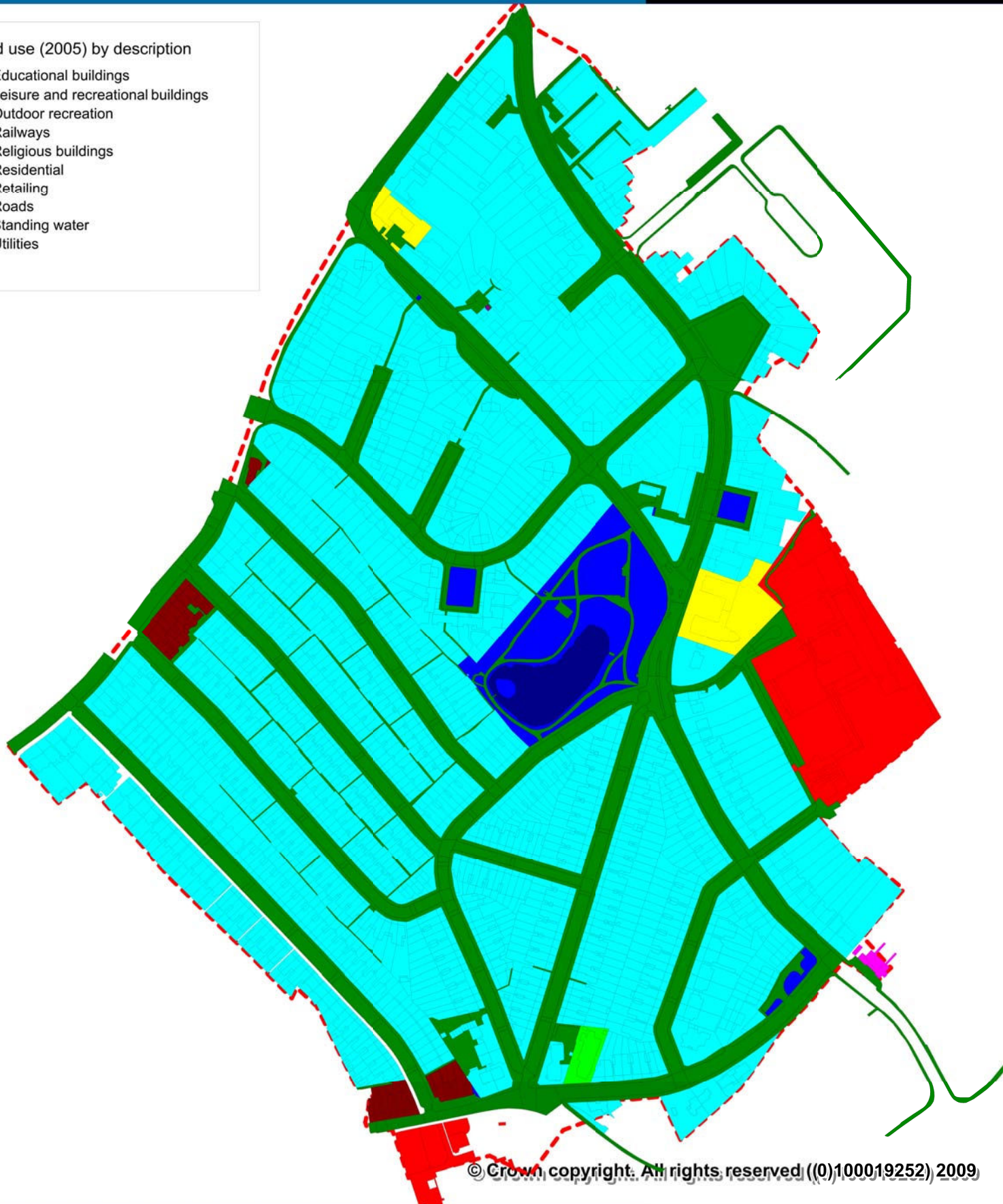
Appendix 5

Land use (Ordnance Survey 2005)

Jan 2010

Land use (2005) by description

- Educational buildings
- Leisure and recreational buildings
- Outdoor recreation
- Railways
- Religious buildings
- Residential
- Retailing
- Roads
- Standing water
- Utilities



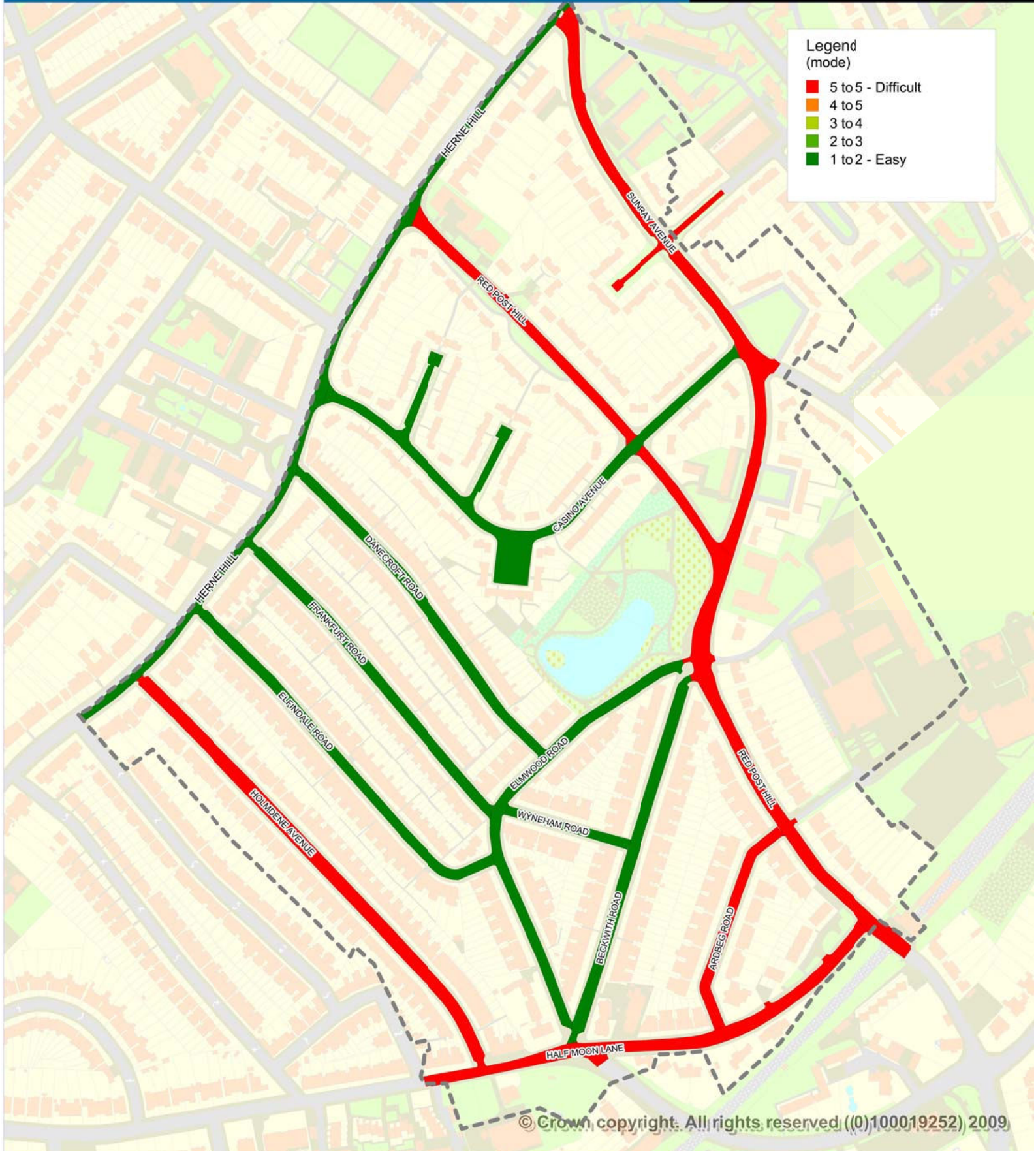
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North Dulwich 1st stage CPZ consultation Appendix 6



Rate the ease of parking on-street (you)

March 2010



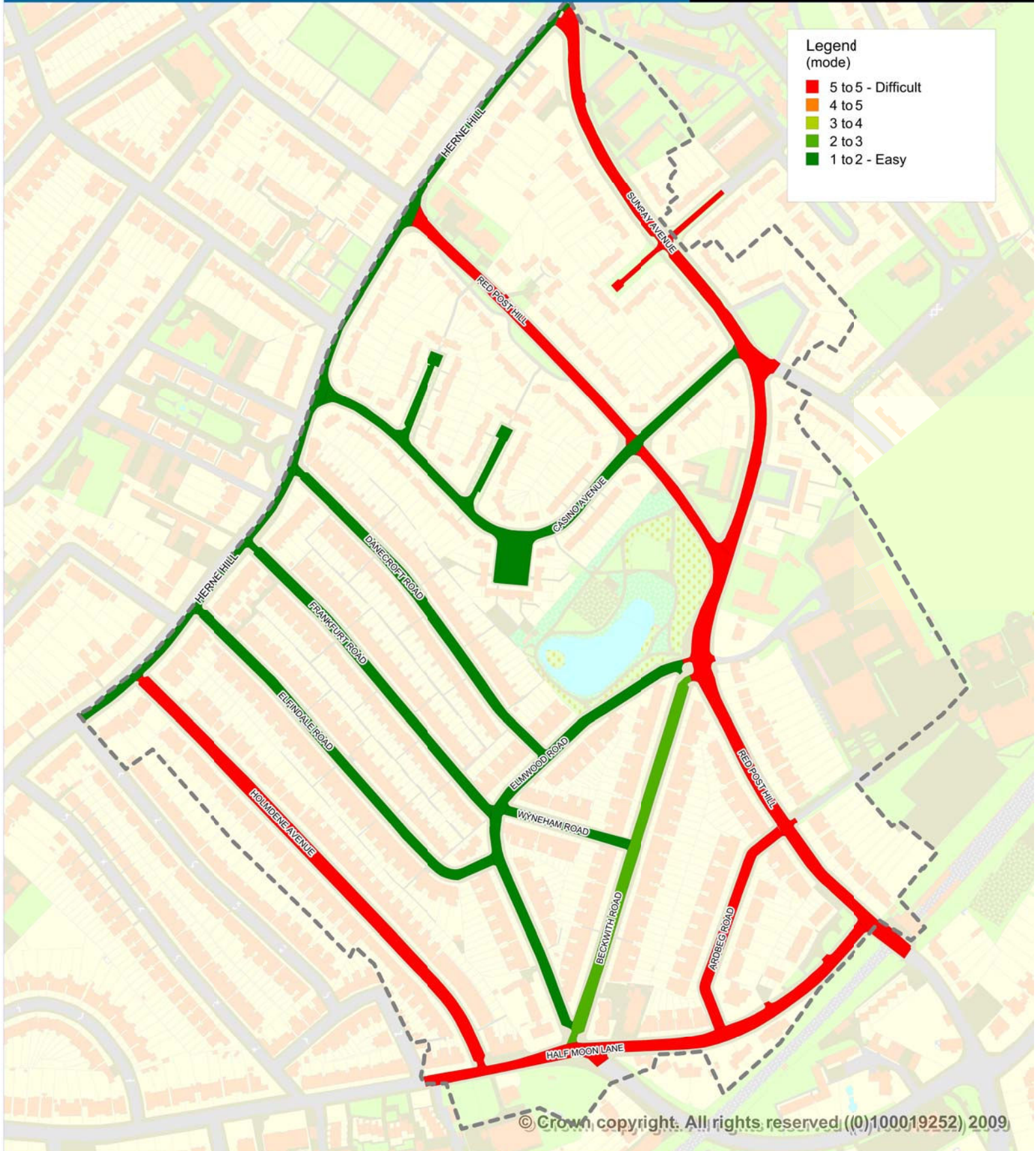
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North Dulwich 1st stage CPZ consultation Appendix 7



Rate the ease of parking on-street (visitors)

March 2010



SURVEY TIME:

Thursday 19/11/2009 0700 - 1900
Saturday 21/11/2009 0700 - 1900

Values are number of Bays

1 bay is approximately 5.0 m

STREET NAME	PARKING RESTRICTION																	Total					
	ACCESS	BUS LANE/SINGLE YELLOW	BUS STOP	BUS STOP/DOUBLE YELLOW LINE	BUS STOP/SINGLE YELLOW	CYCLE LANE	DISABLED BAY	DOUBLE YELLOW	DOUBLE YELLOW/DROP KERB	DROP KERB/SINGLE YELLOW	LOADING BAY	NO PARKING	PARKING BAY	PEDESTRIAN CROSSING	SINGLE YELLOW - DESIRABLE	SINGLE YELLOW - UNDESIRABLE	SINGLE YELLOW/ACCESS		UNRESTRICTED BAY	UNRESTRICTED BAY/DROP KERB	WHITE LINE	WHITE LINE/DROP KERB	ZIG ZAG
ARBEG ROAD							5	1				2						63	9		2		82
BECKWITH ROAD							6	3				1						111	2		5		128
CASINO AVENUE							3	40	4	2					4	5		198	20	2	4		282
DANECROFT ROAD																		123	4				127
ELFINDALE ROAD							1	2	2				2					129	5		1		144
ELMWOOD ROAD							1	5					1					132	10		1		150
FRANKFURT ROAD							1	2	2				1					111	4				121
HALF MOON LANE	1						47	11						1	5			58			2	8	141
HERNE HILL		22					5		10				4	3	44	2	4					4	108
HOLMDENE AVENUE							1	4	2		2		2					158	10		2		181
RED POST HILL	2		3		28	14	1	15	3	2				9	6	2		141	24		1	29	280
SUNRAY AVENUE	2			5			1	3						9	8			232	23		4	9	296
WYNEHAM ROAD																		45	1				46
Total	5	22	4	5	45	14	9	134	28	14	2	3	9	23	69	9	4	1501	112	2	22	50	2086

SURVEY TIME: Thursday 19/11/2009 0700 - 1900
Saturday 21/11/2009 0700 - 1900

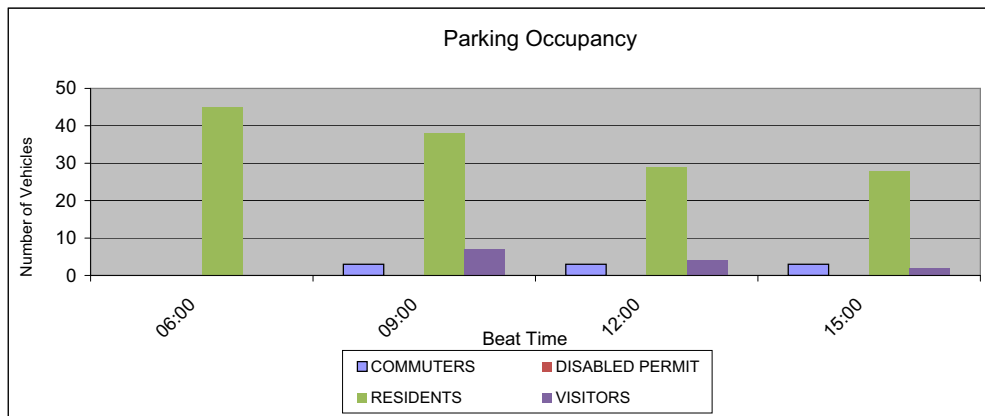
Values are number of Vehicles

day	Street Name	Duration		00:00		03:00		06:00		09:00		09:00:00 Total	
		00:00	03:00	00:00:00 Total	03:00:00 Total	06:00:00 Total	09:00:00 Total	09:00:00 Total					
Thursday	ARDBEG ROAD			10	16	9	33	1	34				
	BECKWITH ROAD			37	19	11	63	1	65				
	CASINO AVENUE			34	25	1	73	1	75				
	DANECROFT ROAD			27	21	13	47	1	47				
	ELFINDALE ROAD			57	21	15	56	1	58				
	ELMWOOD ROAD	1		37	31	21	42	1	43				
	FRANKFURT ROAD			38	33	5	48	1	48				
	HALF MOON LANE			1	3	2	45	1	46				
	HERNE HILL			6	1								
	HOLMDENE AVENUE	1		63	41	17	78	1	80				
	RED POST HILL			19	18	20	45	1	45				
	SUNRAY AVENUE			26	22	13	80	1	80				
	Saturday	WYNEHAM ROAD			11	14	7	19	1	19			
ARDBEG ROAD				20	17	7	20	1	21				
BECKWITH ROAD		1		54	31	10	36	1	36				
CASINO AVENUE				28	28	4	60	1	62				
DANECROFT ROAD				35	14	6	43	1	43				
ELFINDALE ROAD				48	2	8	51	1	53				
ELMWOOD ROAD		1		44	31	7	32	1	32				
FRANKFURT ROAD				26	24	9	44	1	45				
HALF MOON LANE				29	18	2	41	1	41				
HERNE HILL				7	18	2	22	1	22				
HOLMDENE AVENUE		1		53	45	19	65	1	65				
RED POST HILL				25	15	1	22	1	23				
SUNRAY AVENUE				19	20	1	28	1	28				
WYNEHAM ROAD			13	15	6	14	1	14					

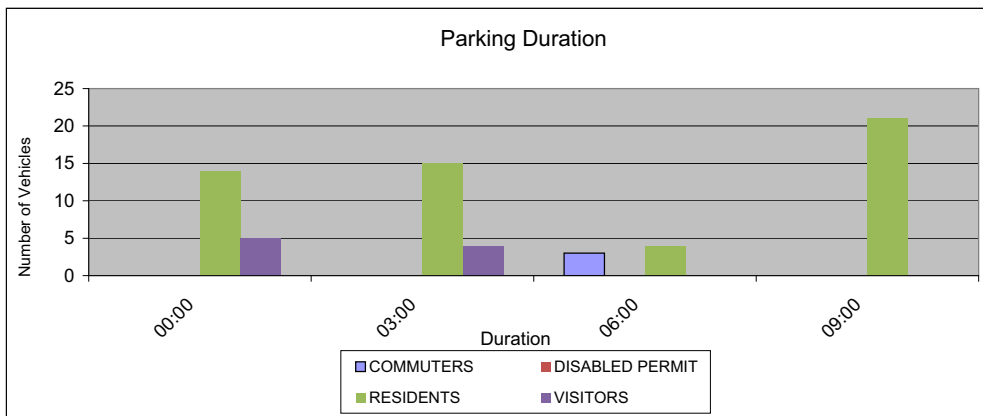
Saturday 21/11/2009 0700 - 1900

	ACCESS	BUS LANES/SINGLE YELLOW	BUS STOP	BUS STOP/DOUBLE YELLOW LINE	BUS STOP/SINGLE YELLOW	CYCLE LANE	DISABLED BAY	DOUBLE YELLOW	DOUBLE YELLOW/DROP KERB	DROP KERB/SINGLE YELLOW	LOADING BAY	NO PARKING	PARKING BAY	PEDESTRIAN CROSSING	SINGLE YELLOW - DESIRABLE	SINGLE YELLOW - UNDESIRABLE	SINGLE YELLOW/ACCESS	UNRESTRICTED BAY	UNRESTRICTED BAY/DROP KERB	WHITE LINE	WHITE LINE/DROP KERB	ZIG ZAG
ARDBEG ROAD	0	0	0	0	0	0	0	5	1	0	0	2	0	0	0	0	0	63	9	0	2	0

Parking Occupancy	Parking Spaces				Total	Percentage			
	06:00	09:00	12:00	15:00		06:00	09:00	12:00	15:00
COMMUTERS	0	3	3	3	63	0%	5%	5%	5%
DISABLED PERMIT	0	0	0	0		0%	0%	0%	0%
RESIDENTS	45	38	29	28		71%	60%	46%	44%
VISITORS	0	7	4	2		0%	11%	6%	3%
Total	45	48	36	33		71%	76%	57%	52%



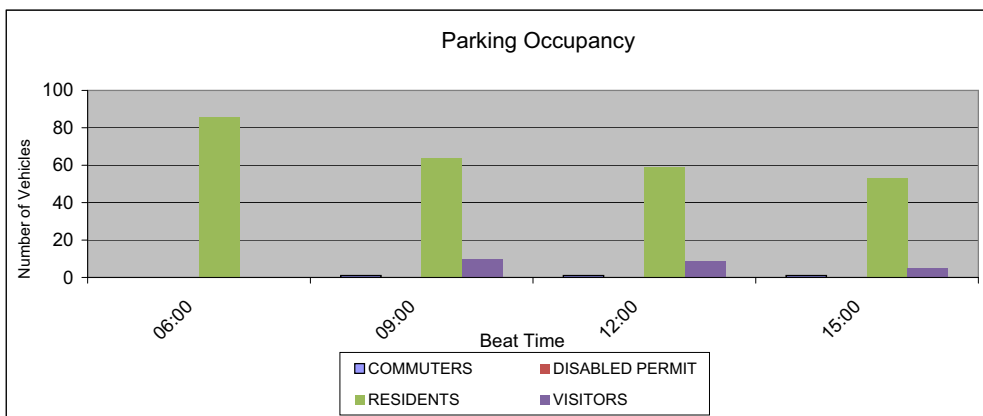
Parking Occupancy	Parking Spaces				Total	Percentage			
	00:00	03:00	06:00	09:00		00:00	03:00	06:00	09:00
COMMUTERS	0	0	3	0	63	0%	0%	5%	0%
DISABLED PERMIT	0	0	0	0		0%	0%	0%	0%
RESIDENTS	14	15	4	21		22%	24%	6%	33%
VISITORS	5	4	0	0		8%	6%	0%	0%



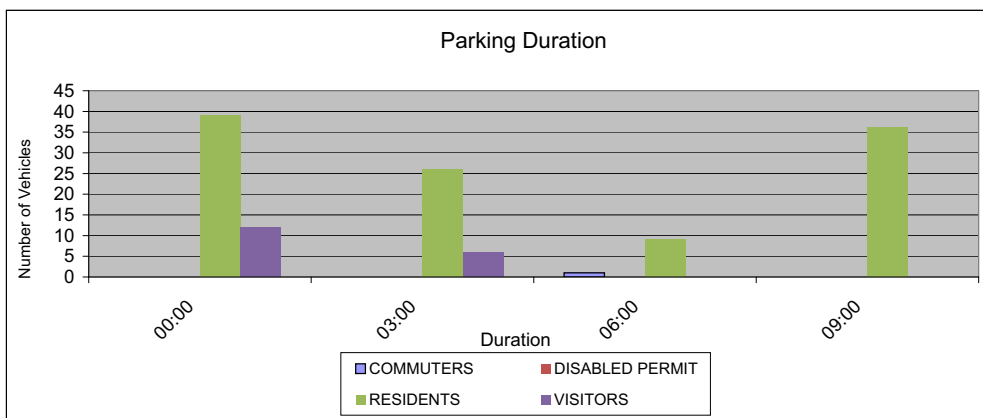
Saturday 21/11/2009 0700 - 1900

	ACCESS	BUS LANES/SINGLE YELLOW	BUS STOP	BUS STOP/DOUBLE YELLOW LINE	BUS STOP/SINGLE YELLOW	CYCLE LANE	DISABLED BAY	DOUBLE YELLOW	DOUBLE YELLOW/DROP KERB	DROP KERB/SINGLE YELLOW	LOADING BAY	NO PARKING	PARKING BAY	PEDESTRIAN CROSSING	SINGLE YELLOW - DESIRABLE	SINGLE YELLOW - UNDESIRABLE	SINGLE YELLOW/ACCESS	UNRESTRICTED BAY	UNRESTRICTED BAY/DROP KERB	WHITE LINE	WHITE LINE/DROP KERB	ZIG ZAG
BECKWITH ROAD	0	0	0	0	0	0	0	6	3	0	0	1	0	0	0	0	0	111	2	0	5	0

Parking Occupancy	Parking Spaces				Total	Percentage			
	06:00	09:00	12:00	15:00		06:00	09:00	12:00	15:00
COMMUTERS	0	1	1	1	111	0%	1%	1%	1%
DISABLED PERMIT	0	0	0	0		0%	0%	0%	0%
RESIDENTS	86	64	59	53		77%	58%	53%	48%
VISITORS	0	10	9	5		0%	9%	8%	5%
Total	86	75	69	59		77%	68%	62%	53%



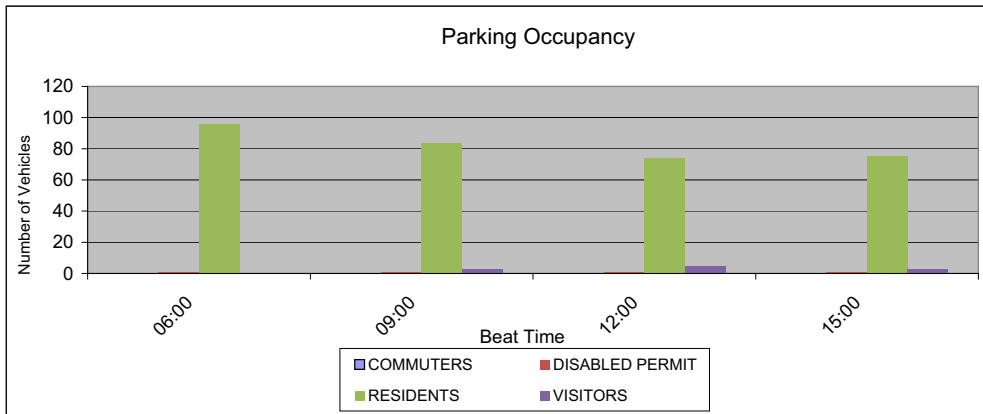
Parking Occupancy	Parking Spaces				Total	Percentage			
	00:00	03:00	06:00	09:00		00:00	03:00	06:00	09:00
COMMUTERS	0	0	1	0	111	0%	0%	1%	0%
DISABLED PERMIT	0	0	0	0		0%	0%	0%	0%
RESIDENTS	39	26	9	36		35%	23%	8%	32%
VISITORS	12	6	0	0		11%	5%	0%	0%



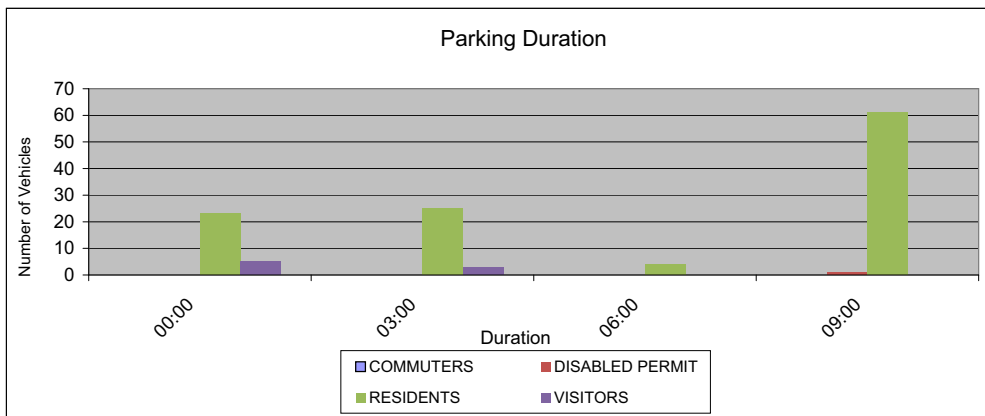
Saturday 21/11/2009 0700 - 1900

	ACCESS	BUS LANES/SINGLE YELLOW	BUS STOP	BUS STOP/DOUBLE YELLOW LINE	BUS STOP/SINGLE YELLOW	CYCLE LANE	DISABLED BAY	DOUBLE YELLOW	DOUBLE YELLOW/DROP KERB	DROP KERB/SINGLE YELLOW	LOADING BAY	NO PARKING	PARKING BAY	PEDESTRIAN CROSSING	SINGLE YELLOW - DESIRABLE	SINGLE YELLOW - UNDESIRABLE	SINGLE YELLOW/ACCESS	UNRESTRICTED BAY	UNRESTRICTED BAY/DROP KERB	WHITE LINE	WHITE LINE/DROP KERB	ZIG ZAG
CASINO AVENUE	0	0	0	0	0	0	3	40	4	2	0	0	0	0	4	5	0	198	20	2	4	0

Parking Occupancy	06:00				09:00				12:00				15:00				Parking Spaces					
	06:00	09:00	12:00	15:00	06:00	09:00	12:00	15:00	06:00	09:00	12:00	15:00	06:00	09:00	12:00	15:00						
COMMUTERS	0	0	0	0	198	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
DISABLED PERMIT	1	1	1	1	1	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
RESIDENTS	96	84	74	75	75	48%	42%	37%	38%	48%	42%	37%	38%	48%	42%	37%	38%	48%	42%	37%	38%	48%
VISITORS	0	3	5	3	3	0%	2%	3%	2%	0%	2%	3%	2%	0%	2%	3%	2%	0%	2%	3%	2%	0%
Total	97	88	80	79	79	49%	44%	40%	40%	49%	44%	40%	40%	49%	44%	40%	40%	49%	44%	40%	40%	49%



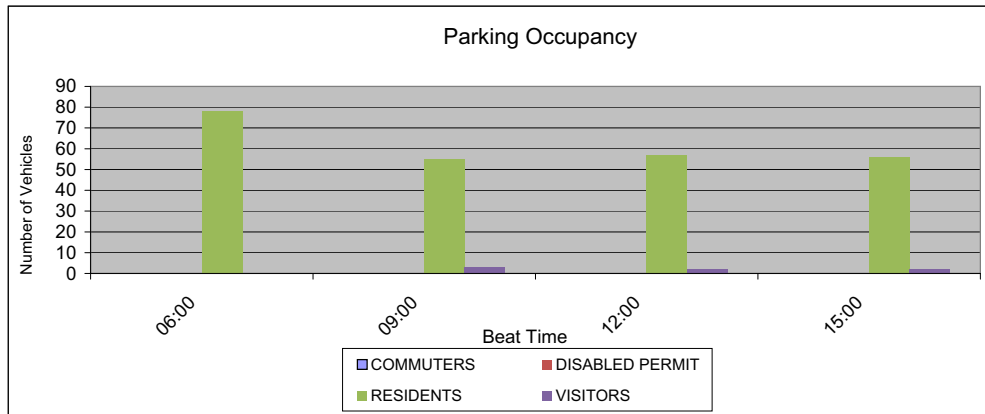
Parking Occupancy	00:00				03:00				06:00				09:00				Parking Spaces					
	00:00	03:00	06:00	09:00	00:00	03:00	06:00	09:00	00:00	03:00	06:00	09:00	00:00	03:00	06:00	09:00						
COMMUTERS	0	0	0	0	198	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
DISABLED PERMIT	0	0	0	1	1	0%	0%	0%	1%	0%	0%	0%	1%	0%	0%	0%	1%	0%	0%	0%	1%	0%
RESIDENTS	23	25	4	61	61	12%	13%	2%	31%	12%	13%	2%	31%	12%	13%	2%	31%	12%	13%	2%	31%	12%
VISITORS	5	3	0	0	0	3%	2%	0%	0%	3%	2%	0%	0%	3%	2%	0%	0%	3%	2%	0%	0%	3%



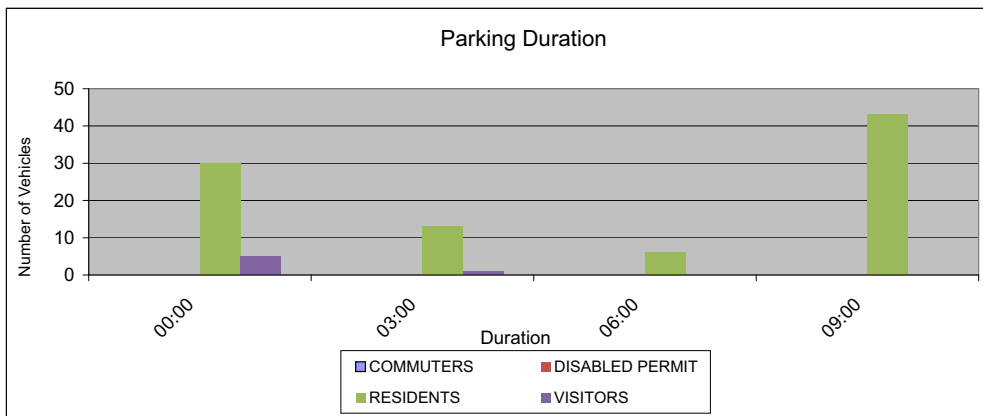
Saturday 21/11/2009 0700 - 1900

	ACCESS	BUS LANES/SINGLE YELLOW	BUS STOP	BUS STOP/DOUBLE YELLOW LINE	BUS STOP/SINGLE YELLOW	CYCLE LANE	DISABLED BAY	DOUBLE YELLOW	DOUBLE YELLOW/DROP KERB	DROP KERB/SINGLE YELLOW	LOADING BAY	NO PARKING	PARKING BAY	PEDESTRIAN CROSSING	SINGLE YELLOW - DESIRABLE	SINGLE YELLOW - UNDESIRABLE	SINGLE YELLOW/ACCESS	UNRESTRICTED BAY	UNRESTRICTED BAY/DROP KERB	WHITE LINE	WHITE LINE/DROP KERB	ZIG ZAG
DANECROFT ROAD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	123	4	0	0	0

Parking Occupancy	06:00				09:00				12:00				15:00				Parking Spaces					
	06:00	09:00	12:00	15:00	06:00	09:00	12:00	15:00	06:00	09:00	12:00	15:00	06:00	09:00	12:00	15:00						
COMMUTERS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	123	0%	0%	0%	0%
DISABLED PERMIT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%
RESIDENTS	78	55	57	56	63%	45%	46%	46%	63%	45%	46%	46%	63%	45%	46%	46%	63%	45%	46%	46%	63%	45%
VISITORS	0	3	2	2	0%	2%	2%	2%	0%	2%	2%	2%	0%	2%	2%	2%	0%	2%	2%	2%	0%	2%
Total	78	58	59	58	63%	47%	48%	47%	63%	47%	48%	47%	63%	47%	48%	47%	63%	47%	48%	47%	63%	47%



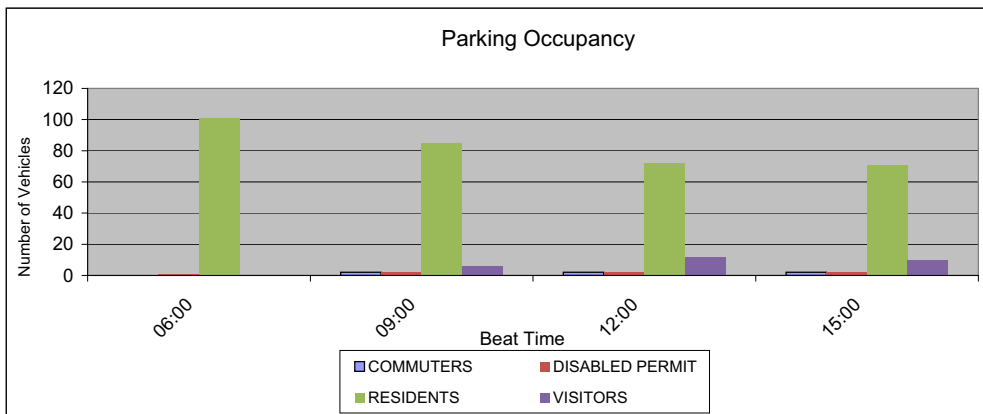
Parking Occupancy	00:00				03:00				06:00				09:00				Parking Spaces				
	00:00	03:00	06:00	09:00	00:00	03:00	06:00	09:00	00:00	03:00	06:00	09:00	00:00	03:00	06:00	09:00					
COMMUTERS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	123	0%	0%	0%	0%
DISABLED PERMIT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%
RESIDENTS	30	13	6	43	24%	11%	5%	35%	24%	11%	5%	35%	24%	11%	5%	35%	24%	11%	5%	35%	24%
VISITORS	5	1	0	0	4%	1%	0%	0%	4%	1%	0%	0%	4%	1%	0%	0%	4%	1%	0%	0%	4%



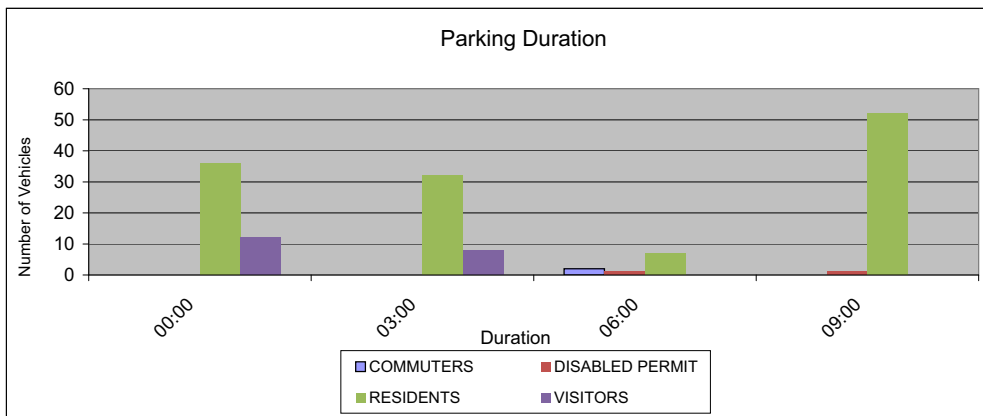
Saturday 21/11/2009 0700 - 1900

	ACCESS	BUS LANES/SINGLE YELLOW	BUS STOP	BUS STOP/DOUBLE YELLOW LINE	BUS STOP/SINGLE YELLOW	CYCLE LANE	DISABLED BAY	DOUBLE YELLOW	DOUBLE YELLOW/DROP KERB	DROP KERB/SINGLE YELLOW	LOADING BAY	NO PARKING	PARKING BAY	PEDESTRIAN CROSSING	SINGLE YELLOW - DESIRABLE	SINGLE YELLOW - UNDESIRABLE	SINGLE YELLOW/ACCESS	UNRESTRICTED BAY	UNRESTRICTED BAY/DROP KERB	WHITE LINE	WHITE LINE/DROP KERB	ZIG ZAG
ELFINDALE ROAD	0	0	0	0	0	0	1	2	2	0	0	0	2	0	2	0	0	129	5	0	1	0

Parking Occupancy	Parking Spaces				Total	Percentage			
	06:00	09:00	12:00	15:00		06:00	09:00	12:00	15:00
COMMUTERS	0	2	2	2	131	0%	2%	2%	2%
DISABLED PERMIT	1	2	2	2		1%	2%	2%	2%
RESIDENTS	101	85	72	71		77%	65%	55%	54%
VISITORS	0	6	12	10		0%	5%	9%	8%
Total	102	95	88	85		78%	73%	67%	65%



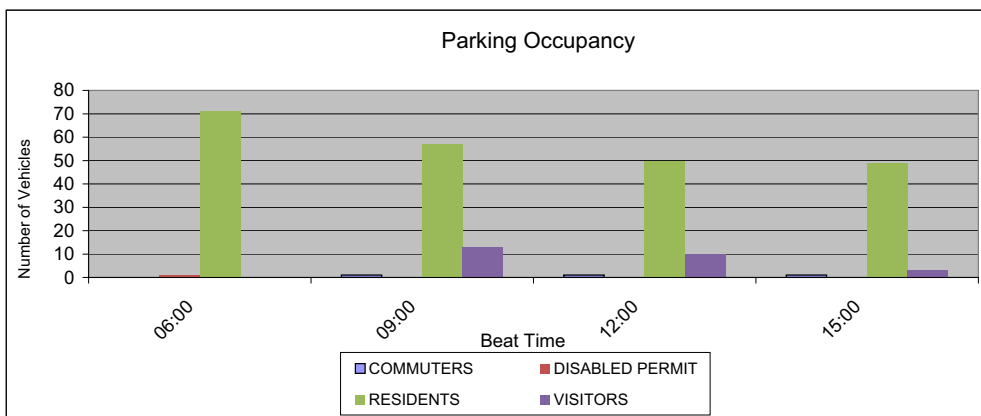
Parking Occupancy	Parking Spaces				Total	Percentage			
	00:00	03:00	06:00	09:00		00:00	03:00	06:00	09:00
COMMUTERS	0	0	2	0	131	0%	0%	2%	0%
DISABLED PERMIT	0	0	1	1		0%	0%	1%	1%
RESIDENTS	36	32	7	52		27%	24%	5%	40%
VISITORS	12	8	0	0		9%	6%	0%	0%



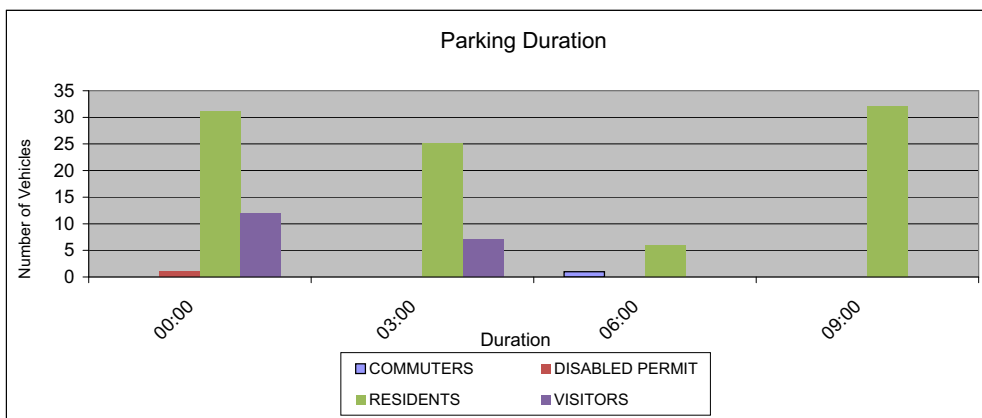
Saturday 21/11/2009 0700 - 1900

	ACCESS	BUS LANES/SINGLE YELLOW	BUS STOP	BUS STOP/DOUBLE YELLOW LINE	BUS STOP/SINGLE YELLOW	CYCLE LANE	DISABLED BAY	DOUBLE YELLOW	DOUBLE YELLOW/DROP KERB	DROP KERB/SINGLE YELLOW	LOADING BAY	NO PARKING	PARKING BAY	PEDESTRIAN CROSSING	SINGLE YELLOW - DESIRABLE	SINGLE YELLOW - UNDESIRABLE	SINGLE YELLOW/ACCESS	UNRESTRICTED BAY	UNRESTRICTED BAY/DROP KERB	WHITE LINE	WHITE LINE/DROP KERB	ZIG ZAG
ELMWOOD ROAD	0	0	0	0	0	0	1	5	0	0	0	0	0	1	0	0	0	132	10	0	1	0

Parking Occupancy	Parking Spaces				Total	Percentage			
	06:00	09:00	12:00	15:00		06:00	09:00	12:00	15:00
COMMUTERS	0	1	1	1	132	0%	1%	1%	1%
DISABLED PERMIT	1	0	0	0		1%	0%	0%	0%
RESIDENTS	71	57	50	49		54%	43%	38%	37%
VISITORS	0	13	10	3		0%	10%	8%	2%
Total	72	71	61	53		55%	54%	46%	40%



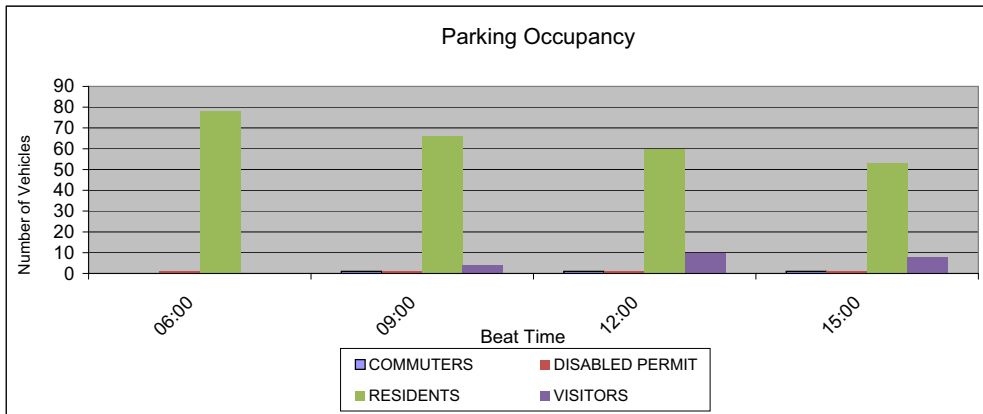
Parking Occupancy	Parking Spaces				Total	Percentage			
	00:00	03:00	06:00	09:00		00:00	03:00	06:00	09:00
COMMUTERS	0	0	1	0	132	0%	0%	1%	0%
DISABLED PERMIT	1	0	0	0		1%	0%	0%	0%
RESIDENTS	31	25	6	32		23%	19%	5%	24%
VISITORS	12	7	0	0		9%	5%	0%	0%



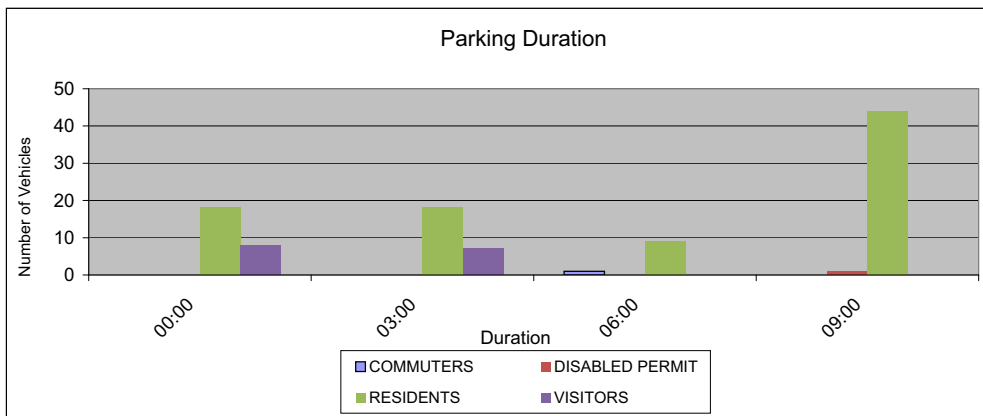
Saturday 21/11/2009 0700 - 1900

	ACCESS	BUS LANES/SINGLE YELLOW	BUS STOP	BUS STOP/DOUBLE YELLOW LINE	BUS STOP/SINGLE YELLOW	CYCLE LANE	DISABLED BAY	DOUBLE YELLOW	DOUBLE YELLOW/DROP KERB	DROP KERB/SINGLE YELLOW	LOADING BAY	NO PARKING	PARKING BAY	PEDESTRIAN CROSSING	SINGLE YELLOW - DESIRABLE	SINGLE YELLOW - UNDESIRABLE	SINGLE YELLOW/ACCESS	UNRESTRICTED BAY	UNRESTRICTED BAY/DROP KERB	WHITE LINE	WHITE LINE/DROP KERB	ZIG ZAG
FRANKFURT ROAD	0	0	0	0	0	0	1	2	2	0	0	0	1	0	0	0	0	11	4	0	0	0

Parking Occupancy	06:00				09:00				12:00				15:00				Parking Spaces						
	06:00	09:00	12:00	15:00	06:00	09:00	12:00	15:00	06:00	09:00	12:00	15:00	06:00	09:00	12:00	15:00							
COMMUTERS	0	1	1	1	112	0%	1%	1%	1%														
DISABLED PERMIT	1	1	1	1		1%	1%	1%	1%														
RESIDENTS	78	66	60	53		70%	59%	54%	47%														
VISITORS	0	4	10	8		0%	4%	9%	7%														
Total	79	72	72	63		71%	64%	64%	56%														



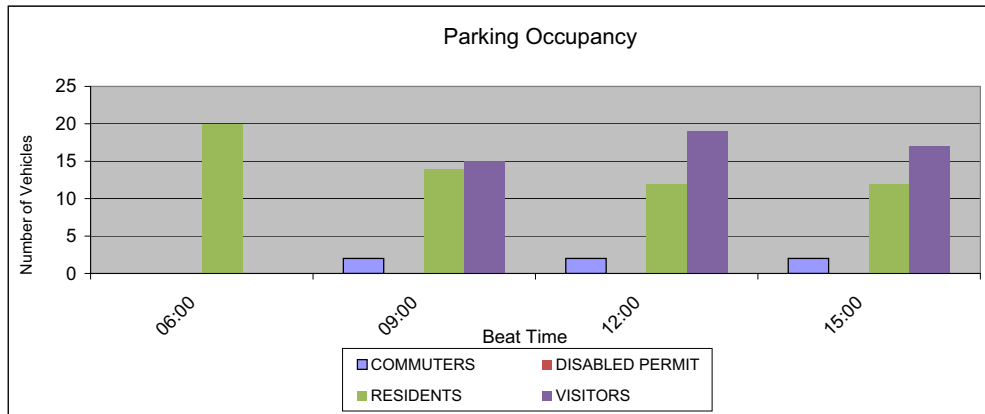
Parking Occupancy	00:00				03:00				06:00				09:00				Parking Spaces						
	00:00	03:00	06:00	09:00	00:00	03:00	06:00	09:00	00:00	03:00	06:00	09:00	00:00	03:00	06:00	09:00							
COMMUTERS	0	0	1	0	112	0%	0%	1%	0%														
DISABLED PERMIT	0	0	0	1		0%	0%	0%	1%														
RESIDENTS	18	18	9	44		16%	16%	8%	39%														
VISITORS	8	7	0	0		7%	6%	0%	0%														



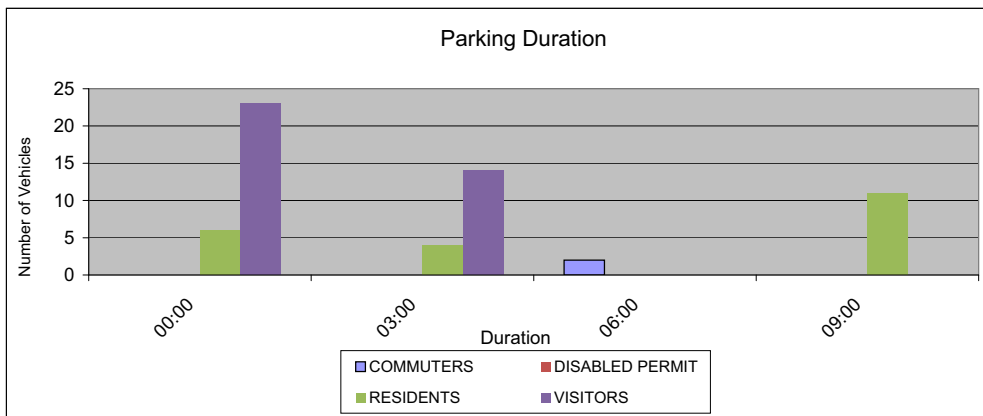
Saturday 21/11/2009 0700 - 1900

	ACCESS	BUS LANES/SINGLE YELLOW	BUS STOP	BUS STOP/DOUBLE YELLOW LINE	BUS STOP/SINGLE YELLOW	CYCLE LANE	DISABLED BAY	DOUBLE YELLOW	DOUBLE YELLOW/DROP KERB	DROP KERB/SINGLE YELLOW	LOADING BAY	NO PARKING	PARKING BAY	PEDESTRIAN CROSSING	SINGLE YELLOW - DESIRABLE	SINGLE YELLOW - UNDESIRABLE	SINGLE YELLOW/ACCESS	UNRESTRICTED BAY	UNRESTRICTED BAY/DROP KERB	WHITE LINE	WHITE LINE/DROP KERB	ZIG ZAG
HALF MOON LANE	1	0	1	0	7	0	0	47	11	0	0	0	0	1	5	0	0	58	0	0	2	8

Parking Occupancy	Parking Spaces				Parking Spaces	Parking Spaces			
	06:00	09:00	12:00	15:00		06:00	09:00	12:00	15:00
COMMUTERS	0	2	2	2	58	0%	3%	3%	3%
DISABLED PERMIT	0	0	0	0		0%	0%	0%	0%
RESIDENTS	20	14	12	12		34%	24%	21%	21%
VISITORS	0	15	19	17		0%	26%	33%	29%
Total	20	31	33	31		34%	53%	57%	53%



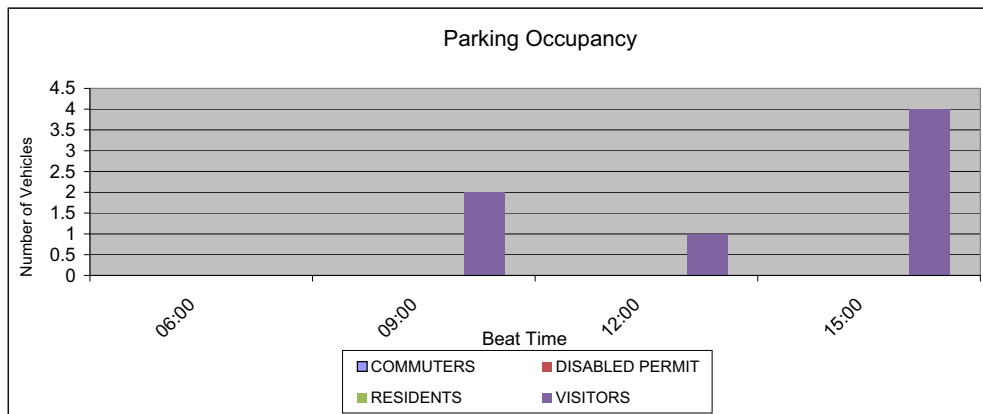
Parking Occupancy	Parking Spaces				Parking Spaces	Parking Spaces			
	00:00	03:00	06:00	09:00		00:00	03:00	06:00	09:00
COMMUTERS	0	0	2	0	58	0%	0%	3%	0%
DISABLED PERMIT	0	0	0	0		0%	0%	0%	0%
RESIDENTS	6	4	0	11		10%	7%	0%	19%
VISITORS	23	14	0	0		40%	24%	0%	0%



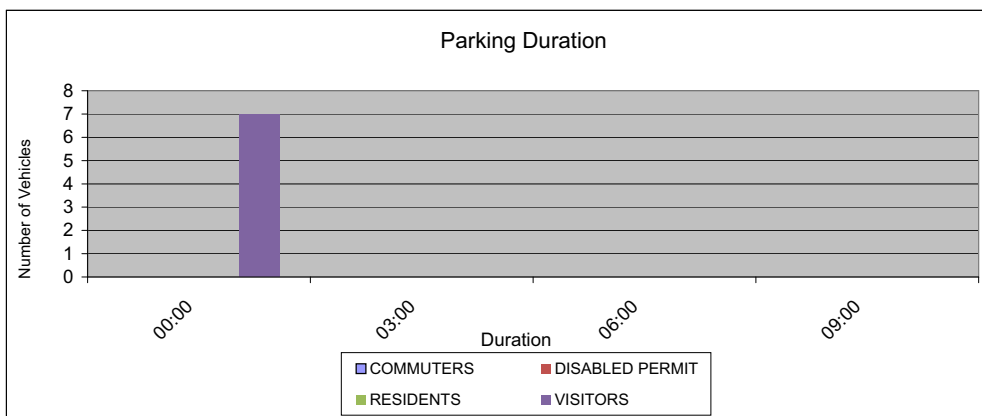
Saturday 21/11/2009 0700 - 1900

	ACCESS	BUS LANES/SINGLE YELLOW	BUS STOP	BUS STOP/DOUBLE YELLOW LINE	BUS STOP/SINGLE YELLOW	CYCLE LANE	DISABLED BAY	DOUBLE YELLOW	DOUBLE YELLOW/DROP KERB	DROP KERB/SINGLE YELLOW	LOADING BAY	NO PARKING	PARKING BAY	PEDESTRIAN CROSSING	SINGLE YELLOW - DESIRABLE	SINGLE YELLOW - UNDESIRABLE	SINGLE YELLOW/ACCESS	UNRESTRICTED BAY	UNRESTRICTED BAY/DROP KERB	WHITE LINE	WHITE LINE/DROP KERB	ZIG ZAG	
HERNE HILL	0	22	0	0	10	0	0	5	0	10	0	0	4	3	44	2	4	0	0	0	0	0	4

Parking Occupancy	06:00	09:00	12:00	15:00	Parking Spaces	06:00	09:00	12:00	15:00
COMMUTERS	0	0	0	0	4	0%	0%	0%	0%
DISABLED PERMIT	0	0	0	0		0%	0%	0%	0%
RESIDENTS	0	0	0	0		0%	0%	0%	0%
VISITORS	0	2	1	4		0%	50%	25%	100%
Total	0	2	1	4		0%	50%	25%	100%



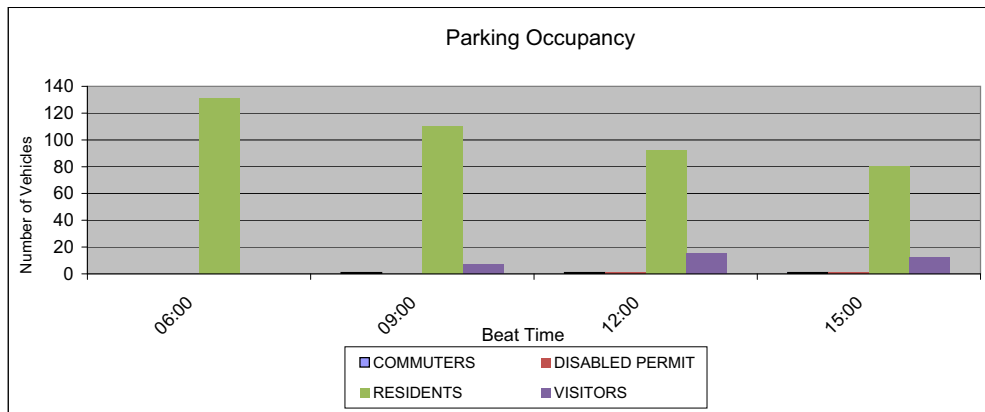
Parking Occupancy	00:00	03:00	06:00	09:00	Parking Spaces	00:00	03:00	06:00	09:00
COMMUTERS	0	0	0	0	4	0%	0%	0%	0%
DISABLED PERMIT	0	0	0	0		0%	0%	0%	0%
RESIDENTS	0	0	0	0		0%	0%	0%	0%
VISITORS	7	0	0	0		175%	0%	0%	0%



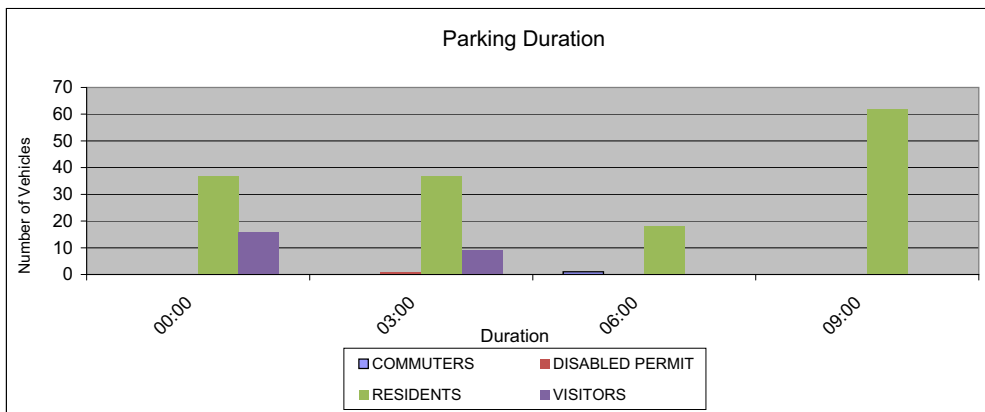
Saturday 21/11/2009 0700 - 1900

	ACCESS	BUS LANE/SINGLE YELLOW	BUS STOP	BUS STOP/DOUBLE YELLOW LINE	BUS STOP/SINGLE YELLOW	CYCLE LANE	DISABLED BAY	DOUBLE YELLOW	DOUBLE YELLOW/DROP KERB	DROP KERB/SINGLE YELLOW	LOADING BAY	NO PARKING	PARKING BAY	PEDESTRIAN CROSSING	SINGLE YELLOW - DESIRABLE	SINGLE YELLOW - UNDESIRABLE	SINGLE YELLOW/ACCESS	UNRESTRICTED BAY	UNRESTRICTED BAY/DROP KERB	WHITE LINE	WHITE LINE/DROP KERB	ZIG ZAG
HOLMDENE AVENUE	0	0	0	0	0	0	1	4	2	0	2	0	2	0	0	0	0	156	10	0	2	0

Parking Occupancy	Parking Spaces				Total	Occupancy %			
	06:00	09:00	12:00	15:00		06:00	09:00	12:00	15:00
COMMUTERS	0	1	1	1	160	0%	1%	1%	1%
DISABLED PERMIT	0	0	1	1		0%	0%	1%	1%
RESIDENTS	131	110	92	80		82%	69%	58%	50%
VISITORS	0	7	15	12		0%	4%	9%	8%
Total	131	118	109	94		82%	74%	68%	59%



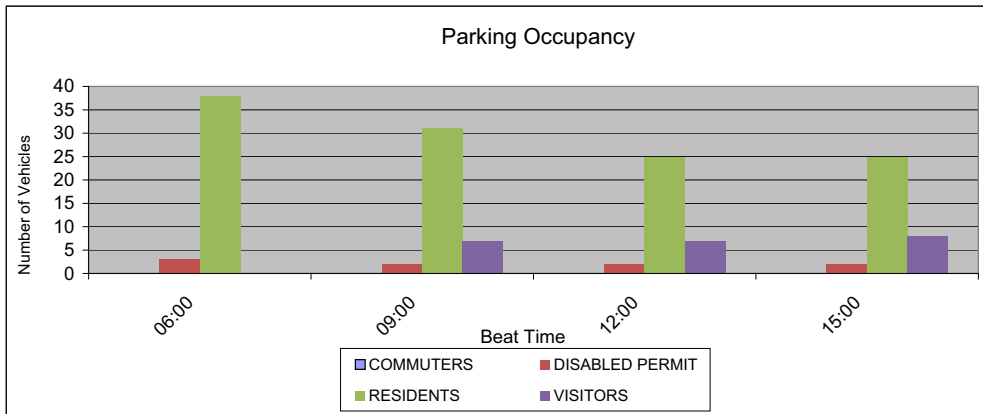
Parking Occupancy	Parking Spaces				Total	Occupancy %			
	00:00	03:00	06:00	09:00		00:00	03:00	06:00	09:00
COMMUTERS	0	0	1	0	160	0%	0%	1%	0%
DISABLED PERMIT	0	1	0	0		0%	1%	0%	0%
RESIDENTS	37	37	18	62		23%	23%	11%	39%
VISITORS	16	9	0	0		10%	6%	0%	0%



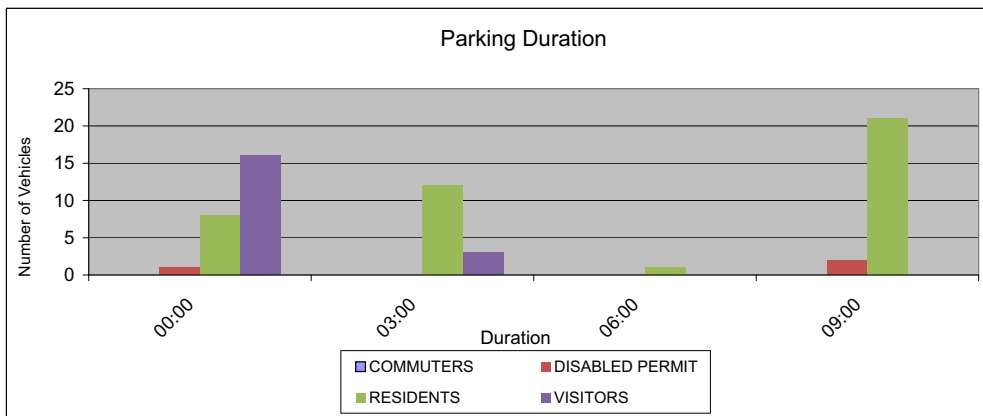
Saturday 21/11/2009 0700 - 1900

	ACCESS	BUS LANES/SINGLE YELLOW	BUS STOP	BUS STOP/DOUBLE YELLOW LINE	BUS STOP/SINGLE YELLOW	CYCLE LANE	DISABLED BAY	DOUBLE YELLOW	DOUBLE YELLOW/DROP KERB	DROP KERB/SINGLE YELLOW	LOADING BAY	NO PARKING	PARKING BAY	PEDESTRIAN CROSSING	SINGLE YELLOW - DESIRABLE	SINGLE YELLOW - UNDESIRABLE	SINGLE YELLOW/ACCESS	UNRESTRICTED BAY	UNRESTRICTED BAY/DROP KERB	WHITE LINE	WHITE LINE/DROP KERB	ZIG ZAG
RED POST HILL	2	0	3	0	28	14	1	15	3	2	0	0	0	9	6	2	0	141	24	0	1	29

Parking Occupancy	Parking Spaces				Total	Percentage			
	06:00	09:00	12:00	15:00		06:00	09:00	12:00	15:00
COMMUTERS	0	0	0	0	141	0%	0%	0%	0%
DISABLED PERMIT	3	2	2	2	141	2%	1%	1%	1%
RESIDENTS	38	31	25	25	141	27%	22%	18%	18%
VISITORS	0	7	7	8	141	0%	5%	5%	6%
Total	41	40	34	35	141	29%	28%	24%	25%



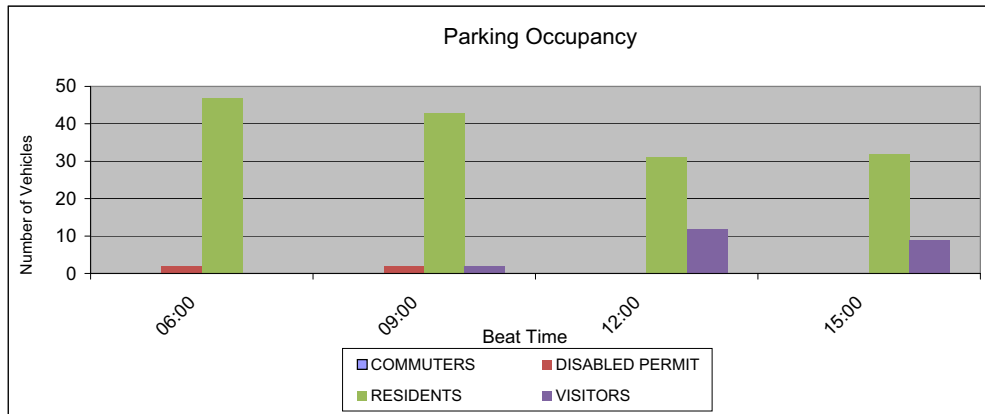
Parking Occupancy	Parking Spaces				Total	Percentage			
	00:00	03:00	06:00	09:00		00:00	03:00	06:00	09:00
COMMUTERS	0	0	0	0	141	0%	0%	0%	0%
DISABLED PERMIT	1	0	0	2	141	1%	0%	0%	1%
RESIDENTS	8	12	1	21	141	6%	9%	1%	15%
VISITORS	16	3	0	0	141	11%	2%	0%	0%



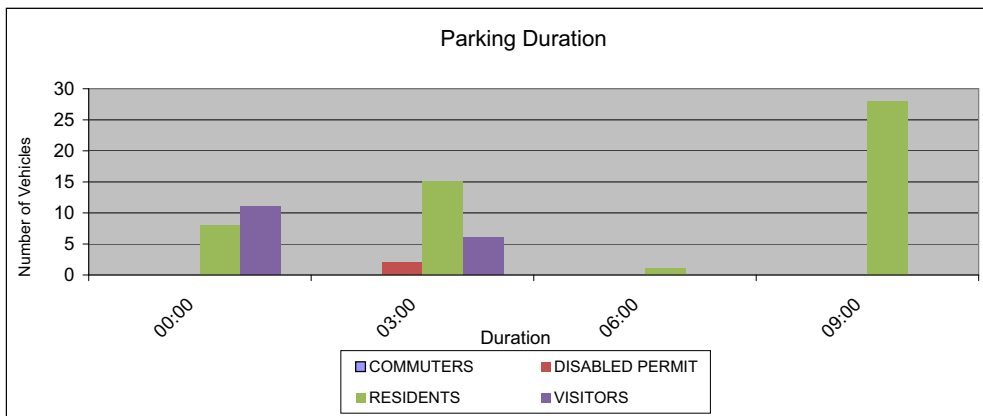
Saturday 21/11/2009 0700 - 1900

	ACCESS	BUS LANES/SINGLE YELLOW	BUS STOP	BUS STOP/DOUBLE YELLOW LINE	BUS STOP/SINGLE YELLOW	CYCLE LANE	DISABLED BAY	DOUBLE YELLOW	DOUBLE YELLOW/DROP KERB	DROP KERB/SINGLE YELLOW	LOADING BAY	NO PARKING	PARKING BAY	PEDESTRIAN CROSSING	SINGLE YELLOW - DESIRABLE	SINGLE YELLOW - UNDESIRABLE	SINGLE YELLOW/ACCESS	UNRESTRICTED BAY	UNRESTRICTED BAY/DROP KERB	WHITE LINE	WHITE LINE/DROP KERB	ZIG ZAG
SUNRAY AVENUE	2	0	0	5	0	0	1	3	0	0	0	0	0	9	8	0	0	232	23	0	4	9

Parking Occupancy	Occupancy				Parking Spaces	Percentage			
	06:00	09:00	12:00	15:00		06:00	09:00	12:00	15:00
COMMUTERS	0	0	0	0	232	0%	0%	0%	0%
DISABLED PERMIT	2	2	0	0		1%	1%	0%	0%
RESIDENTS	47	43	31	32		20%	19%	13%	14%
VISITORS	0	2	12	9		0%	1%	5%	4%
Total	49	47	43	41		21%	20%	19%	18%



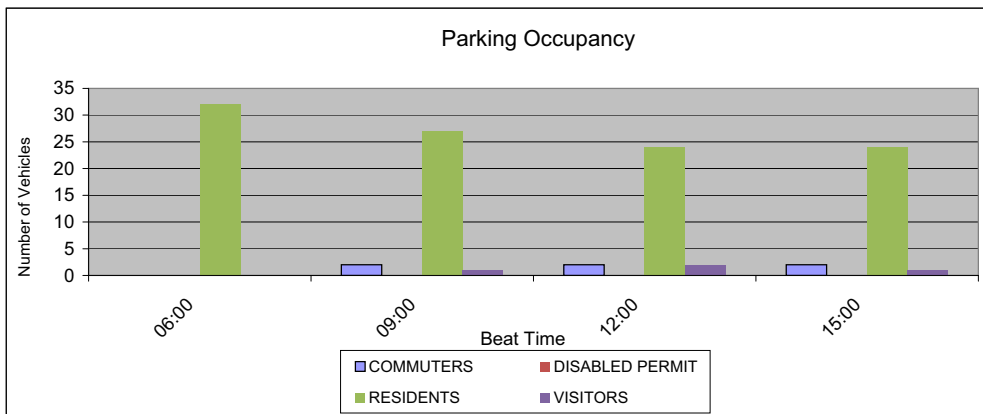
Parking Occupancy	Occupancy				Parking Spaces	Percentage			
	00:00	03:00	06:00	09:00		00:00	03:00	06:00	09:00
COMMUTERS	0	0	0	0	232	0%	0%	0%	0%
DISABLED PERMIT	0	2	0	0		0%	1%	0%	0%
RESIDENTS	8	15	1	28		3%	6%	0%	12%
VISITORS	11	6	0	0		5%	3%	0%	0%



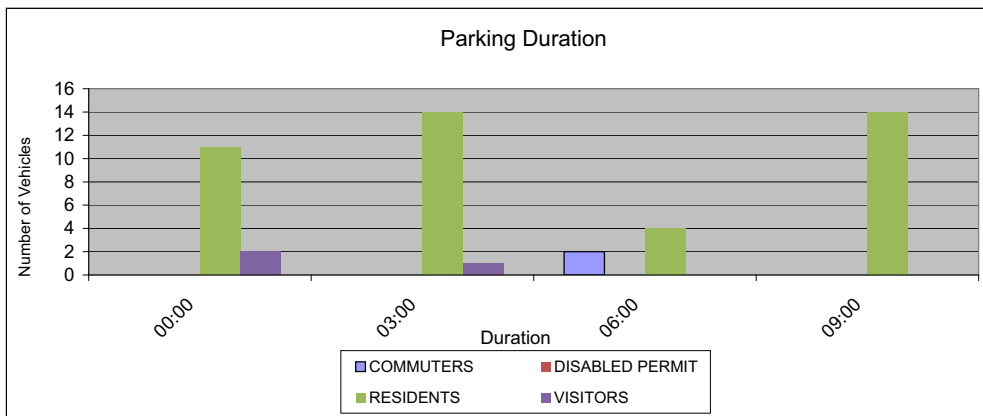
Saturday 21/11/2009 0700 - 1900

	ACCESS	BUS LANES/SINGLE YELLOW	BUS STOP	BUS STOP/DOUBLE YELLOW LINE	BUS STOP/SINGLE YELLOW	CYCLE LANE	DISABLED BAY	DOUBLE YELLOW	DOUBLE YELLOW/DROP KERB	DROP KERB/SINGLE YELLOW	LOADING BAY	NO PARKING	PARKING BAY	PEDESTRIAN CROSSING	SINGLE YELLOW - DESIRABLE	SINGLE YELLOW - UNDESIRABLE	SINGLE YELLOW/ACCESS	UNRESTRICTED BAY	UNRESTRICTED BAY/DROP KERB	WHITE LINE	WHITE LINE/DROP KERB	ZIG ZAG
WYNEHAM ROAD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	1	0	0	0

Parking Occupancy	06:00	09:00	12:00	15:00	Parking Spaces	06:00	09:00	12:00	15:00
COMMUTERS	0	2	2	2	45	0%	4%	4%	4%
DISABLED PERMIT	0	0	0	0		0%	0%	0%	0%
RESIDENTS	32	27	24	24		71%	60%	53%	53%
VISITORS	0	1	2	1		0%	2%	4%	2%
Total	32	30	28	27		71%	67%	62%	60%



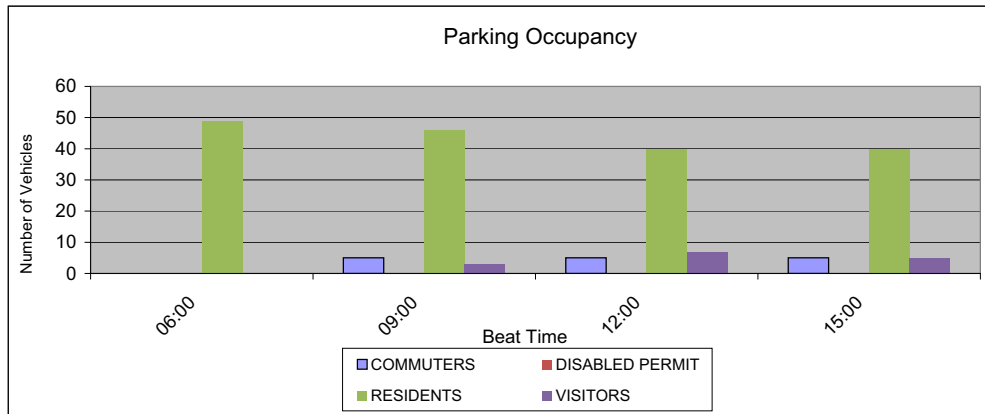
Parking Occupancy	00:00	03:00	06:00	09:00	Parking Spaces	00:00	03:00	06:00	09:00
COMMUTERS	0	0	2	0	45	0%	0%	4%	0%
DISABLED PERMIT	0	0	0	0		0%	0%	0%	0%
RESIDENTS	11	14	4	14		24%	31%	9%	31%
VISITORS	2	1	0	0		4%	2%	0%	0%



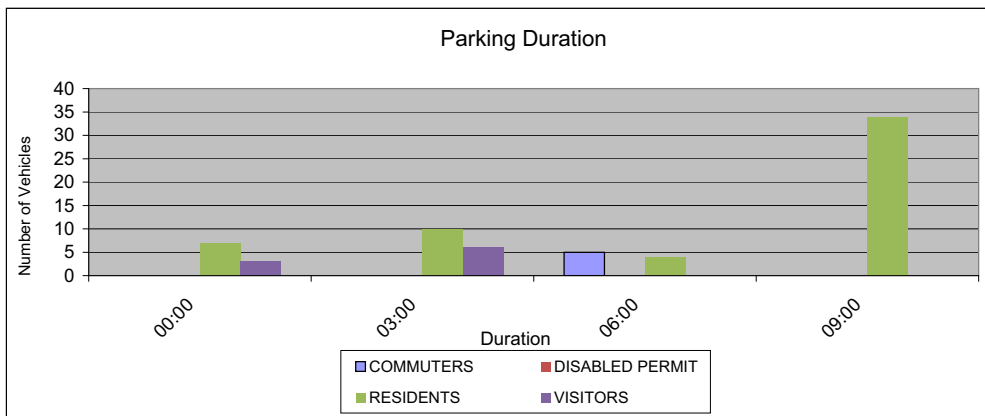
Thursday 19/11/2009 0700 - 1900

	ACCESS	BUS LANES/SINGLE YELLOW	BUS STOP	BUS STOP/DOUBLE YELLOW LINE	BUS STOP/SINGLE YELLOW	CYCLE LANE	DISABLED BAY	DOUBLE YELLOW	DOUBLE YELLOW/DROP KERB	DROP KERB/SINGLE YELLOW	LOADING BAY	NO PARKING	PARKING BAY	PEDESTRIAN CROSSING	SINGLE YELLOW - DESIRABLE	SINGLE YELLOW - UNDESIRABLE	SINGLE YELLOW/ACCESS	UNRESTRICTED BAY	UNRESTRICTED BAY/DROP KERB	WHITE LINE	WHITE LINE/DROP KERB	ZIG ZAG
ARDBEG ROAD	0	0	0	0	0	0	0	5	1	0	0	2	0	0	0	0	0	63	9	0	2	0

Parking Occupancy	06:00				09:00				12:00				15:00				Parking Spaces					
	06:00	09:00	12:00	15:00	06:00	09:00	12:00	15:00	06:00	09:00	12:00	15:00	06:00	09:00	12:00	15:00						
COMMUTERS	0	5	5	5	63	0%	8%	8%	8%													
DISABLED PERMIT	0	0	0	0		0%	0%	0%	0%													
RESIDENTS	49	46	40	40		78%	73%	63%	63%													
VISITORS	0	3	7	5		0%	5%	11%	8%													
Total	49	54	52	50		78%	86%	83%	79%													



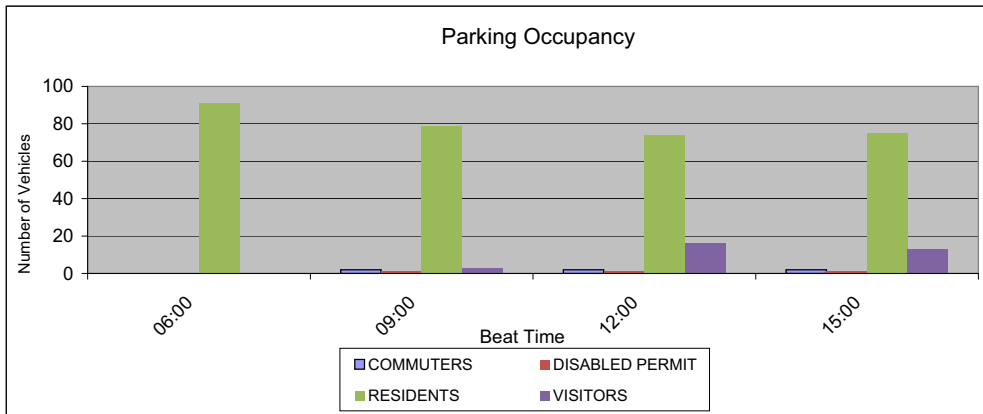
Parking Occupancy	00:00				03:00				06:00				09:00				Parking Spaces				
	00:00	03:00	06:00	09:00	00:00	03:00	06:00	09:00	00:00	03:00	06:00	09:00	00:00	03:00	06:00	09:00					
COMMUTERS	0	0	5	0	63	0%	0%	8%	0%												
DISABLED PERMIT	0	0	0	0		0%	0%	0%	0%												
RESIDENTS	7	10	4	34		11%	16%	6%	54%												
VISITORS	3	6	0	0		5%	10%	0%	0%												



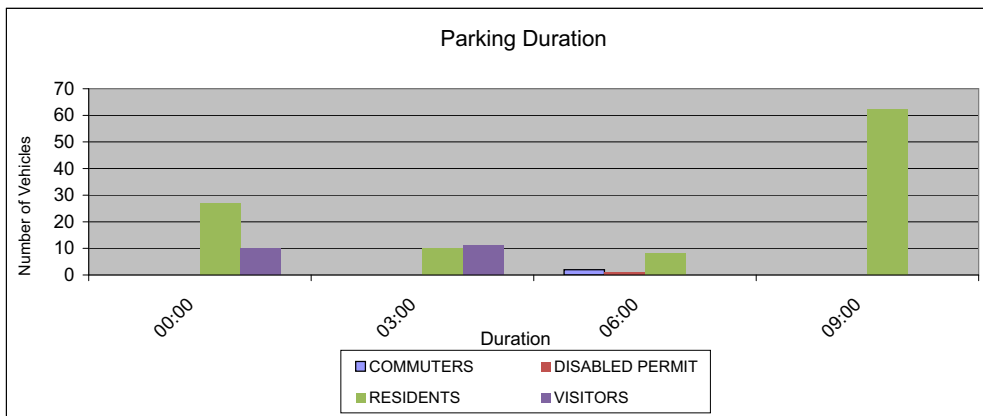
Thursday 19/11/2009 0700 - 1900

	ACCESS	BUS LANES/SINGLE YELLOW	BUS STOP	BUS STOP/DOUBLE YELLOW LINE	BUS STOP/SINGLE YELLOW	CYCLE LANE	DISABLED BAY	DOUBLE YELLOW	DOUBLE YELLOW/DROP KERB	DROP KERB/SINGLE YELLOW	LOADING BAY	NO PARKING	PARKING BAY	PEDESTRIAN CROSSING	SINGLE YELLOW - DESIRABLE	SINGLE YELLOW - UNDESIRABLE	SINGLE YELLOW/ACCESS	UNRESTRICTED BAY	UNRESTRICTED BAY/DROP KERB	WHITE LINE	WHITE LINE/DROP KERB	ZIG ZAG
BECKWITH ROAD	0	0	0	0	0	0	0	6	3	0	0	1	0	0	0	0	0	11	2	0	5	0

Parking Occupancy	Parking Spaces				Total	Percentage			
	06:00	09:00	12:00	15:00		06:00	09:00	12:00	15:00
COMMUTERS	0	2	2	2	111	0%	2%	2%	2%
DISABLED PERMIT	0	1	1	1		0%	1%	1%	1%
RESIDENTS	91	79	74	75		82%	71%	67%	68%
VISITORS	0	3	16	13		0%	3%	14%	12%
Total	91	85	93	91		82%	77%	84%	82%



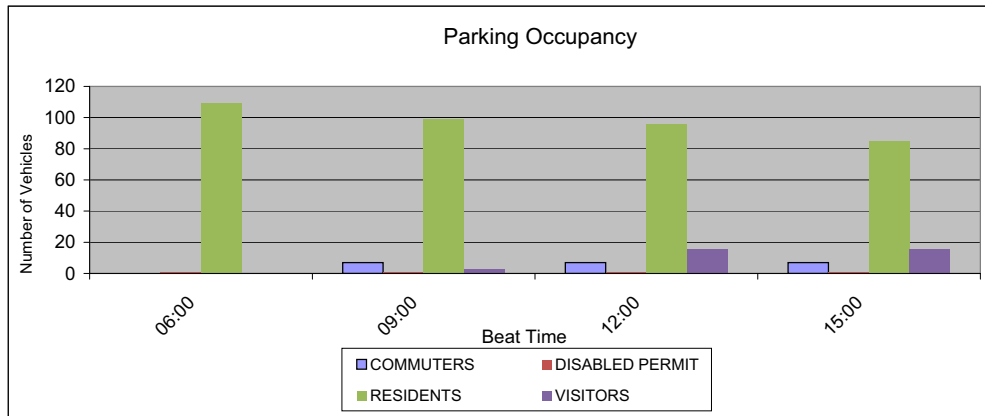
Parking Occupancy	Parking Spaces				Total	Percentage			
	00:00	03:00	06:00	09:00		00:00	03:00	06:00	09:00
COMMUTERS	0	0	2	0	111	0%	0%	2%	0%
DISABLED PERMIT	0	0	1	0		0%	0%	1%	0%
RESIDENTS	27	10	8	62		24%	9%	7%	56%
VISITORS	10	11	0	0		9%	10%	0%	0%



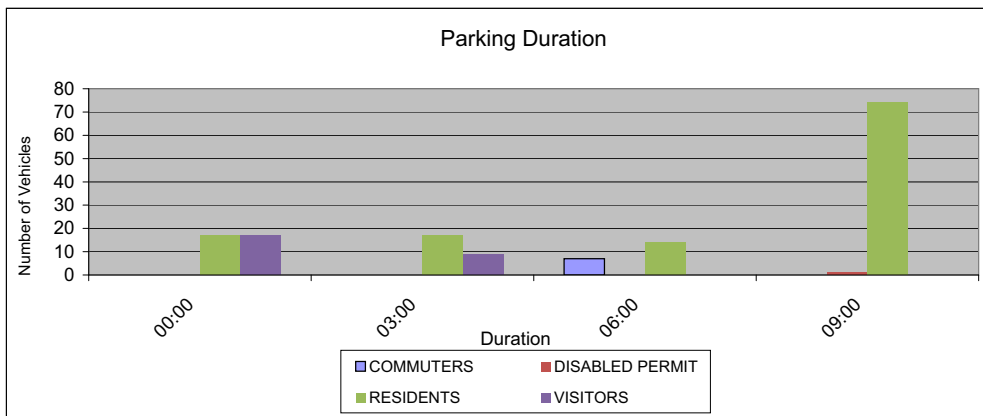
Thursday 19/11/2009 0700 - 1900

	ACCESS	BUS LANES/SINGLE YELLOW	BUS STOP	BUS STOP/DOUBLE YELLOW LINE	BUS STOP/SINGLE YELLOW	CYCLE LANE	DISABLED BAY	DOUBLE YELLOW	DOUBLE YELLOW/DROP KERB	DROP KERB/SINGLE YELLOW	LOADING BAY	NO PARKING	PARKING BAY	PEDESTRIAN CROSSING	SINGLE YELLOW - DESIRABLE	SINGLE YELLOW - UNDESIRABLE	SINGLE YELLOW/ACCESS	UNRESTRICTED BAY	UNRESTRICTED BAY/DROP KERB	WHITE LINE	WHITE LINE/DROP KERB	ZIG ZAG
CASINO AVENUE	0	0	0	0	0	0	3	40	4	2	0	0	0	0	4	5	0	198	20	2	4	0

Parking Occupancy	Parking Spaces				Total	Percentage			
	06:00	09:00	12:00	15:00		06:00	09:00	12:00	15:00
COMMUTERS	0	7	7	7	198	0%	4%	4%	4%
DISABLED PERMIT	1	1	1	1		1%	1%	1%	1%
RESIDENTS	109	99	96	85		55%	50%	48%	43%
VISITORS	0	3	16	16		0%	2%	8%	8%
Total	110	110	120	109		56%	56%	61%	55%



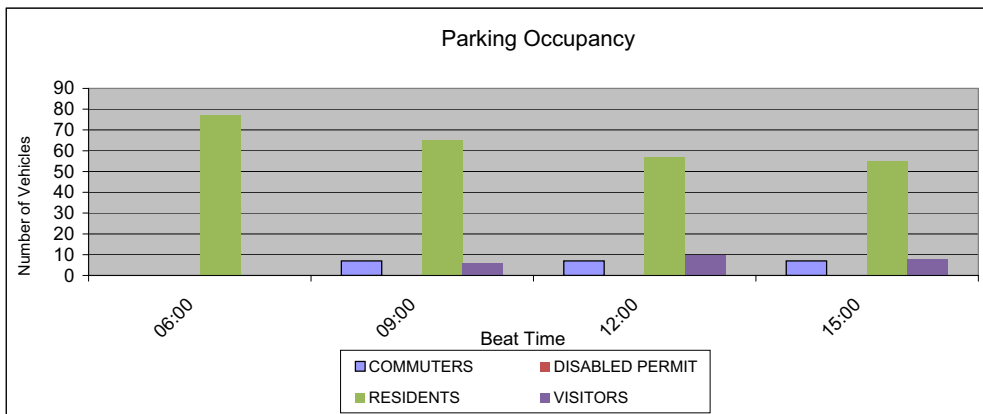
Parking Occupancy	Parking Spaces				Total	Percentage			
	00:00	03:00	06:00	09:00		00:00	03:00	06:00	09:00
COMMUTERS	0	0	7	0	198	0%	0%	4%	0%
DISABLED PERMIT	0	0	0	1		0%	0%	0%	1%
RESIDENTS	17	17	14	74		9%	9%	7%	37%
VISITORS	17	9	0	0		9%	5%	0%	0%



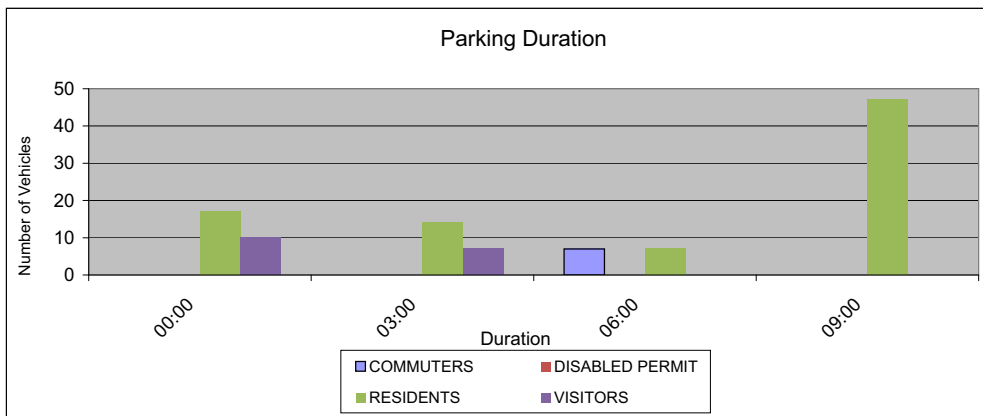
Thursday 19/11/2009 0700 - 1900

	ACCESS	BUS LANES/SINGLE YELLOW	BUS STOP	BUS STOP/DOUBLE YELLOW LINE	BUS STOP/SINGLE YELLOW	CYCLE LANE	DISABLED BAY	DOUBLE YELLOW	DOUBLE YELLOW/DROP KERB	DROP KERB/SINGLE YELLOW	LOADING BAY	NO PARKING	PARKING BAY	PEDESTRIAN CROSSING	SINGLE YELLOW - DESIRABLE	SINGLE YELLOW - UNDESIRABLE	SINGLE YELLOW/ACCESS	UNRESTRICTED BAY	UNRESTRICTED BAY/DROP KERB	WHITE LINE	WHITE LINE/DROP KERB	ZIG ZAG
DANECROFT ROAD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	123	4	0	0	0

Parking Occupancy	06:00				09:00				12:00				15:00				Parking Spaces					
	06:00	09:00	12:00	15:00	06:00	09:00	12:00	15:00	06:00	09:00	12:00	15:00	06:00	09:00	12:00	15:00						
COMMUTERS	0	7	7	7	0	6	6	6	123	0%	6%	6%	6%	0%	6%	6%	6%	0%	6%	6%	6%	6%
DISABLED PERMIT	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
RESIDENTS	77	65	57	55	63%	53%	46%	45%	63%	53%	46%	45%	63%	53%	46%	45%	63%	53%	46%	45%	63%	53%
VISITORS	0	6	10	8	0%	5%	8%	7%	0%	5%	8%	7%	0%	5%	8%	7%	0%	5%	8%	7%	0%	5%
Total	77	78	74	70	63%	63%	60%	57%	63%	63%	60%	57%	63%	63%	60%	57%	63%	63%	60%	57%	63%	57%



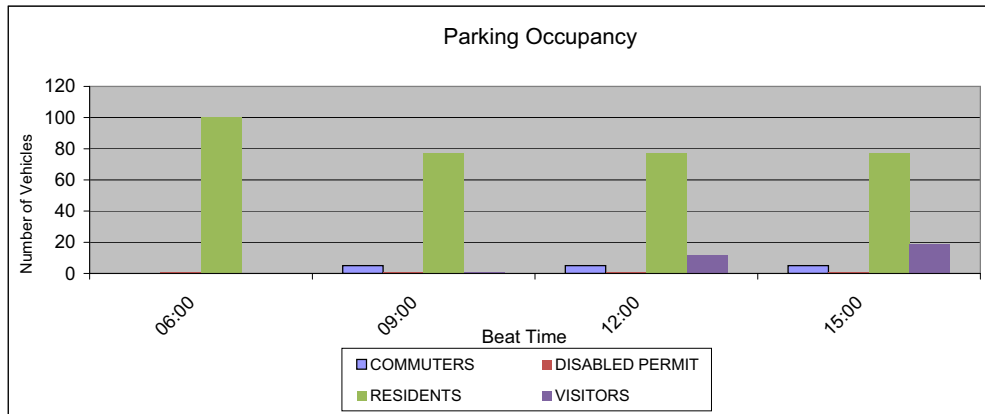
Parking Occupancy	00:00				03:00				06:00				09:00				Parking Spaces						
	00:00	03:00	06:00	09:00	00:00	03:00	06:00	09:00	00:00	03:00	06:00	09:00	00:00	03:00	06:00	09:00							
COMMUTERS	0	0	7	0	0	0	7	0	123	0%	0%	6%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%	
DISABLED PERMIT	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
RESIDENTS	17	14	7	47	14%	11%	6%	38%	14%	11%	6%	38%	14%	11%	6%	38%	14%	11%	6%	38%	14%	11%	
VISITORS	10	7	0	0	8%	6%	0%	0%	8%	6%	0%	0%	8%	6%	0%	0%	8%	6%	0%	0%	8%	6%	



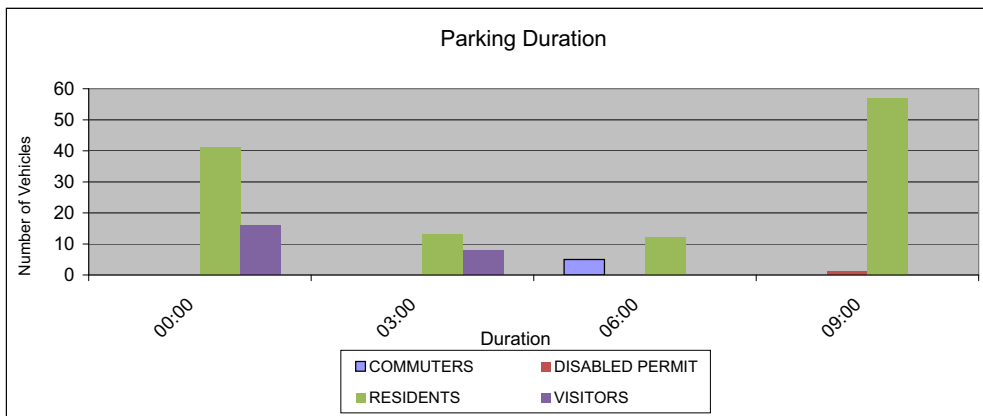
Thursday 19/11/2009 0700 - 1900

	ACCESS	BUS LANES/SINGLE YELLOW	BUS STOP	BUS STOP/DOUBLE YELLOW LINE	BUS STOP/SINGLE YELLOW	CYCLE LANE	DISABLED BAY	DOUBLE YELLOW	DOUBLE YELLOW/DROP KERB	DROP KERB/SINGLE YELLOW	LOADING BAY	NO PARKING	PARKING BAY	PEDESTRIAN CROSSING	SINGLE YELLOW - DESIRABLE	SINGLE YELLOW - UNDESIRABLE	SINGLE YELLOW/ACCESS	UNRESTRICTED BAY	UNRESTRICTED BAY/DROP KERB	WHITE LINE	WHITE LINE/DROP KERB	ZIG ZAG
ELFINDALE ROAD	0	0	0	0	0	0	1	2	2	0	0	0	2	0	2	0	0	129	5	0	1	0

Parking Occupancy	Parking Spaces				Total	Percentage			
	06:00	09:00	12:00	15:00		06:00	09:00	12:00	15:00
COMMUTERS	0	5	5	5	131	0%	4%	4%	4%
DISABLED PERMIT	1	1	1	1		1%	1%	1%	1%
RESIDENTS	100	77	77	77		76%	59%	59%	59%
VISITORS	0	1	12	19		0%	1%	9%	15%
Total	101	84	95	102		77%	64%	73%	78%



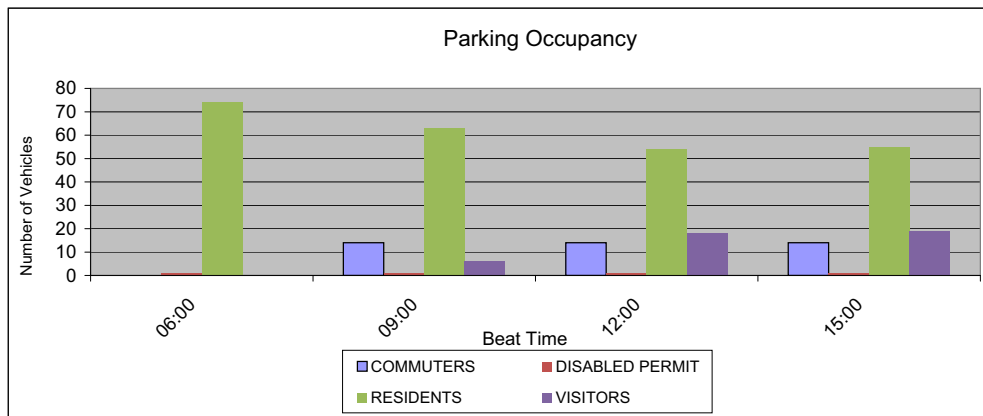
Parking Occupancy	Parking Spaces				Total	Percentage			
	00:00	03:00	06:00	09:00		00:00	03:00	06:00	09:00
COMMUTERS	0	0	5	0	131	0%	0%	4%	0%
DISABLED PERMIT	0	0	0	1		0%	0%	0%	1%
RESIDENTS	41	13	12	57		31%	10%	9%	44%
VISITORS	16	8	0	0		12%	6%	0%	0%



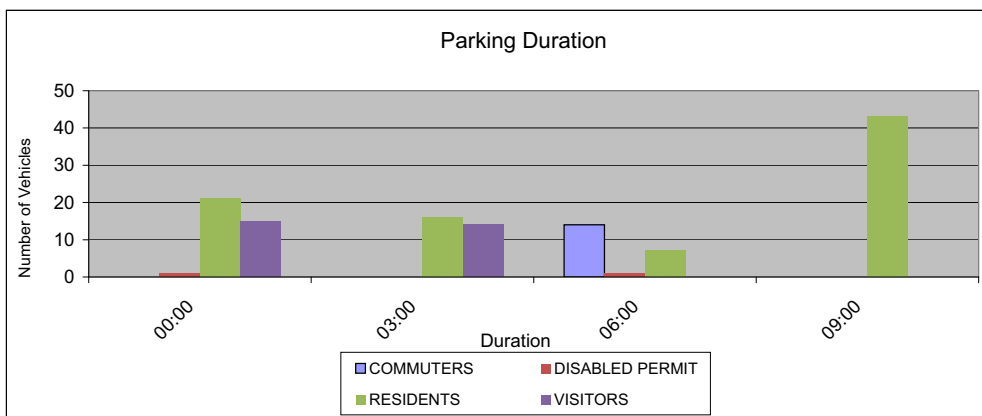
Thursday 19/11/2009 0700 - 1900

	ACCESS	BUS LANES/SINGLE YELLOW	BUS STOP	BUS STOP/DOUBLE YELLOW LINE	BUS STOP/SINGLE YELLOW	CYCLE LANE	DISABLED BAY	DOUBLE YELLOW	DOUBLE YELLOW/DROP KERB	DROP KERB/SINGLE YELLOW	LOADING BAY	NO PARKING	PARKING BAY	PEDESTRIAN CROSSING	SINGLE YELLOW - DESIRABLE	SINGLE YELLOW - UNDESIRABLE	SINGLE YELLOW/ACCESS	UNRESTRICTED BAY	UNRESTRICTED BAY/DROP KERB	WHITE LINE	WHITE LINE/DROP KERB	ZIG ZAG
ELMWOOD ROAD	0	0	0	0	0	0	1	5	0	0	0	0	0	1	0	0	0	132	10	0	1	0

Parking Occupancy	Parking Spaces				Parking Spaces	Parking Spaces			
	06:00	09:00	12:00	15:00		06:00	09:00	12:00	15:00
COMMUTERS	0	14	14	14	132	0%	11%	11%	11%
DISABLED PERMIT	1	1	1	1		1%	1%	1%	1%
RESIDENTS	74	63	54	55		56%	48%	41%	42%
VISITORS	0	6	18	19		0%	5%	14%	14%
Total	75	84	87	89		57%	64%	66%	67%



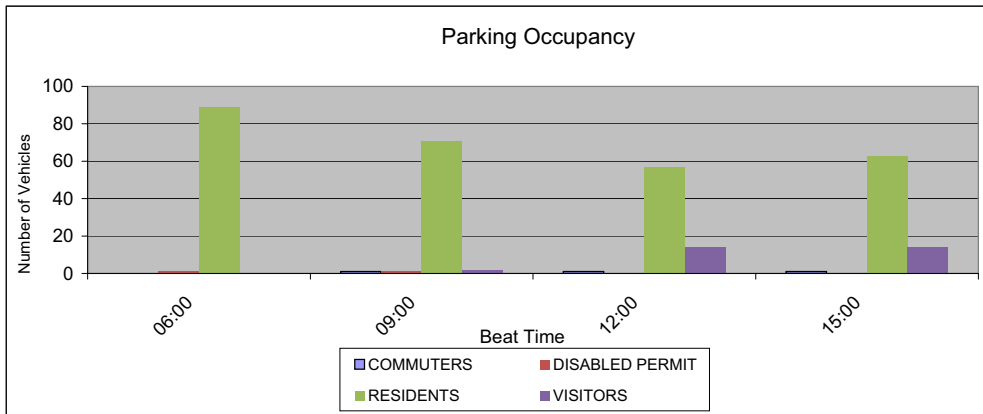
Parking Occupancy	Parking Spaces				Parking Spaces	Parking Spaces			
	00:00	03:00	06:00	09:00		00:00	03:00	06:00	09:00
COMMUTERS	0	0	14	0	132	0%	0%	11%	0%
DISABLED PERMIT	1	0	1	0		1%	0%	1%	0%
RESIDENTS	21	16	7	43		16%	12%	5%	33%
VISITORS	15	14	0	0		11%	11%	0%	0%



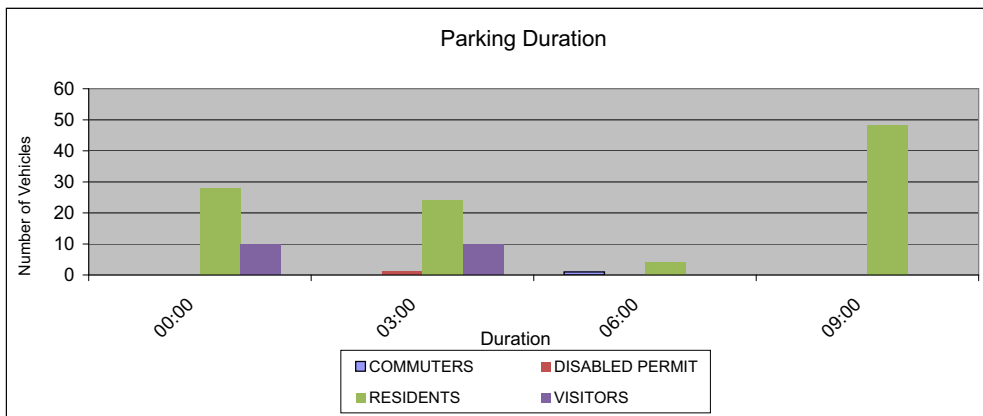
Thursday 19/11/2009 0700 - 1900

	ACCESS	BUS LANES/SINGLE YELLOW	BUS STOP	BUS STOP/DOUBLE YELLOW LINE	BUS STOP/SINGLE YELLOW	CYCLE LANE	DISABLED BAY	DOUBLE YELLOW	DOUBLE YELLOW/DROP KERB	DROP KERB/SINGLE YELLOW	LOADING BAY	NO PARKING	PARKING BAY	PEDESTRIAN CROSSING	SINGLE YELLOW - DESIRABLE	SINGLE YELLOW - UNDESIRABLE	SINGLE YELLOW/ACCESS	UNRESTRICTED BAY	UNRESTRICTED BAY/DROP KERB	WHITE LINE	WHITE LINE/DROP KERB	ZIG ZAG
FRANKFURT ROAD	0	0	0	0	0	0	1	2	2	0	0	0	1	0	0	0	0	11	4	0	0	0

Parking Occupancy	Parking Spaces				Total	Percentage			
	06:00	09:00	12:00	15:00		06:00	09:00	12:00	15:00
COMMUTERS	0	1	1	1	112	0%	1%	1%	1%
DISABLED PERMIT	1	1	0	0		1%	1%	0%	0%
RESIDENTS	89	71	57	63		79%	63%	51%	56%
VISITORS	0	2	14	14		0%	2%	13%	13%
Total	90	75	72	78		80%	67%	64%	70%



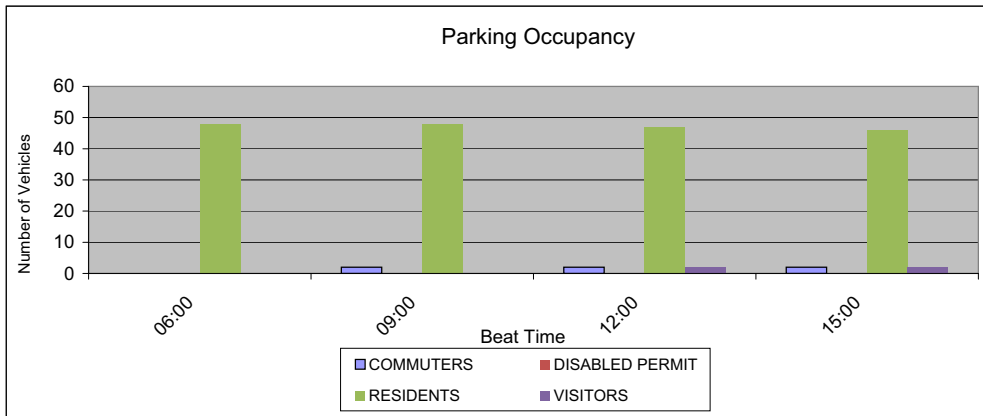
Parking Occupancy	Parking Spaces				Total	Percentage			
	00:00	03:00	06:00	09:00		00:00	03:00	06:00	09:00
COMMUTERS	0	0	1	0	112	0%	0%	1%	0%
DISABLED PERMIT	0	1	0	0		0%	1%	0%	0%
RESIDENTS	28	24	4	48		25%	21%	4%	43%
VISITORS	10	10	0	0		9%	9%	0%	0%



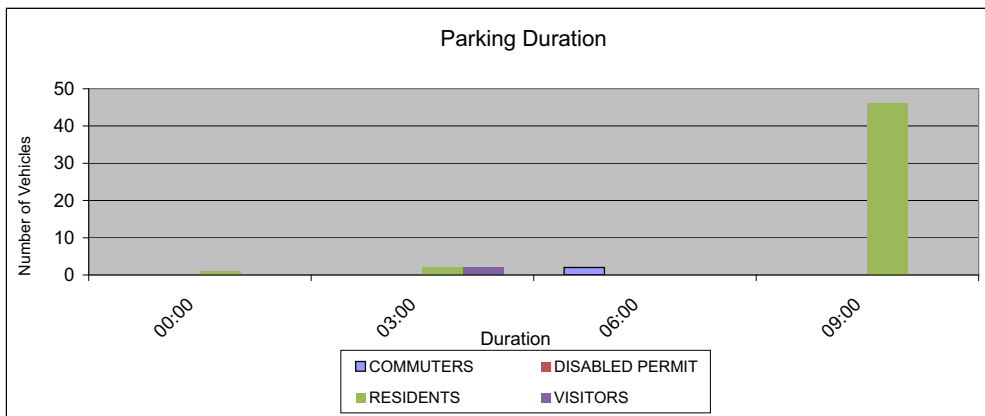
Thursday 19/11/2009 0700 - 1900

	ACCESS	BUS LANES/SINGLE YELLOW	BUS STOP	BUS STOP/DOUBLE YELLOW LINE	BUS STOP/SINGLE YELLOW	CYCLE LANE	DISABLED BAY	DOUBLE YELLOW	DOUBLE YELLOW/DROP KERB	DROP KERB/SINGLE YELLOW	LOADING BAY	NO PARKING	PARKING BAY	PEDESTRIAN CROSSING	SINGLE YELLOW - DESIRABLE	SINGLE YELLOW - UNDESIRABLE	SINGLE YELLOW/ACCESS	UNRESTRICTED BAY	UNRESTRICTED BAY/DROP KERB	WHITE LINE	WHITE LINE/DROP KERB	ZIG ZAG
HALF MOON LANE	1	0	1	0	7	0	0	47	11	0	0	0	0	1	5	0	0	58	0	0	2	8

Parking Occupancy	06:00				09:00				12:00				15:00				Parking Spaces					
	06:00	09:00	12:00	15:00	06:00	09:00	12:00	15:00	06:00	09:00	12:00	15:00	06:00	09:00	12:00	15:00						
COMMUTERS	0	2	2	2	0	3	3	3	58	0%	3%	3%	3%	0%	3%	3%	3%	0%	3%	3%	3%	0%
DISABLED PERMIT	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
RESIDENTS	48	48	47	46	83%	83%	81%	79%	83%	83%	81%	79%	83%	83%	81%	79%	83%	83%	81%	79%	83%	79%
VISITORS	0	0	2	2	0	0	2	2	0	0%	0%	3%	3%	0%	0%	3%	3%	0%	0%	3%	3%	0%
Total	48	50	51	50	83%	86%	88%	86%	58	83%	86%	88%	86%	83%	86%	88%	86%	58	83%	86%	88%	86%



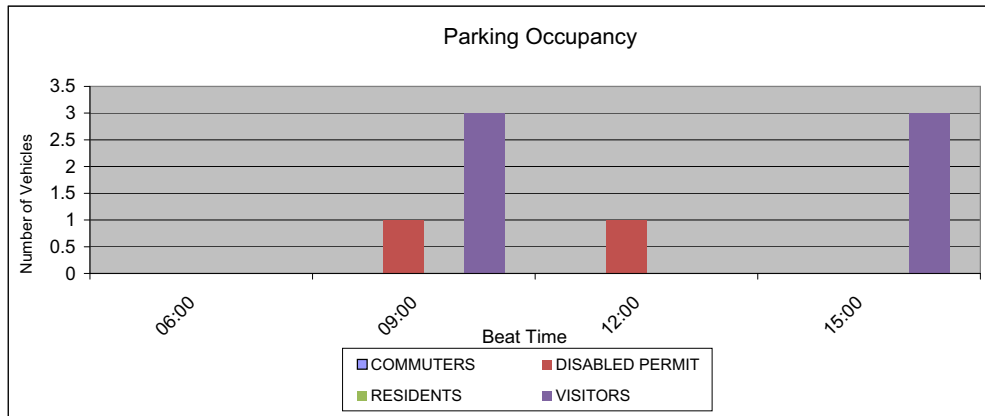
Parking Occupancy	00:00				03:00				06:00				09:00				Parking Spaces					
	00:00	03:00	06:00	09:00	00:00	03:00	06:00	09:00	00:00	03:00	06:00	09:00	00:00	03:00	06:00	09:00						
COMMUTERS	0	0	2	0	0	0	2	0	58	0%	0%	3%	0%	0%	0%	3%	0%	0%	0%	3%	0%	0%
DISABLED PERMIT	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
RESIDENTS	1	2	0	46	2%	3%	0%	79%	1	2%	3%	0%	46	2%	3%	0%	79%	1	2%	3%	0%	79%
VISITORS	0	2	0	0	0	2	0	0	0	0%	3%	0%	0%	0%	3%	0%	0%	0	2	0%	0%	0%



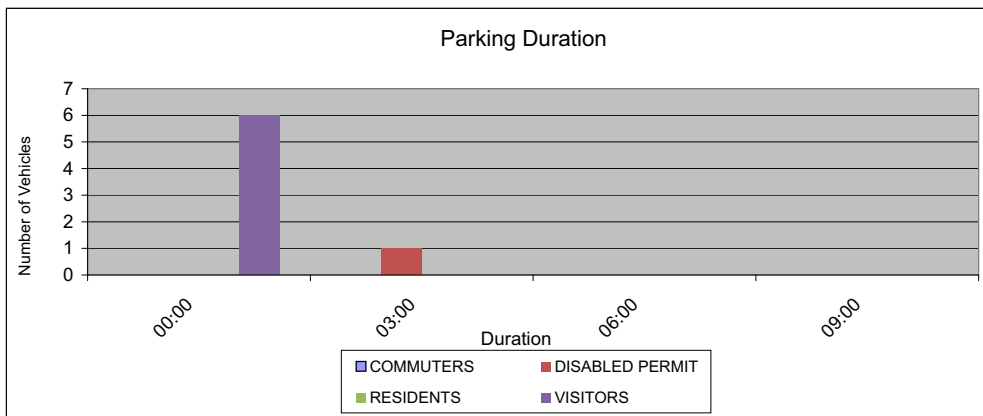
Thursday 19/11/2009 0700 - 1900

	ACCESS	BUS LANES/SINGLE YELLOW	BUS STOP	BUS STOP/DOUBLE YELLOW LINE	BUS STOP/SINGLE YELLOW	CYCLE LANE	DISABLED BAY	DOUBLE YELLOW	DOUBLE YELLOW/DROP KERB	DROP KERB/SINGLE YELLOW	LOADING BAY	NO PARKING	PARKING BAY	PEDESTRIAN CROSSING	SINGLE YELLOW - DESIRABLE	SINGLE YELLOW - UNDESIRABLE	SINGLE YELLOW/ACCESS	UNRESTRICTED BAY	UNRESTRICTED BAY/DROP KERB	WHITE LINE	WHITE LINE/DROP KERB	ZIG ZAG	
HERNE HILL	0	22	0	0	10	0	0	5	0	10	0	0	4	3	44	2	4	0	0	0	0	0	4

Parking Occupancy	06:00	09:00	12:00	15:00	Parking Spaces	06:00	09:00	12:00	15:00
COMMUTERS	0	0	0	0	4	0%	0%	0%	0%
DISABLED PERMIT	0	1	1	0		0%	25%	25%	0%
RESIDENTS	0	0	0	0		0%	0%	0%	0%
VISITORS	0	3	0	3		0%	75%	0%	75%
Total	0	4	1	3		0%	100%	25%	75%



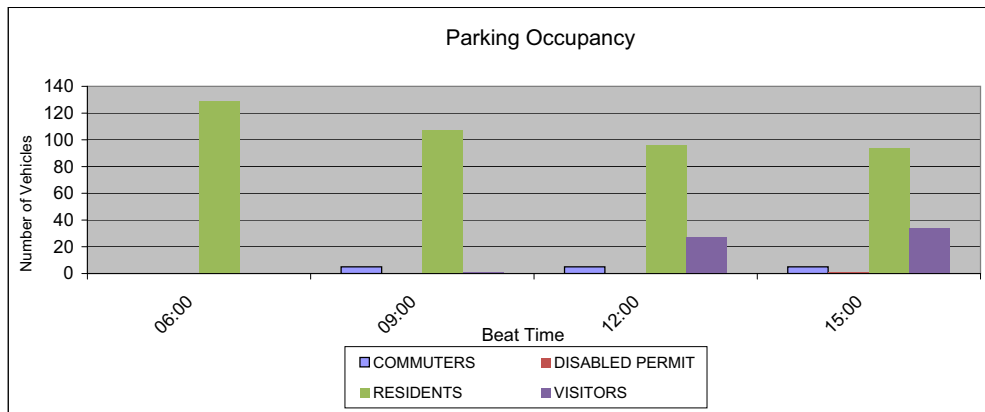
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COMMUTERS	0	0	0	0	4	0%	0%	0%	0%
DISABLED PERMIT	0	1	0	0		0%	25%	0%	0%
RESIDENTS	0	0	0	0		0%	0%	0%	0%
VISITORS	6	0	0	0		150%	0%	0%	0%



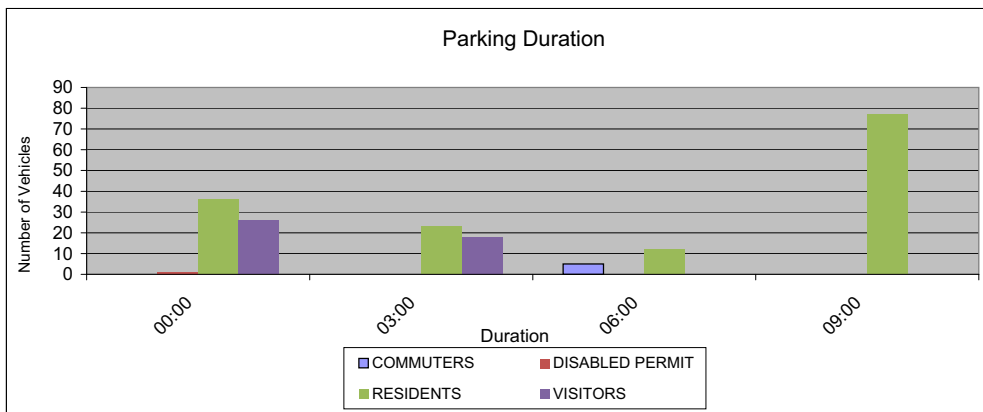
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HOLMDENE AVENUE	0	0	0	0	0	0	1	4	2	0	2	0	2	0	0	0	0	156	10	0	2	0

Parking Occupancy	Parking Spaces				Total	Occupancy %			
	06:00	09:00	12:00	15:00		06:00	09:00	12:00	15:00
COMMUTERS	0	5	5	5	160	0%	3%	3%	3%
DISABLED PERMIT	0	0	0	1		0%	0%	0%	1%
RESIDENTS	129	107	96	94		81%	67%	60%	59%
VISITORS	0	1	27	34		0%	1%	17%	21%
Total	129	113	128	134		81%	71%	80%	84%



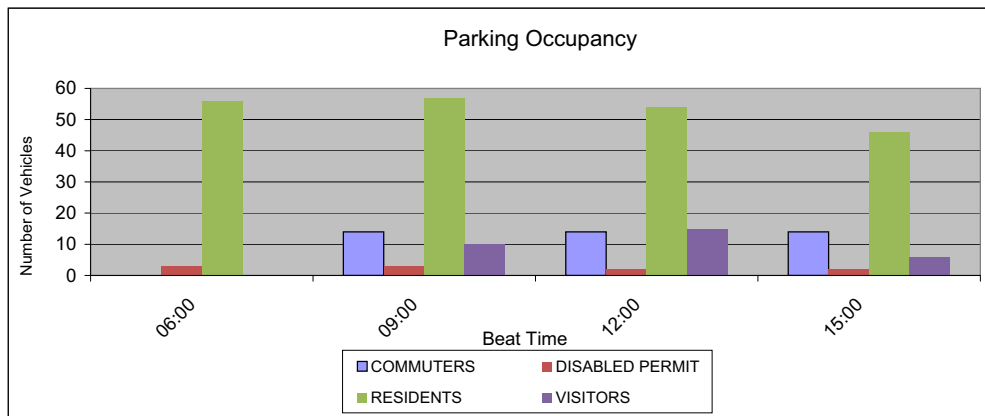
Parking Occupancy	Parking Spaces				Total	Occupancy %			
	00:00	03:00	06:00	09:00		00:00	03:00	06:00	09:00
COMMUTERS	0	0	5	0	160	0%	0%	3%	0%
DISABLED PERMIT	1	0	0	0		1%	0%	0%	0%
RESIDENTS	36	23	12	77		23%	14%	8%	48%
VISITORS	26	18	0	0		16%	11%	0%	0%



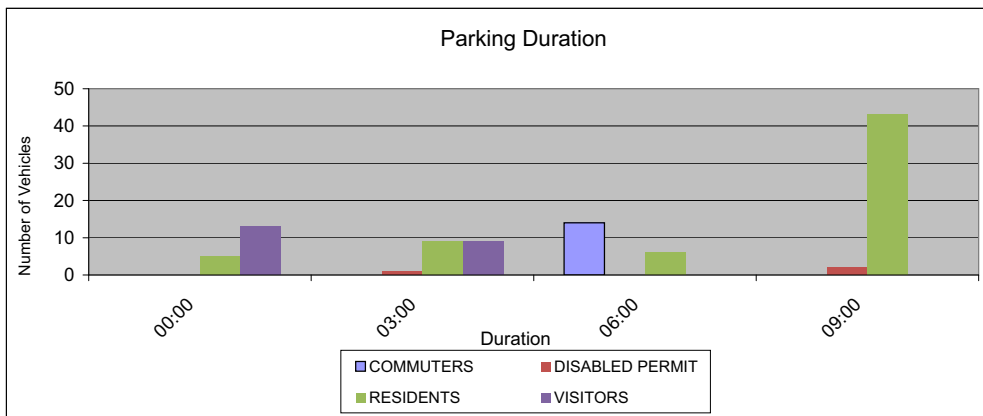
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	ACCESS	BUS LANES/SINGLE YELLOW	BUS STOP	BUS STOP/DOUBLE YELLOW LINE	BUS STOP/SINGLE YELLOW	CYCLE LANE	DISABLED BAY	DOUBLE YELLOW	DOUBLE YELLOW/DROP KERB	DROP KERB/SINGLE YELLOW	LOADING BAY	NO PARKING	PARKING BAY	PEDESTRIAN CROSSING	SINGLE YELLOW - DESIRABLE	SINGLE YELLOW - UNDESIRABLE	SINGLE YELLOW/ACCESS	UNRESTRICTED BAY	UNRESTRICTED BAY/DROP KERB	WHITE LINE	WHITE LINE/DROP KERB	ZIG ZAG
RED POST HILL	2	0	3	0	28	14	1	15	3	2	0	0	0	9	6	2	0	141	24	0	1	29

Parking Occupancy	Parking Spaces				Total	Percentage			
	06:00	09:00	12:00	15:00		06:00	09:00	12:00	15:00
COMMUTERS	0	14	14	14	141	0%	10%	10%	10%
DISABLED PERMIT	3	3	2	2		2%	2%	1%	1%
RESIDENTS	56	57	54	46		40%	40%	38%	33%
VISITORS	0	10	15	6		0%	7%	11%	4%
Total	59	84	85	68		42%	60%	60%	48%



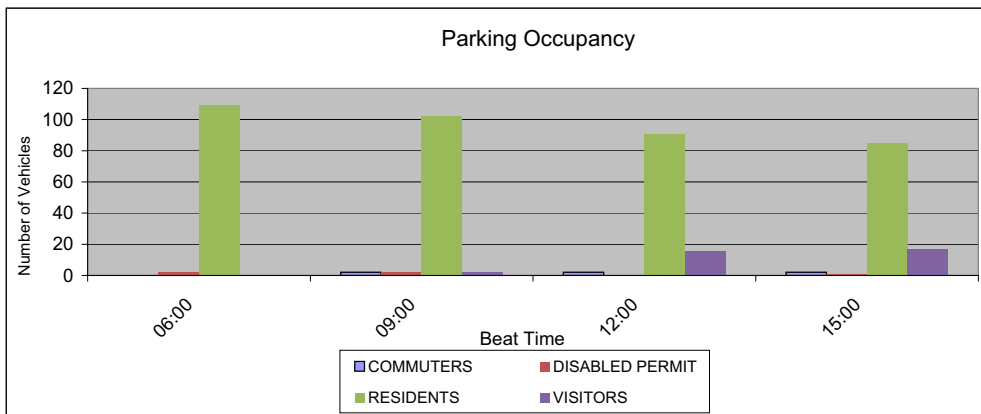
Parking Occupancy	Parking Spaces				Total	Percentage			
	00:00	03:00	06:00	09:00		00:00	03:00	06:00	09:00
COMMUTERS	0	0	14	0	141	0%	0%	10%	0%
DISABLED PERMIT	0	1	0	2		0%	1%	0%	1%
RESIDENTS	5	9	6	43		4%	6%	4%	30%
VISITORS	13	9	0	0		9%	6%	0%	0%



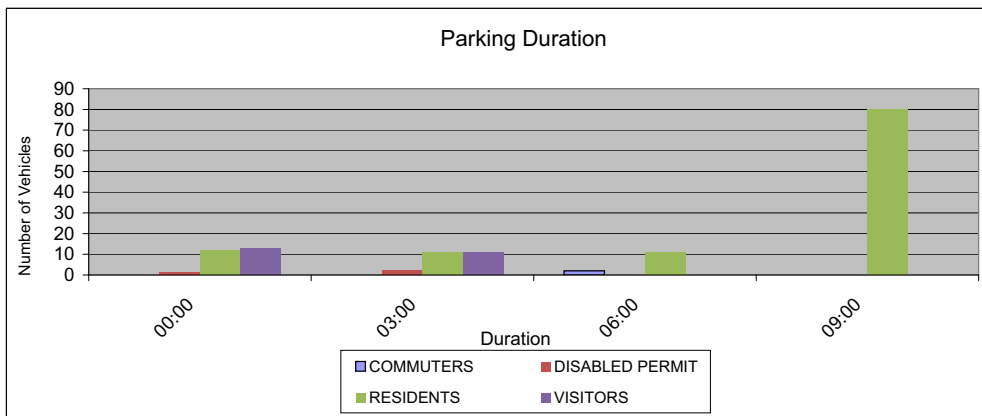
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	ACCESS	BUS LANES/SINGLE YELLOW	BUS STOP	BUS STOP/DOUBLE YELLOW LINE	BUS STOP/SINGLE YELLOW	CYCLE LANE	DISABLED BAY	DOUBLE YELLOW	DOUBLE YELLOW/DROP KERB	DROP KERB/SINGLE YELLOW	LOADING BAY	NO PARKING	PARKING BAY	PEDESTRIAN CROSSING	SINGLE YELLOW - DESIRABLE	SINGLE YELLOW - UNDESIRABLE	SINGLE YELLOW/ACCESS	UNRESTRICTED BAY	UNRESTRICTED BAY/DROP KERB	WHITE LINE	WHITE LINE/DROP KERB	ZIG ZAG
SUNRAY AVENUE	2	0	0	5	0	0	1	3	0	0	0	0	0	9	8	0	0	232	23	0	4	9

Parking Occupancy	Parking Spaces				Total	Percentage			
	06:00	09:00	12:00	15:00		06:00	09:00	12:00	15:00
COMMUTERS	0	2	2	2	232	0%	1%	1%	1%
DISABLED PERMIT	2	2	0	1		1%	1%	0%	0%
RESIDENTS	109	102	91	85		47%	44%	39%	37%
VISITORS	0	2	16	17		0%	1%	7%	7%
Total	111	108	109	105		48%	47%	47%	45%



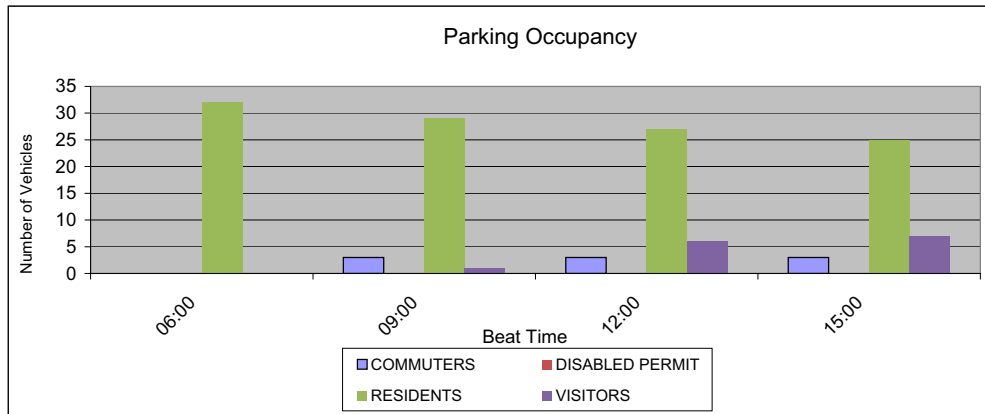
Parking Occupancy	Parking Spaces				Total	Percentage			
	00:00	03:00	06:00	09:00		00:00	03:00	06:00	09:00
COMMUTERS	0	0	2	0	232	0%	0%	1%	0%
DISABLED PERMIT	1	2	0	0		0%	1%	0%	0%
RESIDENTS	12	11	11	80		5%	5%	5%	34%
VISITORS	13	11	0	0		6%	5%	0%	0%



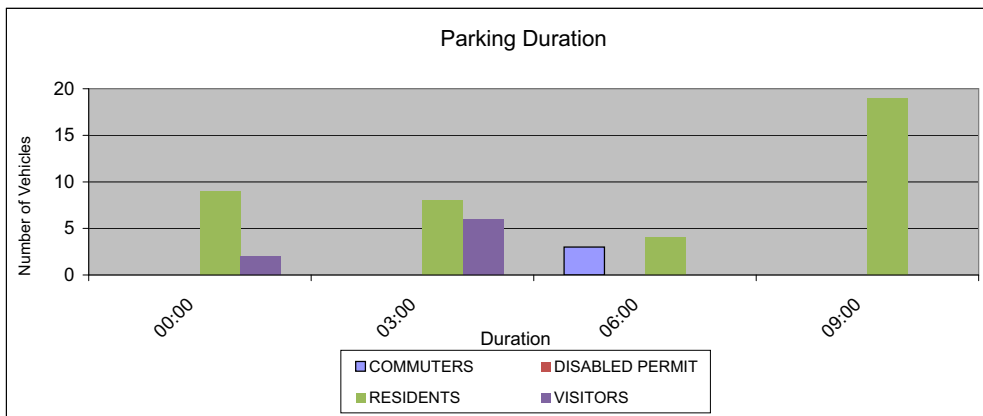
Thursday 19/11/2009 0700 - 1900

	ACCESS	BUS LANES/SINGLE YELLOW	BUS STOP	BUS STOP/DOUBLE YELLOW LINE	BUS STOP/SINGLE YELLOW	CYCLE LANE	DISABLED BAY	DOUBLE YELLOW	DOUBLE YELLOW/DROP KERB	DROP KERB/SINGLE YELLOW	LOADING BAY	NO PARKING	PARKING BAY	PEDESTRIAN CROSSING	SINGLE YELLOW - DESIRABLE	SINGLE YELLOW - UNDESIRABLE	SINGLE YELLOW/ACCESS	UNRESTRICTED BAY	UNRESTRICTED BAY/DROP KERB	WHITE LINE	WHITE LINE/DROP KERB	ZIG ZAG
WYNEHAM ROAD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	1	0	0	0

Parking Occupancy	Parking Spaces				Parking Spaces	Parking Occupancy			
	06:00	09:00	12:00	15:00		06:00	09:00	12:00	15:00
COMMUTERS	0	3	3	3	45	0%	7%	7%	7%
DISABLED PERMIT	0	0	0	0		0%	0%	0%	0%
RESIDENTS	32	29	27	25		71%	64%	60%	56%
VISITORS	0	1	6	7		0%	2%	13%	16%
Total	32	33	36	35		71%	73%	80%	78%



Parking Occupancy	Parking Spaces				Parking Spaces	Parking Occupancy			
	00:00	03:00	06:00	09:00		00:00	03:00	06:00	09:00
COMMUTERS	0	0	3	0	45	0%	0%	7%	0%
DISABLED PERMIT	0	0	0	0		0%	0%	0%	0%
RESIDENTS	9	8	4	19		20%	18%	9%	42%
VISITORS	2	6	0	0		4%	13%	0%	0%



Item No.	Classification: Open	Date: 25/03/10	Meeting Name: Dulwich Community Council
Report title:		Local parking amendments (Q4)	
Ward(s) or groups affected:		All wards within Dulwich Community Council	
From:		Senior Engineer, Network Development	

RECOMMENDATION(S)

1. It is recommended that the local parking schemes detailed in the appendices to this report are approved for implementation subject to the outcome of any necessary statutory procedures.

BACKGROUND INFORMATION

2. This report presents proposals for two local parking amendments, which are matters reserved to community council for decision.
3. The origins and reasons for the proposals are discussed in the main body of the report.

KEY ISSUES FOR CONSIDERATION

Lyall Avenue (0910Q40016)

Background

4. A housing officer from the Kingswood estate contacted network development requesting double yellow lines across the entrance to the service road for Buchanan House.
5. Lyall Avenue is not part of a controlled parking zone however much of the highway is protected by "at any time" waiting restrictions (double yellow lines). As the service road entrance has no protection, vehicles park up to and occasionally across the entrance, thus obstructing access.
6. The housing officer explained that refuse vehicles have difficulties exiting the service road on Lyall Avenue and that a number of residents have had near misses with vehicles traveling along Lyall Avenue as the sight lines are poor.

Site investigation

7. An engineer from network development visited this location to ascertain the need for waiting restrictions.
8. The service road is narrow, surrounded by mature trees and adjacent to a high fence the bounds the local school. When vehicles park adjacent to the service road entrance (which appears to be frequently) this severely impacts upon sight lines for drivers.

Recommendation

9. It is recommended as proposed in appendix 1, that 10 metres of “at any time” waiting restrictions (double yellow lines) be installed across the entrance to the service road to Buchanan House, primarily to ensure the entrance is unobstructed but also to assist sight lines.

East Dulwich Grove (0910Q4017)

Background

10. This location has been subject to a previous minor amendment (0910Q1001) to ensure that restrictions complied with the Regulations (ie the white, road markings associated with the loading only were removed to reflect the Order that preventing waiting Mon-Sat 9am – 5pm).
11. At this time a proposal was also made and approved (0910Q1003) to install a short-term free parking bay in Glengarry Road, to assist shoppers to the parade.
12. Clarification of the parking restrictions and what is permitted has been sought by members on a number of occasions over the past year and is outlined in Appendix 2.
13. A ward member has asked that additional short-term parking be provided in front of the shops, instead of the existing yellow line (that provides a ‘loading gap’).
14. At present, outside the shops of Nos. 71 to 77 East Dulwich Grove there is a 25 metre bus stop and a 11 metre single yellow line (operating Mon-Sat 9am-5pm). There are double yellow lines at the junctions with Melbourne Grove and Glengarry Road with the remaining section (approx 23 metres) of unrestricted highway. Opposite the shops is double yellow line.
15. The existing single yellow line allows delivery vehicles to load/unload for up to 40 minutes at a time and is well recognised by delivery companies as providing this facility, country-wide.. When the yellow line is not being used for loading, it allows buses to pull parallel to the bus stop and ensure that those with mobility impairments can reach the footway without a step (via the extendable ramp).
16. East Dulwich Grove is a busy thoroughfare with high volumes of traffic and is a network priority bus route for Route No.37. There is no Controlled Parking Zone in the area to prioritise parking, except where local restrictions apply (as discussed in paragraph 14).
17. Casual observation notes that surrounding uncontrolled streets are at ~90% parking capacity, thus indicating a clear need to provide loading (and/or parking) facilities for the shops. .

Site investigation

18. Senior engineer, network development met with Cllr Crookshank-Hilton and 2 traders on 11 February 2010 to discuss the parking and loading issues outside the local shops.
19. The main point made by traders was that additional customer parking was required
20. A number of options were discussed:

- a. removing the single yellow line and replacing with a time restricted parking bay
 - b. removing the single yellow line, installing a time restricted parking bay and extending it by approximately 3m to accommodate a delivery vehicle and a car
 - c. keeping the status quo
21. The engineer raised concern that by removing the yellow line, the provision for loading was also removed. Whilst it was acknowledged that a time restricted parking bay *does* allow for loading it is anticipated that one car in the bay would prevent a medium sized goods vehicle getting into the bay without overhanging (or parking fully within) the bus stop and potentially causing delay to the service or an inability for the bus to draw parallel (as was observed on the site visit).
22. It is also acknowledged that current arrangements may also cause difficulty to buses drawing parallel (when loading is occurring) however this is not the same as the authority providing a dedicated bay. This would certainly result in complaints from Transport for London about impact upon bus service and would be against current bus/loading design guidance issued by the Freight Unit¹ and Transport for London.
23. As there is existing customer parking in the adjacent side road (Glengarry Road) and in respect of the council's parking hierarchy² it is considered more appropriate to maintain loading provision to the shops at this location.
24. It is noted that the existing bus stop is 3m too short and the entry of buses into this bay is assisted by the presence of the single yellow line.
25. The single yellow line offers the delivery driver flexibility when loading/unloading and reduces the possibility of other vehicles parking and using this space. A time restricted free bay was recently introduced on Glengarry Road to assist with customers using the shops on East Dulwich Road.

Recommendation

26. It is recommended that the existing bus stop and single yellow line remain with the status quo, as this allows buses entering the bus stop to draw parallel with the kerb (essential for use of the mobility ramp) whilst providing loading availability.
27. It is appreciated that this may not be the desired outcome for traders but having reviewed their loading requirement forms it is apparent that availability of loading is essential to the businesses. Experience shows that any other option (without a dedicated loading bay, min length 10.8m) is likely to impact negatively upon the strategic bus route or result in future complaints from traders that deliveries companies now express difficulty in loading to the shops (or that they regularly get PCNs from being 'forced' to load in the bus stop).
28. Officers consider that a bus-stop build-out would be feasible and that this may provide greater opportunity for a dedicated bay directly adjacent to (but recessed and behind) the bus stop. This would need further survey, impact studies and civil works that are outside the scope of this report and the local parking amendment budget.

¹ Kerbside loading guidance Freight Unit technical advise unit

² Parking and enforcement plan, Chapter 5

POLICY IMPLICATIONS

29. The recommendations contained within this report are consistent with the policies of the PEP and associated Local Implementation Plan (LIP)
30. The proposals will support the council's equalities and human rights policies and will promote social inclusion by:
- improving sight lines for all road users; and
 - improving junction and pedestrian safety, especially those with limited mobility or visual impairment

COMMUNITY IMPACT STATEMENT

31. The policies within the Parking and Enforcement Plan are upheld within this report have been subject to an Equality Impact Assessment (EqIA).

RESOURCE IMPLICATIONS

32. All costs arising from implementing the proposals, as set out in the report, will be fully contained within the existing local parking amendment budget.

CONSULTATION

33. No informal consultation has been carried out.
34. Should the community council approve the item, statutory consultation will take place as part of the making of the traffic management order. A proposal notice will be erected in proximity to the site location and a press notice will be published in the Southwark News and London Gazette. If there are objections a further report will be re-submitted to the community council for determination.
35. The road network and parking manager has been consulted on the proposals and has no objections.
36. No consultation or comment has been sought from the borough solicitor & secretary or the chief finance officer.

BACKGROUND DOCUMENTS

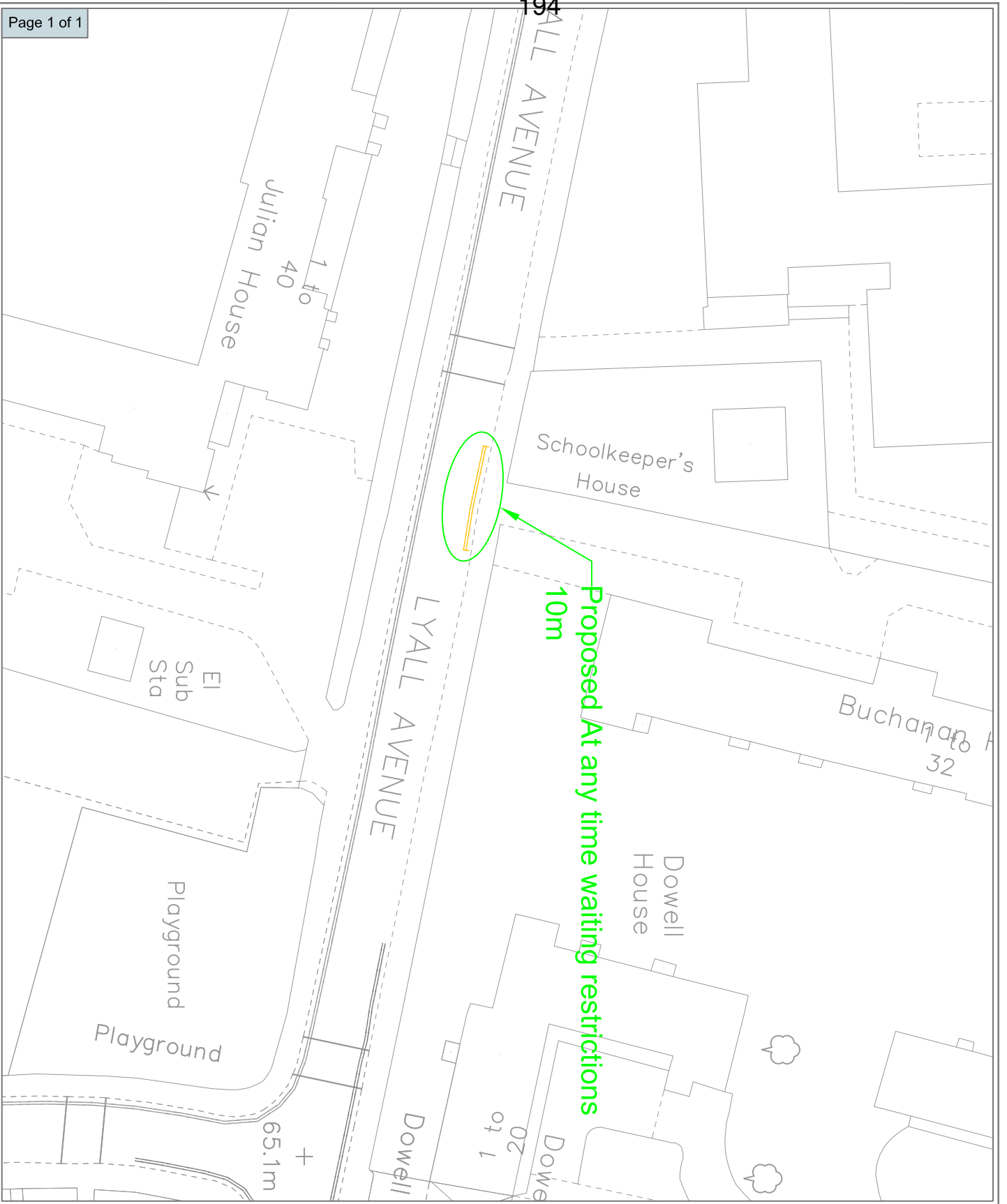
Background Papers	Held At	Contact
Parking and Enforcement Plan	Network development, Environment and Housing Department	Tim Walker 020 7525 2021

APPENDICES

No.	Title
Appendix 1	Shard's Square/Livesey Place (0910Q4015)
Appendix 2	East Duwlich Grove / Glengarry Road (0910Q4017)

AUDIT TRAIL

Lead Officer	Tim Walker	
Report Author	Michael Herd	
Version	1.0	
Dated	15/03/10	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / EXECUTIVE MEMBER		
Officer Title	Comments Sought	Comments included
Strategic Director for Legal and Democratic Services	No	No
Finance Director	No	No
Parking operations and development manager	No	No
Network manager	Yes	No
Parking and network management business unit manager	Yes	No
Executive Member	No	No
Date final report sent to Constitutional/Community Council/Scrutiny Team	15/03/10	






NETWORK DEVELOPMENT



Environment & Housing Dept, Public Realm Division
 PO Box 64529, London SE1 5LX

LEGEND

-  Existing At any time waiting restriction
-  Proposed At any time waiting restriction
-  Existing disabled bay

Revision details		
By	Date	Suffix
		A
		B

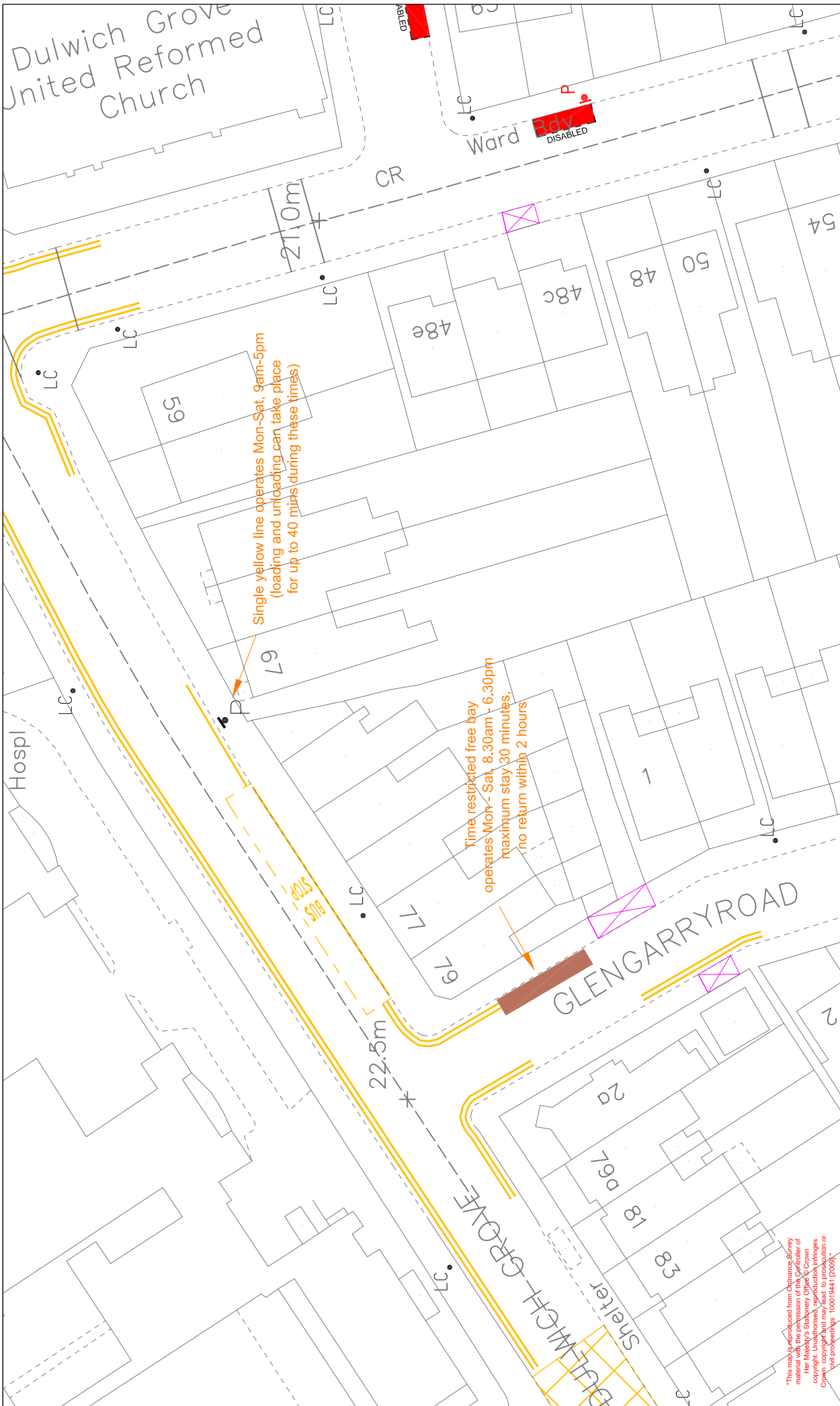
Project Number	0910_Q4_HOTSPOTS	
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Title	LYALL AVENUE PROPOSED AAT WAITING RESTRICTIONS	
Layout	DETAILED DESIGN	

Scale	1:500	
File Name	0910Q4_016	

Drawn	Designed	Checked	Approved
MH	MH	TW	TW
11/02/10	11/02/10	11/02/10	11/02/10

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 <i>working in partnership with</i>	PROJECT 0910Q1 Hotspots				
	TITLE Glengarry Road				
DRAWING NUMBER 0910Q1_023	APPROVED BY <table border="1"> <tr> <td>PG</td> <td>MAY 09</td> </tr> <tr> <td>TW</td> <td>MAY 09</td> </tr> </table>	PG	MAY 09	TW	MAY 09
PG	MAY 09				
TW	MAY 09				
SCALE 1:500	<table border="1"> <tr> <td>Draft</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Issue</td> <td><input checked="" type="checkbox"/></td> </tr> </table>	Draft	<input type="checkbox"/>	Issue	<input checked="" type="checkbox"/>
Draft	<input type="checkbox"/>				
Issue	<input checked="" type="checkbox"/>				
DESIGNED BY <table border="1"> <tr> <td>PG</td> <td>MAY 09</td> </tr> <tr> <td>TW</td> <td>MAY 09</td> </tr> </table>		PG	MAY 09	TW	MAY 09
PG	MAY 09				
TW	MAY 09				
Major Development Planning and Network Management Public Realm Environment and Housing 151-153 Welbourn Road London, SE17 1RY					

KEY

	Bus stop		Tree
	Time restricted free bay		Bus bay
	Doctors bay		School keep clear
	Disabled bay		waiting restriction
	At any time waiting restriction		Lamp column
	LC		Post
	P		Sign

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COUNCIL: DULWICH COMMUNITY COUNCIL

NOTE: Original held by Constitutional Team; amendments to Beverley Olamijulo (Tel: 020 7525 7234)

<u>OPEN</u>	<u>COPIES</u>	<u>OPEN</u>	<u>COPIES</u>
To all Members of the Community Council:			
Cllr Nick Vineall (Chair)	1	External:	
Cllr Robin Crookshank Hilton (vice-Chair)	1	Pat Tulloch	1
Cllr Toby Eckersley	1	Community Action Southwark	
Cllr James Barber	1	8 th Floor Hannibal House	
Cllr Michelle Holford	1	Elephant & Castle	
Cllr Kim Humphreys	1	London SE1 6TE	
Cllr Jonathan Mitchell	1	Valerie Shawcross	1
Cllr Richard Thomas	1	GLA Building	
Cllr Lewis Robinson	1	City Hall	
Cllr Fiona Colley	1	Queen's Walk	
Libraries	6	London SE17 2AA	
Local Studies Library	1	<u>TRADE UNIONS</u>	
Press:		UNISON Southwark Branch	1
Southwark News	1	Roy Fielding, GMB/APEX	1
Dulwich Guardian 819 London Road Cheam Surrey	1	Mike Young TGWU/ACTS	1
Paul Rhys, South London Press, 2-4 Leigham Court	1	Tony O'Brien, UCATT	1
Road SW16 2PD	1	TOTAL DISTRIBUTION	127
MEMBERS OF PARLIAMENT		Dated: 16 March 2010	
Tessa Jowell M.P	1		
Constitutional Support Officer	90		
OTHERS			
Geoffrey Banister			
LBS Audit Manager			
Ground Floor,			
Tooley Street	1		