

# Nunhead and Peckham Rye Community Council

Thursday 26 April 2012

7.00 pm

St Mary Magdalene Primary School, 48 Brayards Road, London, SE15 3RA

## Membership

Councillor Victoria Mills (Chair)  
Councillor Mark Glover (Vice-Chair)  
Councillor Sunil Chopra  
Councillor Fiona Colley  
Councillor Rowenna Davis  
Councillor Nick Dolezal  
Councillor Gavin Edwards  
Councillor Renata Hamvas  
Councillor Althea Smith

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Members of the committee are summoned to attend this meeting

**Eleanor Kelly**

Acting Chief Executive

Date: Tuesday 17 April 2012



## Order of Business

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

Item No.	Title	Time
3.	<b>DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS</b>	
	Members are asked to declare any interest or dispensation and the nature of that interest or dispensation which they may have in any of the items under consideration at this meeting.	
4.	<b>ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT</b>	
	The chair to advise whether they have agreed to any item of urgent business being admitted to the agenda.	
	<b>MAIN BUSINESS</b>	
5.	<b>MINUTES</b> (Pages 4 - 10)	
	To approve as a correct record the minutes of the meeting held on 15 March 2012.	
6.	<b>UPDATES FROM PREVIOUS MEETINGS</b> (Page 11)	
	To note the responses to issues raised at previous meetings.	
7.	<b>DEPUTATIONS/PETITIONS (IF ANY)</b> (Pages 12 - 13)	7.05 pm
	Peckham multi-storey car park – free parking trial	
8.	<b>OLYMPICS</b>	7.20 pm
	Cllr Veronica Ward, cabinet member for culture, leisure, sport and the Olympics	
	Ben Finden, Project Manager	
	Presentation on the Olympics and how Southwark is preparing including:	
	<ul style="list-style-type: none"> <li>• Getting around during the games</li> <li>• Opportunities for young people</li> <li>• Capital Legacy Funding</li> </ul>	
9.	<b>COMMUNITY COUNCIL CHANGES</b> (Pages 14 - 16)	7.50 pm
	Paper and discussion on changes to the community council area.	

Item No.	Title	Time
10.	<b>HEALTH SERVICES IN THE DULWICH AREA</b>	8.05 pm
	Rebecca Scott, Programme Director- Dulwich Health and Care Services Information on the consultation on health services in the Dulwich area.	
11.	<b>COMMUNITY ANNOUNCEMENTS</b>	8.10 pm
	<ul style="list-style-type: none"> <li>• Bowel Cancer UK</li> <li>• Southwark Apprenticeships</li> <li>• Community Council Fund Launch</li> <li>• Peckham Power</li> </ul>	
	<b>BREAK 8.15 PM</b>	
	An opportunity for residents to chat to Councillors and Officers	
12.	<b>FLOOD RISK MANAGEMENT STRATEGY</b>	8.30 pm
	John Kissi, Flood Risk Manager Presentation on the strategy and how you can get involved.	
13.	<b>QUEENS ROAD CPZ - FIRST STAGE CONSULTATION</b> (Pages 17 - 50)	8.35 pm
	Paul Gellard, Transport and Projects Officer  Presentation on the results of the first stage consultation on a Queens Road CPZ.	
14.	<b>PUBLIC QUESTION TIME</b> (Page 51)	8.40 pm
	This is an opportunity for public questions to be addressed to the chair.  Residents or persons working in the borough may ask questions on any matter in relation to which the council has powers or duties.  Responses may be supplied in writing following the meeting.	
15.	<b>LOCAL PARKING AMENDMENTS</b> (Pages 52 - 60)	8.50 pm
	Executive Function  To consider the local parking amendments set out in the report.	

<b>Item No.</b>	<b>Title</b>	<b>Time</b>
<b>16.</b>	<b>CLEANER GREENER SAFER REVENUE FUND</b> (Pages 61 - 65)  Executive Function  To consider the allocation of CGS revenue funding.	8.55 pm

Date: Tuesday 17 April 2012

## Nunhead & Peckham Rye Community Council

### Language Needs

If you would like information on the Community Councils translated into your language please telephone 020 7525 7420 or visit the officers at 160 Tooley Street, London SE1 2TZ

### Spanish:

#### Necesidades de Idioma

Si usted desea información sobre los Municipios de la Comunidad traducida a su idioma por favor llame al 020 7525 7420 o visite a los oficiales de 160 Tooley Street, Londres SE1 2TZ

### Somali:

#### U-Baahnaanshaha Luqadda

Haddii aad u baahan tahay macluumaadka ku saabsan Guddiyada Beelaha oo lagu tarjumay luqaddaada fadlan soo wac khadka taleefoonka 020 7525 7420 ama booqasho ugu tag hawladeennada ku sugan 160 Tooley Street, London SE1 2TZ

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### Bengali:

#### ভাষার প্রয়োজন

আপনি যদি নিজের ভাষায় কমিউনিটি কাউন্সিল সম্পর্কে তথ্য পেতে চান তাহলে 020 7525 7420 নম্বরে ফোন করুন অথবা 160 Tooley Street, London SE1 2TZ ঠিকানায় গিয়ে অফিসারদের সাথে দেখা করুন।

### Yoruba:

#### Awon Kosemani Fun Ede

Bi o ba nfe àlàyé kíkún l'ori awon Ìgbimò Àwùjò ti a se ayipada si ede abíníbí re , jọwọ tẹ wa l'aago si ori nombá yi i : 020 7525 7420 tabi ki o yo ju si awon òṣiṣé ni ojúlé 160 Tooley Street , London SE1 2TZ .

Turkish:

Dil İhtiyaçları

Eğer Community Councils (Toplum Meclisleri) ile ilgili bilgilerin kendi ana dilinize çevrilmesini istiyorsanız, lütfen 020 7525 7420 numaralı telefonu arayınız veya 160 Tooley Street, London SE1 2TZ adresindeki memurları ziyaret ediniz.

Krio:

Na oose language you want

If you lek for sabi all tin but Community Council na you yone language, do ya telephone 020 7525 7420 or you kin go talk to dee officesr dem na 160 Tooley Treet, London SE1 2TZ.

Twi:

Kasaa ohohia,

se wopese wo hu nsem fa Community Councils ho a, sesa saakasa yie ko wo kuro kasa mu. wo be tumi afre saa ahoma torofo yie 020 7525 7420 anase ko sra inpanyinfo wo 160 Tooley Street, London SE1 2Tz.

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

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**CONTACT:** Alexa Coates, Principal Constitutional Officer, Tel: 020 7525 7385 or email: [alexa.coates@southwark.gov.uk](mailto:alexa.coates@southwark.gov.uk)  
Website: [www.southwark.gov.uk](http://www.southwark.gov.uk)

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### **BABYSITTING/CARERS' ALLOWANCES**

If you are a resident of the borough and have paid someone to look after your children or an elderly or disabled dependant, so that you can attend this meeting, you may claim an allowance from the council. Please collect a claim form from the Constitutional Officer at the meeting.

### **DEPUTATIONS**

Deputations provide the opportunity for a group of people who are resident or working in the borough to make a formal representation of their views at the meeting. Deputations have to be regarding an issue within the direct responsibility of the Council. For further information on deputations, please contact the Constitutional Officer.

**For a large print copy of this pack,  
please telephone 020 7525 7420.**



## NUNHEAD AND PECKHAM RYE COMMUNITY COUNCIL

MINUTES of the Nunhead and Peckham Rye Community Council held on Thursday 15 March 2012 at 7.00 pm at Rye Lane Chapel, 59A Rye Lane, Peckham, London, SE15 5EX

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**PRESENT:** Councillor Victoria Mills (Chair)  
Councillor Mark Glover (Vice-Chair)  
Councillor Fiona Colley  
Councillor Rowenna Davis  
Councillor Nick Dolezal  
Councillor Gavin Edwards  
Councillor Renata Hamvas  
Councillor Althea Smith

**OFFICER** Rumi Bose, Planning Policy Officer  
**SUPPORT:** Deborah McKenzie, Parks Service Development Officer  
Kate Johnson, Planning Policy Officer  
Alison Squires, Planning Policy Team Leader  
Marian Farrugia, Neighbourhood Co-ordinator Nunhead and Peckham  
Nadine James, Community Council Development Officer  
Alexa Coates, Principal Constitutional Officer

### 1. INTRODUCTION AND WELCOME

The chair welcomed everyone to the meeting and asked councillors and officers to introduce themselves.

### 2. APOLOGIES

Apologies for lateness were received from Cllr Althea Smith. Cllr Fiona Colley apologised as she explained she would have to leave the meeting early.



### 3. DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS

There were none.

### 4. ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT

There were no urgent items.

The chair took the opportunity to thank Nadine James from the community engagement team for the support she had given the community council as she would be leaving the council at the end of the month. The chair thanked Nadine for her excellent work.

### 5. MINUTES

#### RESOLVED

The minutes of the meeting held on 12 January 2012 were agreed as a correct record and signed by the chair.

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

There were none.

### 7. COMMUNITY ANNOUNCEMENTS

The following community announcements were made.

**Peckham Settlement** – Annemarie from Peckham Settlement explained that they were running a 'warmer homes' programme for over 60s to keep warm and well. Free home assessments were offered to check things like home insulation. The programme was meant to run until 31 March 2012 but was being extended by a couple of weeks to cover more homes.

**Queens Road Peckham Station Improvements** – Simon Phillips from the transport planning team explained that improvements were planned to the station which included: a new entrance at the west side of the station with a public square, new retail in the arches. Consultation was taking place on what people would like to see in terms of the new public space. Simon would be available to speak to people in the break and there would be people to speak to at the station as part of the consultation. The improvements were part of a wider renewal programme in the area.

### 8. PROPOSED WORK AT CAMBERWELL OLD CEMETERY

Deborah McKenzie from public realm updated the meeting on proposed works at Camberwell Old Cemetery. Deborah explained that the council looked after 3 cemeteries in the borough, Camberwell Old, Camberwell New and Nunhead. All 3 were running out of

space for burial. Deborah introduced Paul Harrison, a landscape architect working for the council, to explain some of the long term changes which would be taking place at Camberwell Old cemetery this year.

Paul explained that an area had been identified on the south side of the cemetery alongside Wood Vale, near to the Lewisham boundary. This had been an area of public burial up to the 1920s and 1940s with no real monuments and no rights to graves. Paul explained that traditionally soil was brought into cemeteries and placed over the top of existing graves so further burials could continue on the raised level. This method had taken place on the site pre-war. It was proposed that this method be used again in the area identified. This would require some removal of trees but a number of trees in that location were of poor quality and new tree planting would be done. The work was planned for late summer and would last approximately 12 weeks, with a new access to the cemetery required off Wood Vale for lorries. The proposals were subject to planning approval which was currently being applied for.

The chair asked how people would have their say on the proposals. Paul explained that this would be through the planning process. The application had been submitted and was being validated, once validated the statutory processes for consultation would commence. The application would be available on the council website for people to comment on. It was likely that the application would be determined by the main planning committee.

Paul and Deborah took questions from the floor relating to: the number of trees affected and the loss of biodiversity. Paul explained that 20 small and 14 mature trees would be affected but that around 80 new trees would be planted. The loss of biodiversity would be compensated for by planting native shrubs and the retention of dead wood.

## **9. PLANNING POLICY**

Alison Squires, from planning policy, explained that the community council had been consulted on the Peckham and Nunhead Area Action plan over the past 2-3 years. The Area Action plan would set planning policies for the area for the next 15 years. Following consultation, a 'preferred option' of the plan had been drafted and Alison encouraged people to comment on the document. The plan covered policies relating to: employment and retail, housing, traffic and transport and parks and recreation.

Consultation on the document would run until 24 April 2012. Alison encouraged people to comment online, by post or via email.

Alison also added that a new Dulwich Supplementary Planning Document was being prepared which would be out for consultation soon. There was also an Open Spaces Strategy which was being consulted on. There would be public meetings on the Open Spaces Strategy on Saturday 17 March, 10.30am - 12.30pm at Southwark Council offices, 160 Tooley Street and Thursday 22 March, 6.00pm - 8.00pm, at Peckham Library.

The meeting then broke into workshops on the area action plan. Themes for the workshops were: housing, transport, design, open spaces and retail and employment.

## 10. CLEANER GREENER SAFER REVENUE FUND

Executive Function

Members considered the information in the report.

### RESOLVED

1. That the £12,000 of cleaner, greener, safer revenue funding 2012/13 be allocated as follows:
  - Street Cleaning Peckham High Street South - £3,000
  - Street Cleaning Rye Lane- £9,000
2. That the £18,000 under spend be decided at a future meeting.

The chair invited suggestions on how the remaining £18,000 could be allocated. No suggestions were given by the audience.

## 11. CLEANER, GREENER , SAFER CAPITAL FUND

Executive Function

Members considered the information in the report, the chair explained that the money applied for by local groups and residents exceeded the amount of funding available. Councillors requested that the following schemes are prioritised for future years or through the community project bank: Lighting on the Pelican estate, lighting in Peckham Rye ward, footpath improvements at One Tree Hill and the tree stump in Peckham Rye ward.

Cllr Glover pointed out that in the past 'Trees for Cities' had match funded work in the area in the past and requested that project officers looked into this again.

### RESOLVED

That the cleaner, greener, safer capital funding be allocated as set out below:

<b>Nunhead</b>	<b>Allocation</b>
Brayards estate caged area	£3,780
Queens Road/ Pomeroy Street Estate: safer lighting and paving	£8,500
	£3,000
T&RA hall in Buchan Road	£3,750
Making monuments safer - Nunhead Cemetery	£5,000
Spark Sport Centre in Brimington Park	£10,000
Daniels Rd Car park to Community Garden Conversion	£10,000
Dayton Grove greening and planting schemes	£8,960

Fencing and hedging St Mary's Community Centre	£11,500
Historic outdoor gallery for Nunhead	£1,200
Brockley Way zebra crossing	£17,500
<b>Nunhead Total</b>	<b>£83,190</b>
<b>Peckham Rye</b>	
Indoor sport for all Brenchley Gardens TRA	£1,500
Footpath through Brenchley Gardens	£29,000
One Tree Hill Allotments Water Supply	£3,500
Fencing & extension of children's fruit and vegetables garden in Peckham Rye Park	£1,950
Table tennis at Peckham Rye Park	£3,000
Jubilee beacon on One Tree Hill	£6,000
Improve Stuart Road Allotments security fencing	£10,226
Brockley Way zebra crossing	£17,500
Rye Hill Park resurface car park between the three blocks: Trent / Frome / Welland	£29,000
<b>Peckham Rye total</b>	<b>£101,676</b>
<b>The Lane</b>	
Improve the Parkstone Road/Bournemouth Close lighting	£9,300
New wrought iron railings to the Peckham Mosque on Choumert Grove	£5,400
Consort Estate Notice boards / maps/ signage / lighting	£17,000
Heron House Tree Planting/landscape	£16,000
Make the Parkstone Road / Bournemouth Close area nicer - new fencing, planters, painting bollards and improve entrance to Atwell Estate	£20,000
All weather sports pitch improvements in Warwick Gardens	£6,500
Choumert Grove car park greening	£2,000
Planting and Greening at Habitat Close	£6,260
<b>The Lane total</b>	<b>£82,460</b>
<b>TOTAL</b>	<b>£267,326</b>

## 12. PUBLIC QUESTION TIME

A resident asked about clean up times for dog fouling which was previously 2 hours but is now 48.

Councillors explained that this may be related to required budget cuts. There was £18,000 of CGS revenue funding available for the community council to allocate councillors

suggested that the feasibility of additional street cleaning be investigated by officers.

**Action:** Officers to investigate the feasibility of using the remaining £18,000 of Cleaner Greener Revenue funding for street cleaning

A resident raised issues with a new development which had been completed, complaining about noise and lack of notice of works.

Councillors advised that as the work had now been completed there was little that could be done and that in future residents should call the council's planning department if they have issues with development as contractors are required to adhere to a code of conduct.

Residents asked about a potential hosepipe ban and how this information would be communicated to residents.

Councillors advised that as soon as the ban was confirmed information would be available on the council website (usually on the home page). Councillors also directed residents to another site 'waterwise' which also contained useful information.

A resident asked if parking in the multi-storey car park in Peckham could be free to encourage people to shop in the area.

**Action:** Councillors to raise with Cllr Barrie Hargrove, cabinet member for transport, environment and recycling.

### 13. HIGHWAYS DEVOLVED CAPITAL BUDGET

Executive Function

Members considered the information in the report.

#### RESOLVED

That £97,250 of the highways capital budget be allocated as follows:

<b>Peckham Rye</b>		
Solomon's Passage	Carriageway	£15,300
	Northern footway	£3,000
	Southern footway	£5,950
<b>Nunhead</b>		
Bellwood Road	Carriageway	£38,000
<b>Lane</b>		
Keston Road	Footway	£35,000
<b>Total</b>		<b>£97,250</b>

**14. EXCLUSION OF THE PUBLIC AND PRESS**

**RESOLVED**

That the public be excluded from the meeting for the following items of business on the grounds that they include the likely disclosure of exempt information as defined in paragraphs 1 and 2, Access to Information Procedure rules of the Constitution.

**15. SCHOOL GOVERNOR NOMINATIONS**

Executive Function

Members considered the information in the closed agenda.

**RESOLVED**

That Miss Adeola Thompson be re-appointed as school governor for St. Francesca Cabrini Primary School.

The meeting ended at 9.08 pm.

**CHAIR:**

**DATED:**

**Feedback about matters raised at the Nunhead and Peckham Rye Community  
Council meeting on 15 March 2012**

<p>A resident asked about clean up times for dog fouling which was previously 2 hours but is now 48.</p> <p><b>Action:</b> Officers to investigate the feasibility of using the remaining £18,000 of Cleaner Greener Revenue funding for street cleaning</p>	<p>This issue is addressed in the CGS revenue report in the agenda.</p>
<p>A resident asked if parking in the multi-storey car park in Peckham could be free to encourage people to shop in the area.</p> <p><b>Action:</b> Councillors to raise with Cllr Barrie Hargrove, cabinet member for transport, environment and recycling.</p>	<p>This issue will be addressed as part of the petition debate.</p>

<b>Item No.</b> 7	<b>Classification:</b> Open	<b>Date:</b> 26 April 2012	<b>Meeting Name:</b> Nunhead and Peckham Rye Community Council
<b>Report title:</b>		Petition – Peckham Multi Storey Car Park – free trial	
<b>Ward(s) or groups affected:</b>		Peckham Rye	
<b>From:</b>		Strategic Director of Communities, Law & Governance	

### RECOMMENDATION

1. That the Peckham Community Council consider a petition in respect of Peckham multi storey car park and introducing a free trial for parking.

### BACKGROUND INFORMATION

2. A petition containing 250 signatures or more maybe presented to the community council. A petition can be submitted by a person of any age who lives, works or studies in Southwark. Petitions must relate to matters which the council has powers or duties or which affects Southwark.
3. At the meeting, the spokesperson for the petition will be invited to speak up to five minutes on the subject matter. The community council will debate the petition for a period of up to 15 minutes and may decide how to respond to the petition at the meeting.
4. Any relevant resource or community impact issues will be contained in the comments of the strategic director.

### KEY ISSUES FOR CONSIDERATION

5. A petition containing over 250 signatures has been received in respect of market stalls on Peckham Multi Storey car park. The petition states:

“We the undersigned petition the Council to open Peckham Multi Storey CAR Park for free trial period of four weeks to encourage and support trade to the area. Should this trial show an increase in trade we would like the car park to be free permanently. In the economic down turn local traders need support to encourage footfall to the Peckham Town Centre area. The council already recognise the benefits of free parking as highlighted by their Christmas initiative and free weekend parking at the Eat Street Market. Peckham Town Centre is in the early stage of regeneration and the availability of free parking will help support the local traders by offering a vital service to increase the appeal to potential customers. Currently potential customers divert to the free parking offered at the East Street Market and Surrey Quays way from Peckham.

Peckham Town Centre is recognised as a unique shopping location with a large number of independent traders and services ranging from the Cinema,



West African fresh foods, Chinese fresh foods, Churches, Mosques, Fusion Gym, Library the list in endless. With the Olympics it is a great opportunity to put Peckham on the map!"

6. The community council should decide how to respond to the petition at this meeting. The community council has no decision making powers in relation to this issue but could refer the issue to the appropriate decision maker.

#### SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

7. Comments to follow

#### BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Petition - Peckham Multi Storey Car Park – free trial	160 Tooley Street, London SE1 2QH	Alexa Coates, Principal Constitutional Officer, 160 Tooley Street.
Southwark Council Constitution Community Council Procedure Rules (procedure rule 7.5 – petitions)	160 Tooley Street, London SE1 2QH	Alexa Coates, Principal Constitutional Officer, 160 Tooley Street.

#### AUDIT TRAIL

<b>Lead Officer</b>	Ian Millichap, Constitutional Manager	
<b>Report Author</b>	Alexa Coates, Principal Constitutional Officer	
<b>Version</b>	Final	
<b>Dated</b>	16 April 2012	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments included</b>
Strategic Director of Communities, Law & Governance	No	No
Finance Director	No	No
Strategic Director of Environment and Leisure	Yes	To follow
<b>Date final report sent to Constitutional Team</b>		16 April 2012

<b>Briefing Note – Nunhead and Peckham Rye Community Council</b>	
<b>Title</b>	Community Councils – Changes for 2012-13
<b>Report author</b>	Darryl Telles, Neighbourhoods Manager
<b>Date</b>	26 April 2012

## REQUIRED ACTION

To note the changes to Community Councils, agreed by Council Assembly, as a result of the Democracy Commission's recommendations.

## INTRODUCTION

1. The Democracy Commission was asked by the Council in February 2011 to undertake a review of the work of the community councils, including resident consultation, which examined the role and function of community councils and whether the current functions and powers are the right ones to meet the aims of community councils in the current resource context. Cabinet asked the Commission to identify at least £344,000 of savings.
2. The commission reviewed efficiency savings for community councils and identified savings of £81,527. This relates to the budgets surrounding venue/transport hire, marketing/publicity, access and catering. However the efficiencies savings alone did not meet the overall savings target necessary and therefore the commission investigated other options for savings.
3. The review concluded in December 2011 and the Commission concluded that savings could only be made if the number of Community Council areas, meetings and functions were reduced.

## KEY RECOMMENDATIONS

- Reducing the number of community councils from 8 to 5
- Reducing the number of meetings from at least 6 to 5 per year
- Establishing 2 planning sub-committees for minor applications with revised thresholds for decisions going to the main planning committee and the two sub-committees
- Removing school governor appointments and making changes to other areas of decision making such as transport
- Making reductions to the staff

## CHANGES

4. These changes were agreed by Council Assembly and come into effect from May 2012:
  - Merge Bermondsey and Rotherhithe Community Councils (retaining the current split of Livesey Ward between Bermondsey & Rotherhithe and Peckham & Nunhead)
  - Merge Peckham and Nunhead & Peckham Rye Community Councils
  - Retain the current boundaries of Dulwich Community Council

- Retain the current boundaries of Camberwell Community Council
  - Merge Borough & Bankside and Walworth Community Councils.
5. Council Assembly also approved the commission's recommendation that the planning function is no longer exercised by community councils. Instead a new model of a main planning committee and two planning sub-committees will be created.
  6. School governor decisions were reviewed by the commission and council assembly agreed the commission's recommendation that this function is no longer exercised by community councils to generate a saving of £10,895. It was noted that these decisions are normally taken in closed session which is not consistent with the engagement role of community councils.
  7. Given the context of the significant reductions in the council's budget some changes have had to be made to the officer support for this function as the current cost was unsustainable. The commission identified staffing savings from the engagement function, which was agreed as part of the budget decision by council assembly. The new staffing structure reduces the overall number of community engagement staff whilst retaining one dedicated officer for each of the new five areas.
  8. The commission noted that residents see the cleaner, greener, safer and Community fund schemes as evidence of them having an influence on local decisions. Having a say over how council funds are allocated at a local level is valued and recognised as really putting power into the hands of residents. Community councils should be encouraged to develop upon this model. The commission welcomed the cleaner, greener, safer revenue funding of £10,000 per ward which would be available for community councils to allocate from 1 April 2012. It also agreed that there would be no reduction to the Community fund for this year.
  9. The Commission also recommended changes to the operation of Community Councils and have asked Chairs to consider the following:
    - more flexibility around meeting times
    - varying the use of local venues
    - increasing the use of workshops to encourage debate and dialogue
    - enabling residents to have more influence over the agenda setting process
    - having question time earlier on in agendas
    - stricter chairing to enable balanced input from residents
    - keeping the length of meetings within a time limit e.g. two hours
    - better use of online forums and social media
    - introducing less formality to meetings was another popular suggestion made and would compliment the desire to improve engagement. People have expressed a preference for a horse-shoe or semi-circular seating arrangement at meetings (with further semi-circular rows behind), to create less "distance" between local people and members especially considering the increase in the number of Councillors for some Community Council areas

- explore ways to simplify the paperwork to make it more accessible, e.g. plain English summaries of information items could be produced, provided adequate officer resource is available.

<b>Item No.</b> 13	<b>Classification:</b> Open	<b>Date:</b> 26 April 2012	<b>Meeting Name:</b> Nunhead and Peckham Rye Community Council
<b>Report title:</b>		Queens Road Controlled Parking Zone 1 <sup>st</sup> stage report	
<b>Ward(s) or groups affected:</b>		Nunhead Ward	
<b>From:</b>		Head of Public Realm	

### RECOMMENDATIONS

1. That the Nunhead and Peckham Rye Community Council comment upon the following recommendations, that are due to be made to the cabinet member for environment, transport and recycling:
  - a. To approve the extension of Peckham B Controlled Parking Zone (CPZ) to include Gordon Road (between Harders Road and Brayards Road) and Harders Road subject to 2<sup>nd</sup> stage (detailed design) consultation and statutory consultation.
  - b. Not approve a CPZ in those remaining streets that were consulted as part of the Queens Road 1<sup>st</sup> stage CPZ consultation but carry out minor changes to declutter and refresh existing restrictions and to install yellow lines on junctions where currently absent.

### BACKGROUND INFORMATION

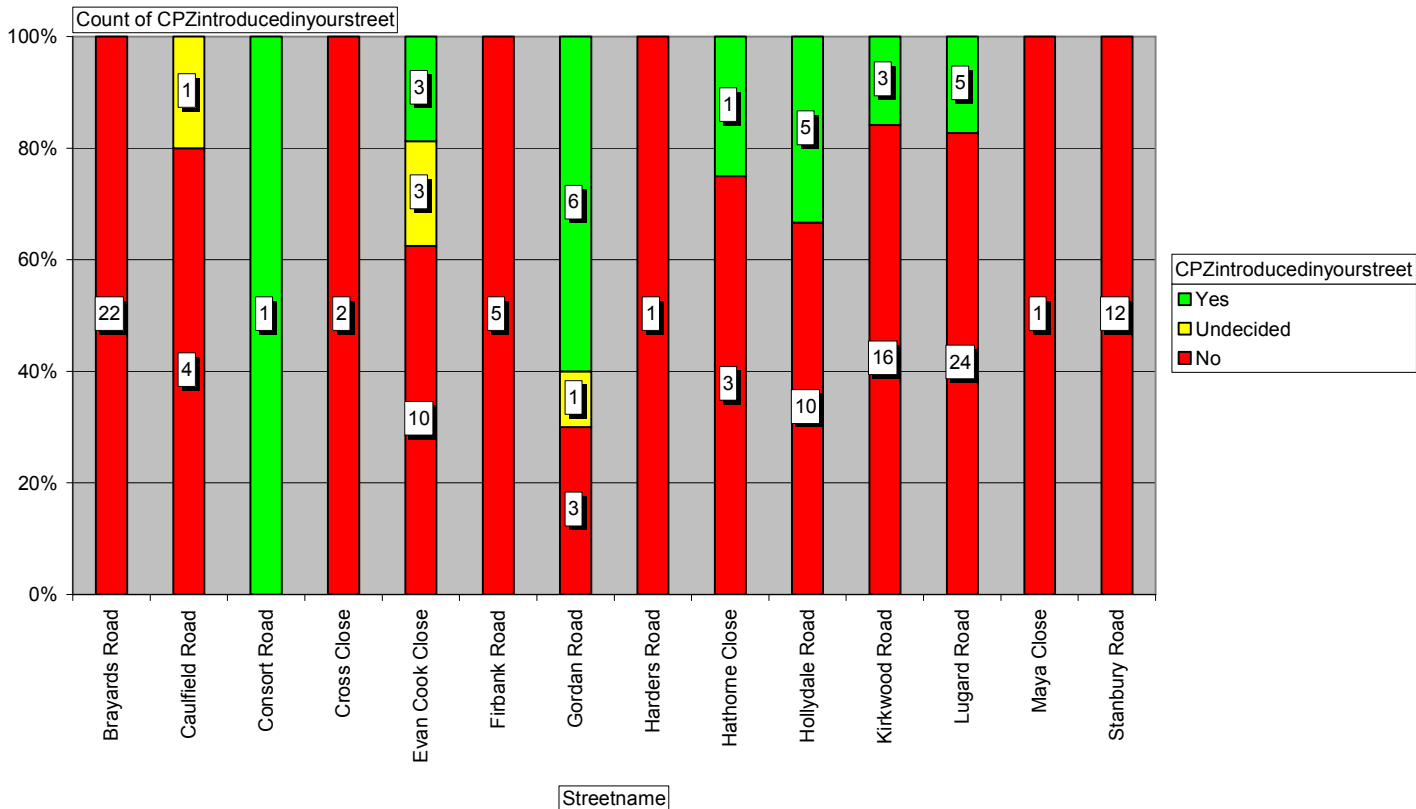
2. In accordance with Part 3H paragraph 20 and 22 of the Southwark Constitution, community councils are to be consulted on strategic matters such as the introduction of a CPZ. In practice this is carried out before and after the public consultation.
3. In accordance with Part 3D paragraph 22 of the council's constitution the decision to implement a new CPZ lies with the individual cabinet member for environment, transport and recycling.
4. The community council is now being given opportunity to make final representations to the options that have arisen following public consultation.
5. Full details of all results associated with the study can be found in Appendix A the 'consultation report'.
6. Approval to commence the study was given by the Planning Committee on 3 November 2009, following discussion with ward members on 23 September 2009.

### KEY ISSUES FOR CONSIDERATION

7. Informal public consultation took place with all residents and businesses within the consultation area from 3 November until 25 November 2011.

8. Full details of the consultation strategy, results, conclusions and recommendations can be found in Appendix A.
9. The responses to the key question ‘Do you want controlled parking introduced in your street?’ is illustrated in Figure 1 below.

**Figure 1**



**Recommendations to the cabinet member for environment, transport and recycling**

10. On the basis of the results of the public consultation Gordon Road is recommended for progression to 2nd stage (detailed design) consultation on the basis that Gordon Road shows a majority of respondents in favour (60%) of this proposal and that parking occupancy data shows that the street suffers from high occupancy (max = 110%) with a high proportion (weekday 0730-1830 average = 32%) of commuters and non-residents vehicles.
11. Harders Road is also recommended for progression to 2nd stage (detailed design) consultation on the basis of a logical boundary and to avoid immediate displacement and a need to re-consult. Harders Road is a link road between Gordon Road (recommended for CPZ) and Consort Road (an existing CPZ street).
12. It is noted that Harders Road was not in favour (1 response against) however this is likely to be due to the fact that there are few properties within the street and all have off-street parking.
13. Should 2nd stage consultation be approved it is recommended to be as an extension of CPZ “B” as it abuts this existing CPZ. The recommended streets

are too small to be a stand-alone zone. As it is an extension it will adopt the hours and days of CPZ “B” which are 8.30-6.30 Monday to Saturday.

14. The 2nd stage consultation will involve consultation with those directly affected residents on the position and type of parking bays.
15. It is further recommended that minor adjustments be made to improve the streetscape in the entire consultation area by minimising existing parking street furniture, refreshing parking road markings (where required) and installing double yellow lines on junctions to improve sightlines for all road users (especially vulnerable road users, i.e. pedestrians, cyclists and motorcyclists).

## **POLICY IMPLICATIONS**

16. The recommendations contained within this report are consistent with the policies of the Parking Enforcement Plan and the Transport Plan 2011, particularly:

### Policy 1.1 – pursue overall traffic reduction

- Parking, by definition, occurs at the end of a vehicle trip. By managing or limiting the provision of parking to certain users or classes of vehicle, CPZs contribute to the reduction of traffic. This is predominantly achieved by preventing commuter or long-stay parking and associated traffic.

### Policy 2.3 – promote and encourage sustainable travel choices in the borough

- By managing the supply of parking, CPZs are significant in releasing suppressed demand for sustainable modes, such as walking, cycling and public

### Policy 4.2 – create places that people can enjoy

- Parking controls assist in reducing the dominance of on-street parking. They ensure that where it is permitted it is prioritised fairly and takes place in appropriate places.
- CPZs reflect the fact that only 50% of households in Southwark have access to a car and that balance should be made in the allocation of road space

### Policy 8.1 – seek to reduce overall levels of private motor vehicle traffic on our streets

- CPZs contribute to the reduction in private motor vehicle traffic by preventing commuter parking. If parking spaces are not available at the destination then an alternative (more sustainable) method of transport is likely to be chosen to carry out that trip.

## **COMMUNITY IMPACT STATEMENT**

17. 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.
18. 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.

19. The implementation of a CPZ may benefit disabled motorists by reducing parking demand in locations that currently allow unrestricted parking.
20. The council will continue to provide its normal service for the provision of 'origin' disabled bays outside residents homes who meet the relevant criteria.
21. The implementation of a CPZ will provide greater protection of parking spaces to all residents and their visitors living within the zone. This prioritisation of space provides a benefit to all resident permit holders.
22. The overall implementation of a CPZ may disbenefit those persons who currently drive to the area who will now be required to pay for parking during the operational hours of pay and display or be excluded if staying longer than the permitted maximum stay at a pay and display bay.

### RESOURCE IMPLICATIONS

23. This report is for the purposes of consultation only and there are no resource implications associated with it.
24. It is, however, noted that this project is funded by a s106 agreement (S106/108697) allocated specifically for this purpose.

### CONSULTATION

25. The Planning Committee and ward members were consulted prior to commencement of the study, as detailed in paragraph 6.
26. Informal public consultation was carried out in November 2011, as detailed in paragraph 7.
27. This report provides an opportunity for final comment to be made by the community council prior to a key decision scheduled to be taken by the cabinet member for environment, transport and recycling in May 2012.
28. Any areas that are approved for CPZ implementation will be subject to informal and statutory consultation required in the making of any permanent Traffic Management Orders.

### BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council Environment Public Realm Network Development 160 Tooley Street London SE1 2QH  Online: <a href="http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011">http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011</a>	Tim Walker  (020 7525 2021)



**APPENDICES**

<b>No.</b>	<b>Title</b>
Appendix A	Queens Road 1 <sup>st</sup> Stage Controlled Parking Zone consultation report
Appendix B	Consultation Report appendices available at: <a href="http://moderngov.southwark.gov.uk/ieListDocuments.aspx?CId=177&amp;MId=3959&amp;Ver=4">http://moderngov.southwark.gov.uk/ieListDocuments.aspx?CId=177&amp;MId=3959&amp;Ver=4</a>

**AUDIT TRAIL**

<b>Lead Officer</b>	Des Waters, Head of Public Realm	
<b>Report Author</b>	Tim Walker, Senior Engineer	
<b>Version</b>	Final	
<b>Dated</b>	10 April 2012	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments included</b>
Strategic Director for Communities, Law and Governance	No	No
Finance Director	No	No
Cabinet Member	Yes	No
<b>Date final report sent to Constitutional Team</b>	16 April 2012	



# Queens Road

## 1<sup>st</sup> stage CPZ consultation report

APRIL 2012 – DRAFT FOR NUNHEAD AND PECKHAM  
RYE COMMUNITY COUNCIL

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

# Queens Road

## 1<sup>st</sup> stage CPZ consultation report

April 2012

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

This report details the findings of a study on the possibility of introducing parking controls in the Queens Road, Peckham area. It provides the evidence base for the associated key decision report which sets out recommendations for the cabinet member for transport, environment and recycling.

<b>Section A – Introduction and policy context</b> .....	<b>3</b>
<b>Section B – Study methods and decision making</b> .....	<b>5</b>
Background of study.....	5
History of parking consultations in the area .....	5
Project structure .....	6
Consultation area .....	7
Existing parking arrangements in the Queens Road consultation area.....	9
Consultation document.....	10
Further information .....	11
Parking surveys .....	11
<b>Section C – Consultation area questionnaire results summary</b> .....	<b>12</b>
Summary of response rate .....	12
Headline consultation results.....	14
Communications made outside of the freepost or online questionnaire .....	24
Stakeholder communication.....	24
<b>Section D – Parking stress survey summary</b> .....	<b>25</b>
Headline results .....	25
<b>Section E – Study conclusions and recommendations</b> .....	<b>27</b>
Queens Road study area recommendations .....	28
<b>List of figures</b> .....	<b>29</b>
<b>List of appendices</b> .....	<b>29</b>
<b>Version control</b> .....	<b>29</b>



## Section A – Introduction and policy context

Southwark Council has twenty one 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 Plan<sup>1</sup> (PEP) sets out the council's policy in the management of parking on its public highway. The PEP acknowledges that few things polarise public opinion more than parking but that restrictions, in many areas of the borough, provide a critical tool in prioritising space in favour of certain groups (e.g. blue badge holders, residents or loading) as well as assisting in keeping the traffic flowing and improving road safety.

The PEP was adopted as a supporting document to the council's 2006 transport strategy, the Local Implementation Plan<sup>2</sup> (LIP) which has recently been revised, consulted upon and adopted as the Transport Plan<sup>3</sup>.

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

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

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

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

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

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

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

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

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

Parking is the end result of a trip. The availability of parking at a destination has a clear effect on whether the trip is made by car or not. Existing parking controls all across Southwark already assist in improving traffic and congestion levels.

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

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

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

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

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

## Section B – Study methods and decision making

### Background of study

The Parking Enforcement Plan (PEP) refers generally to this area as Queens Road. It suggests the area “may justify consideration of new zone” on the basis that it is close to a rail station with a mix of residential area (with a high density of car ownership per km<sup>2</sup>) as well as “employers or other attractions to visit the area”.

The consultation area concentrates on streets which are a short walking distance from Queens Road railway station.

The area was last consulted in 2002 prior to the Congestion Charge being introduced, at that stage there was no clear level for a CPZ.

In recent years, Queens Road station has seen a large increase in passenger numbers and this is expected to increase further when the London Overground is completed in 2013, connecting through to Clapham junction and beyond.

There have also been a number of new residential and commercial developments in the area.

As part of the planning permission for the development on Lugard Road, the developer was required to fund a consultation on the option of introducing a CPZ. Subsequently, the council has taken the lease of this building.

### History of parking consultations in the area

Date	Consultation	Outcome
2002	<p>In 2002 the Council commissioned Project Centre to investigate the need for CPZ centred on Queens Road Station.</p> <p>The consultation area covered a wide area around the periphery of Queens Road rail station with 3278 questionnaires being delivered to residents and businesses in the area.</p>	<p>The consultation yielded 287 returns representing an 8.95% response rate.</p> <p>A majority of 51% respondents said that they Never experience parking problems. 34% said they do experience parking problems during the day.</p> <p>60% of respondents voted against parking controls, with 34% in support.</p>

### **Project structure**

Since adoption of the PEP, the council has generally carried out its CPZ projects by way of a two-stage consultation process<sup>5</sup>, except where the area limits are predetermined by physical, borough or existing CPZ boundaries or by budget constraints - in which case a joint 1<sup>st</sup>/2<sup>nd</sup> 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 cabinet member for transport, environment and recycling but the draft report is made public and discussed with the community council before the decision date. This decision is subject to further 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 cabinet member for transport, environment and recycling approves the final layout, if required.

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

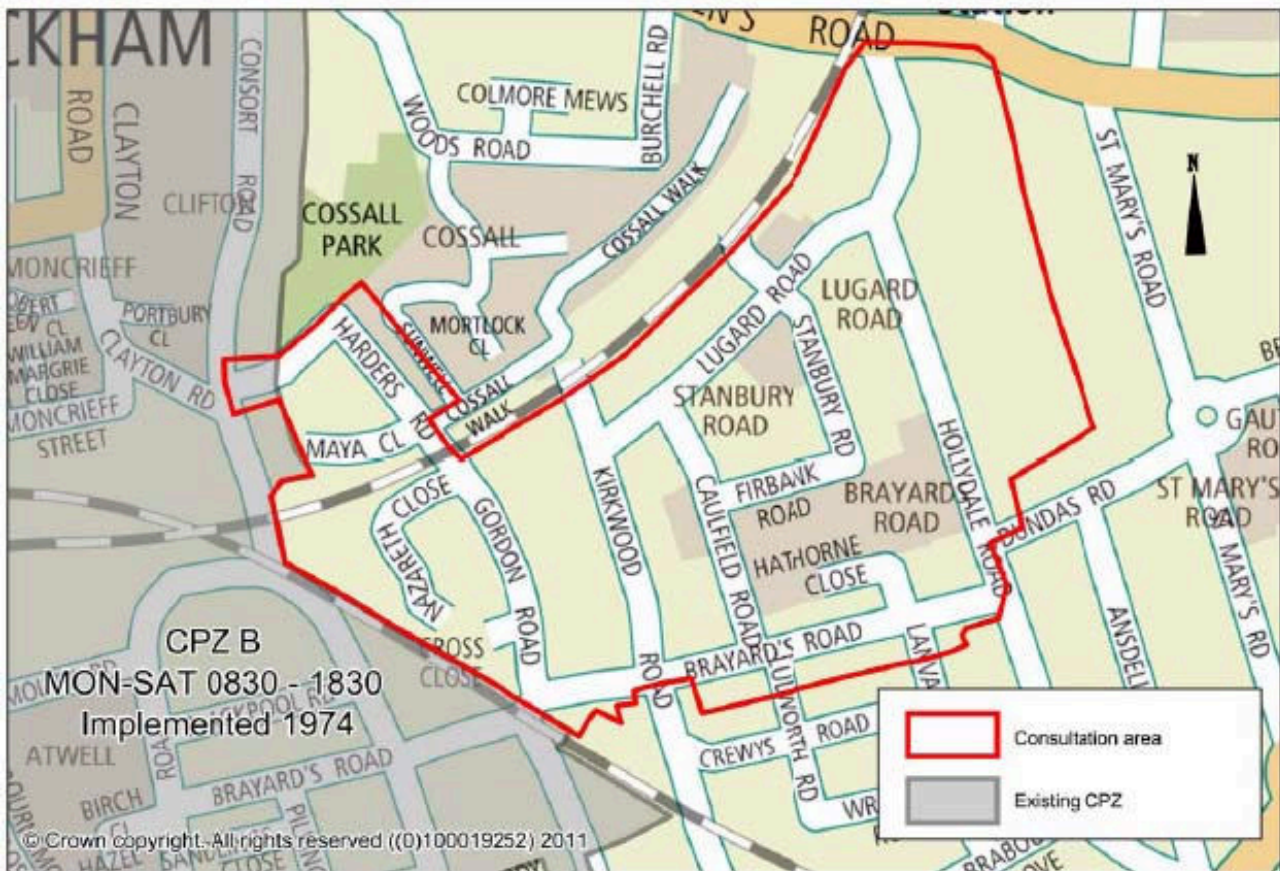
A draft version of this report will be presented to the relevant community council prior to a decision being taken. Opportunity for comment will be made at that meeting and those representations will be appended alongside this report and the key decision.

<sup>5</sup> [http://www.southwark.gov.uk/YourServices/transport/parking/cpzreviews/CPZ\\_how\\_consult/](http://www.southwark.gov.uk/YourServices/transport/parking/cpzreviews/CPZ_how_consult/)

### Consultation area

The draft consultation methods and boundaries was discussed with ward members and approved by the Planning Committee in September and November 2009, respectively.

The streets approved for consultation are situated Nunhead Ward.





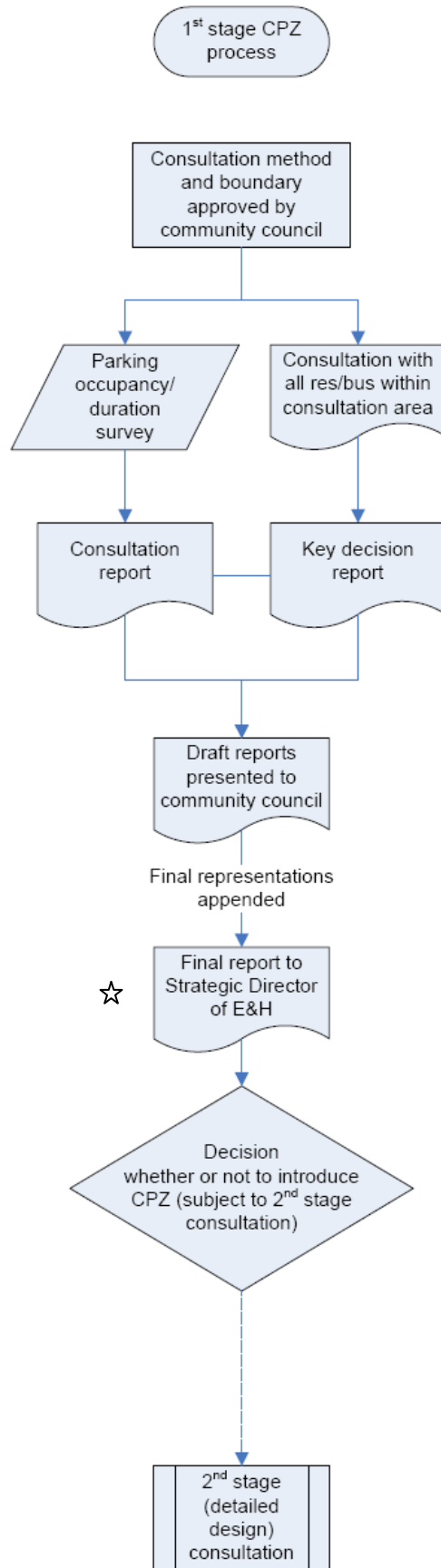


Figure 1

Figure 1

☆ Addendum – decision changed from strategic director to cabinet member on 25/5/11

### Existing parking arrangements in the Queens Road consultation area

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

<b>Existing restrictions within the consultation area that prevent kerb-side parking</b>	<b>Location</b>
<ul style="list-style-type: none"> <li>Origin disabled bays (outside residents homes who meets the council's criteria)</li> </ul>	17 installed throughout area, outside residents homes
<ul style="list-style-type: none"> <li>School keep clear markings (marking to prevent parking at the school entrance)</li> </ul>	Hollydale Road
<ul style="list-style-type: none"> <li>Car club parking bays</li> </ul>	Lugard Road
<ul style="list-style-type: none"> <li>Local traffic management (single/double yellow lines to assist in sight lines and maintain traffic flow)</li> </ul>	Throughout the area there are local parking restrictions on some (but not all) junctions.
<ul style="list-style-type: none"> <li>Vehicle crossovers allow access to private land (ie residential front driveways) parking is generally permitted but it can be enforced against by the council at request of the landowner (certain conditions apply)</li> </ul>	Various locations throughout the area.
<ul style="list-style-type: none"> <li>Dropped kerbs / raised footways – informal crossing points installed to assist pedestrian to cross the road and where parking is unlawful.</li> </ul>	Various locations throughout consultation area.

The above controls operate within the consultation area and are mapped in appendix 2. Additionally, the existing Peckham (B) CPZ is located nearby and will have influence upon the supply of on-street parking through the effects of displacement.

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 other London CPZs are extensive in their area (covering all of transport Zone 1 and most of Zone 2) and provide protection to local residents; this may result in some motorists choosing to drive to outer rail stations or to locations that are adjacent to bus routes and then continuing on their journey by train or bus.

**Consultation document**

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

Distribution of the consultation documents (appendix 3) was made on 3 November 2011 by way of a blanket hand-delivery to all (residential and commercial) properties within the consultation area. The delivery was carried out by officers in the parking projects team.

The document was also sent to key and local stakeholders. Local stakeholders were identified as the cabinet member for environment, transport and recycling, ward members, Metropolitan Police Service, London Ambulance Service, London Fire Brigade, Transport for London, internal council teams and transport user groups.

The document was designed to present information on:

- why the consultation was being carried out
- how recipients could contribute / decision making
- what the 1<sup>st</sup> 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
- How many vehicles they park on-street
- current ability to park
- when problems occur
- whether they want controlled parking introduced in their street
- 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 questionnaire could be returned in a provided freepost envelope to the council's offices or completed online via Southwark's consultation webpage.

Documents were delivered on 3 November 2011 and the response period ran until 25 November 2011. Officers accepted and inputted responses up to 28 November 2011.

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**

25 street notices were erected within the consultation area (appendix 4) on 4 November 2011. A copy of the street notices can be found in appendix 5. 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 webpage<sup>6</sup> 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 parking projects team was made available to allow those wishing to making enquires via those methods. Officers assisted with response and also recommended that the callers complete their questionnaire.

### **Parking surveys**

To quantify the parking situation, Count on Us were commissioned to undertake parking surveys on a weekday, Wednesday 8 June 2011 and a weekend, Saturday 11 June 2011 to ascertain parking occupancy and duration of stay on all public highway roads within the consultation area. A summarised version of the parking beat surveys can be found in appendix 6.

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<sup>6</sup> [http://www.southwark.gov.uk/info/200140/parking\\_projects](http://www.southwark.gov.uk/info/200140/parking_projects)

## Section C – Consultation area questionnaire results summary

### Summary of response rate

Figure 2 shows that the Queens Road consultation yielded 142 returned questionnaires from within the consultation area, representing a 16% response rate. This is an adequate 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 Consort Road and Hathorne Close (33%), the lowest were Nazareth Gardens, Queens Road, Shelley Close, and Sunwell Close with no responses. Figure 2.1 provides a graph of each streets response rate.

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

Street	Consultation packs distributed	Questionnaires returned	Response Rate
BRAYARDS ROAD	119	22	18%
CAULFIELD ROAD	58	5	9%
CONSORT ROAD	3	1	33%
CROSS CLOSE	19	2	11%
EVAN COOK CLOSE	146	16	11%
FIRBANK ROAD	35	5	14%
GORDON ROAD	96	10	10%
HARDERS ROAD	6	1	17%
HATHORNE CLOSE	12	4	33%
HOLLYDALE ROAD	65	15	23%
KIRKWOOD ROAD	77	19	25%
LUGARD ROAD	118	29	25%
MAYA CLOSE	18	1	6%
NAZARETH GARDENS	42	0	0%
QUEENS ROAD	6	0	0%
SHELLEY CLOSE	6	0	0%
STANBURY ROAD	48	12	25%
SUNWELL CLOSE	22	0	0%
<b>TOTAL</b>	<b>896</b>	<b>142</b>	<b>16%</b>

**Figure 2**

A further 11 comments were made either by email, letter or phone.

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

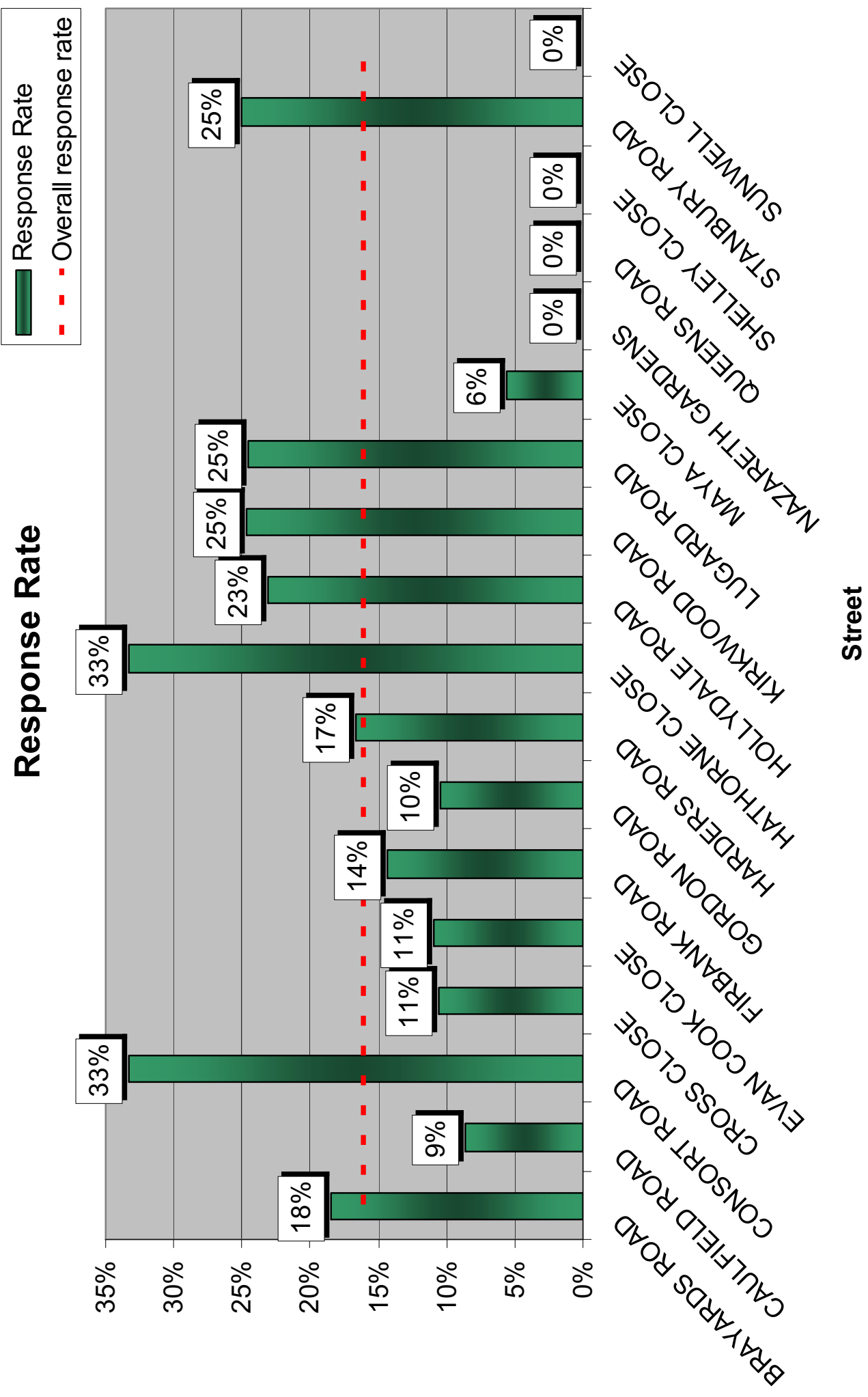


Figure 2.1

### Headline consultation results

- 1) 75% of questionnaires were returned by post and 25% submitted online.
- 2) It is worth noting that 2 duplicate responses have been omitted from the analysis. A duplicate is where a response, from the same property address, was submitted twice, by post and online.
- 3) The duplicates were received from Gordon Road and Kirkwood Road.

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

- 4) 97% of responses were received from residential properties. Based upon OS land use survey data this is reasonably representative of the area, which is predominately residential with exception of Queens Road that contains a number of retail and commercial business properties.
- 5) 2% of responses came from businesses, and 1% from 'both'.

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

- 6) The majority of respondents have access to one vehicle. Only 12.7% of respondents in the study area don't have a vehicle. This response is unrepresentative for the London Borough of Southwark (51.9%) – although these figures are based on 2001 census data. This may reflect the fact that car users are more likely to respond than non-users as they perceive themselves as more directly affected.
- 7) 71.1% of respondents park one vehicle on the public highway, detailed in Figure 3.

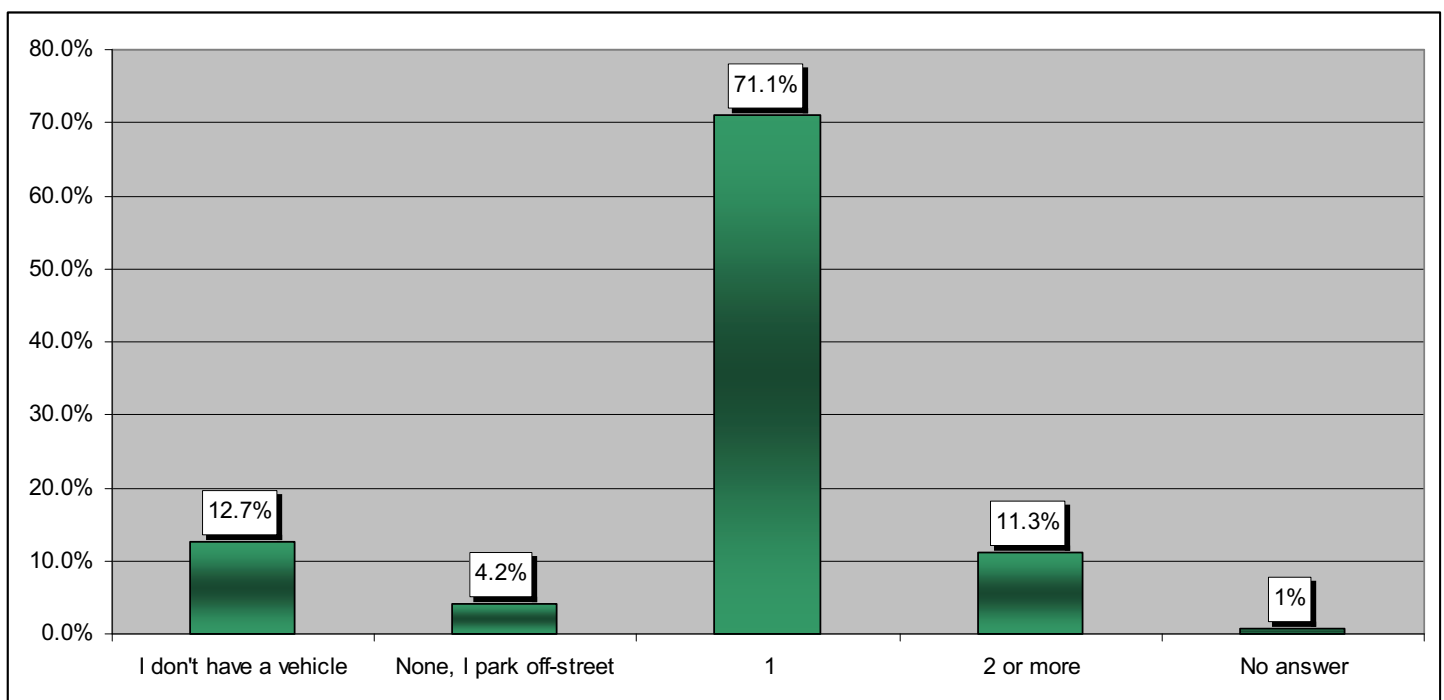
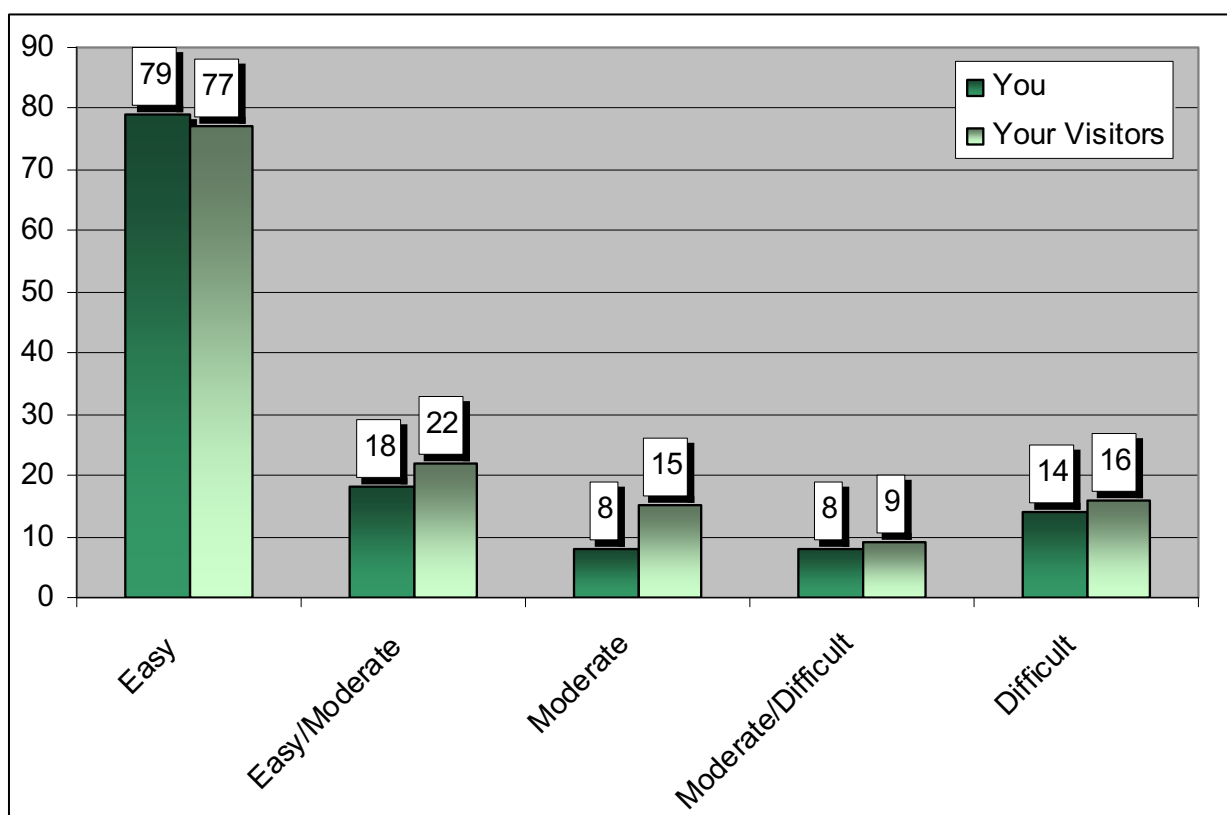


Figure 3

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

- 8) Across the whole consultation area, when asked about *your* ability to find an on-street parking space: 68% found it easy or easy/moderate, 16% found it moderate/difficult or difficult. The results were similar for visitor parking (70% easy or easy/moderate v 18% moderate/difficult or difficult). Figure 4
- 9) Gordon Road (70%) showed the highest proportion of respondents rating their ability to find an on-street parking space near their address as moderate/difficult or difficult.
- 10) Brayards Road, Lugard Road and Kirkwood Road showed the highest proportion of respondents rating their ability to find an on-street parking space near their address as easy or easy/moderate.



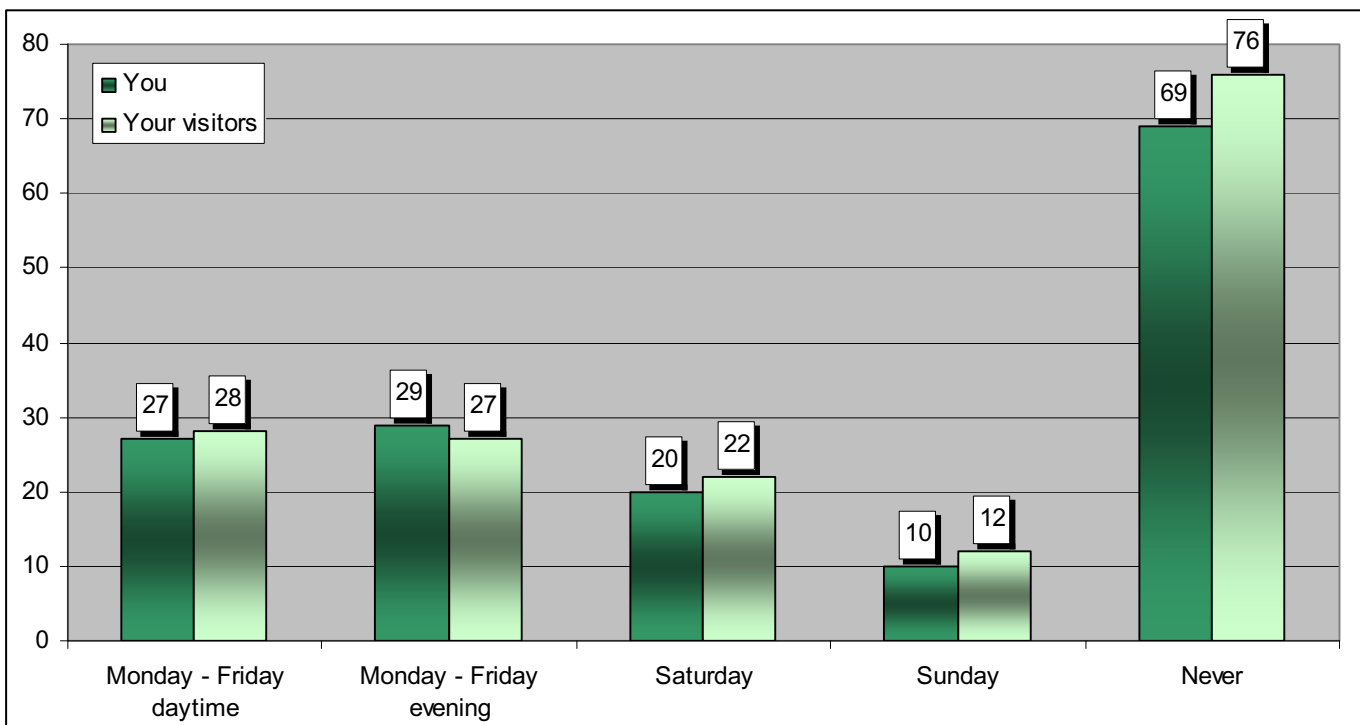
**Figure 4**



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

11) Question 4 was provided to ascertain when respondents most felt parking difficulties occurred. Figure 5 details the overall responses. The largest response group expressed that they never experienced parking problems. The second largest group said that problems occurred during the weekday evenings, followed by weekday daytime. The table provides a count of the top three responses from each option. Respondents could select as many or few times periods as they considered appropriate.

	You	Your visitors
Monday – Friday, daytime	7 – Gordon Road 7 – Hollydale Road 4 – Lugard Road	8 – Hollydale Road 7 – Lugard Road 5 – Gordon Road
Monday – Friday, evening	8 – Evan Cook Close 5 – Gordon Road 4 – Kirkwood Road and Lugard Road	5 – Evan Cook Close 5 – Gordon Road 5 – Lugard Road
Saturday	5 – Gordon Road 4 – Hollydale Road 3 – Kirkwood Road and Lugard Road	6 – Gordon Road 5 – Lugard Road 3 – Hollydale Road
Sunday	4 – Gordon Road 2 – Hollydale Road 1 – Kirkwood Road and Lugard Road	5 – Gordon Road 2 – Hollydale Road 2 – Kirkwood Road
Never	14 – Brayards Road 14 – Lugard Road 10 – Stanbury Road	15 – Brayards Road 15 – Lugard Road 11 – Stanbury Road

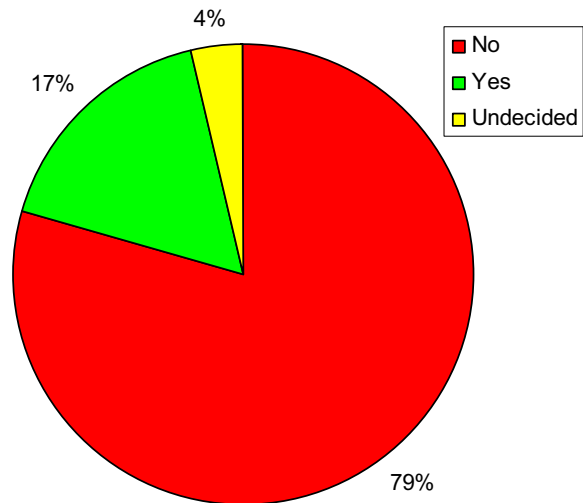


**Figure 5**

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

12) The key question of “do you agree with the proposed introduction of a CPZ in your street?” is tabulated for the entire consultation area in Figure 6, graphed in Figure 6.1 and individual responses mapped on a street-by-street bases in Figure 6.2.

Response	Overall total	Percentage
No	113	79.6%
Yes	24	16.9%
Undecided	5	3.5%



Street	Do you want controlled parking introduced in your street?						Response Rate		
	No	No%	Undecided	Undecided %	Yes	Yes %	Total returned	Total delivered	Response Rate
Brayards Road	22	100%	0	0%	0	0%	22	119	18%
Caulfield Road	4	80%	1	20%	0	0%	5	58	9%
Consort Road		0%	0	0%	1	100%	1	3	33%
Cross Close	2	100%	0	0%	0	0%	2	19	11%
Evan Cook Close	10	63%	3	19%	3	19%	16	146	11%
Firbank Road	5	100%	0	0%	0	0%	5	35	14%
Gordon Road	3	30%	1	10%	6	60%	10	96	10%
Harders Road	1	100%	0	0%	0	0%	1	6	17%
Hathorne Close	3	75%	0	0%	1	25%	4	12	33%
Hollydale Road	10	67%	0	0%	5	33%	15	65	23%
Kirkwood Road	16	84%	0	0%	3	16%	19	77	25%
Lugard Road	24	83%	0	0%	5	17%	29	118	25%
Maya Close	1	100%	0	0%	0	0%	1	18	6%
Nazareth Gardens	0	0%	0	0%	0	0%	0	42	0%
Queens Road	0	0%	0	0%	0	0%	0	6	0%
Shelley Close	0	0%	0	0%	0	0%	0	6	0%
Stanbury Road	12	100%	0	0%	0	0%	12	48	25%
Sunwell Close	0	0%	0	0%	0	0%	0	22	0%
<b>Grand Total</b>	<b>113</b>	<b>79.6%</b>	<b>5</b>	<b>3.5%</b>	<b>24</b>	<b>16.9%</b>	<b>142</b>	<b>896</b>	<b>16%</b>

**Figure 6**

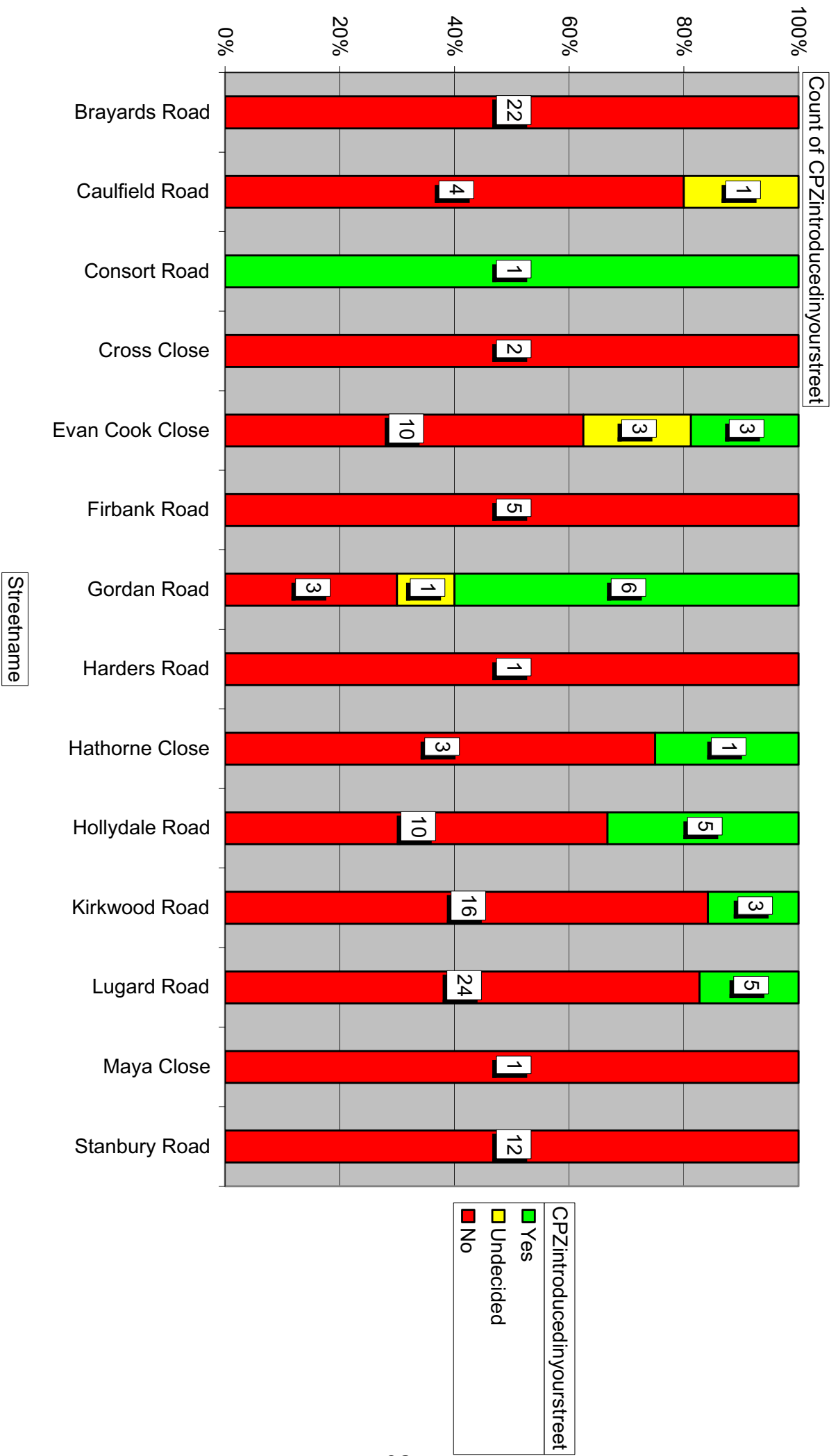


Figure 6.1



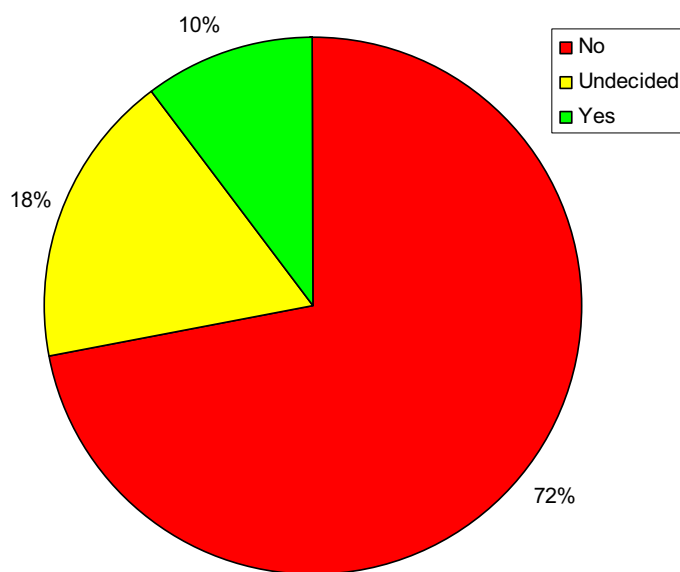
Figure 6.2

**Q6) Would you change your mind if a CPZ was introduced in street next to yours?**

13) Those persons who responded that they didn't want or were undecided on a CPZ in their street were asked a further question<sup>7</sup> if they would change their mind if a CPZ was to be introduced in an adjacent street.

14) Figure 7 details the responses. The majority (72%) would not change their mind and wanted to keep their street uncontrolled even if a CPZ was introduced into an adjacent street.

15) Only Evan Cook Close stated that they would change their mind, as shown in Figure 7.1.



**Figure 7**

Q6	No	Undecided	Yes
Evan Cook Close	5 (38%)	2 (15%)	6 (46%)

**Figure 7.1**

<sup>7</sup> Those persons completing the paper copy of the questionnaire were able to answer this Q6 even if they had said “yes” to Q5. As their views were not relevant in analysing Q6 we have deleted their responses from the results in this question section.

**Q7) Please let us know any other comments you have about this proposal or the consultation?**

16) 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 8 provides the comments from those in support of controls. Figure 9 provides the comments from those against controls.

**Figure 8 (comment from those in support of controls)**

How about resident parking only
I would like a CPZ but only if it truly does become more difficult to park. At the moment parking isn't really an issue, but if it does increase substantially, we need to be sure that we will have a space to park our car. I do worry about my family visiti
This is essential to ivnrand in this area, the anti-social elements that associate with non-controlled zones near public station is ridiculous £125 per year for a permit is very expensive as I already pay £80pcm council tax. You will make money from the tickets.
There are too many driving to work and parking in Gordon Road.
Requested resident should have free permits for their own vehicles & pay for visitors as they are the reason we can never find parking. plus working people park in our road during the week.
Due to having a garage 2 doors away, the owner parks all his customers cars in our street. We also have commuters parking + shoppers going to Peckham _ car repairs parking their broken down/damaged cars. Local residents who live in a CPZ park their cars
Gordon Road needs a proper CPZ to stop the car garages on Brayards Road dumping cars on the road for weeks- Taking up residence spaces.
My support for the proposal is contingent on the 3 local car mechanics not being issued parking permits which allow them to continue to park numerous cars awaiting repair on the public highway. If a business permit allows the mechanics to park, for example
Too many cars and lorries parking in cul-de-sac of Hathorne Close, due to garage and shops being nearby.
You can never get a park out side your house, day night weekends it is like a nightmare trying to find somewhere to park on the road
This is long overdue. The irony that a number of commuter cars have their own parking permits for different boroughs (or even towns) is not lost on me. Plus, since the development on Evan Cook Close, parking has been a lot more difficult. The council's
Ideally, a controlled zone is useful mostly between Mon-Fri weekend is normally ok. Mon0Fri 08:00 - 16:00 is what i would think is ideal
Why are the charges (for both residents and visitors) so high? What are 2nd visitors permits so much more expensive for the 2nd & subsequent books?
I think the whole idea of introducing CPZ was a very good idea. More parking spaces, lack of argument over parking space. Payment scheme law enforcement for protection should securities for residents
People from other areas comes round and block my driveway all the time
People park on our street then go to Queens Rd st (trains) not right noise of engines - music.
This needs to be in place ASAP before Queens Road station runs additional services and before the council move into new offices.
Parking at this end of Lugard Road is only going to become more problematic with the arrival of the Tube extension + Southwark offices at the of Queens Road in 2012
I feel resident visitors permit is quite expensive and what if you don't used 10 parking permit in that year
Will my visitors walow to park on my white line without penalty

**Figure 9 (comment from those against controls)**

CPZ totally unnecessary
a CPZ does not guarantee a parking space for mine or my visitors vehicles this is just a way of getting easy money out of us by the local council I do not want a cpz anywhere near me thank you
There is not a parking problem in this area what so ever so absolutely no need other than to make common revenue
There has never been a problem parking in this area and I do not foresee that the new office building will cause as many parking problems as the consultation documents suggest. Parking restrictions would financially penalise residents without offering the
I think it's a ridiculous proposal. I am outraged that it's even been thought of.
free parking please
I am 81 years old and disabled and cannot walk far, my car is my only means of transport, I am struggling to pay the bills as it is, without more on top.
It is so nice to live in a place without controlled parking. Must the council control an ever - increasing area for parking? Why not consult on removing some of the existing restrictions? Looks like revenue - raiser to me. £125 is massive.
I pay enough road tax for my car to be on the street. Their are no circumstance under which I would like my street to be CPZ
We strongly do not want parking permit, we don't have problem finding a parking space. We don't benefit from this scheme instead its going to cost us money. I've spoken with all my neighbours and all is against it, find some other way to raise your revenue
Neighbours and businesses are friendly to each other and there are enough space for both. I don't support a change.
We do not need controlled parking in this area as it has nothing to do with the flow of traffic and we now this idea is only to take extra money from us. Will you please leave it as it is. Thank you
The consultation is good but my road should not be included in your CPZ map. My road is far from Queens Road. Is this exercise just to control traffic or another way of making money.
CPZ in this area is wrong because we don't have no parking problem. This is just a way to squeeze more money out of us. Business is low as it is and the will kill me even more.
It's clear there is no need for restricted parking in this area. Even living adjacent to two local shops, whose customers need to be able to park nearby, neither my visitors nor I ever have significant problems parking here. Local businesses would suffer,
I don't want a CPZ introduced around here - It will make things worse for everyone in all respects.
Brayards Road is a quite street which does not need a CPZ. The government is just trying to rob the little money left in peoples pockets. This is just a disgrace & wrong.
Life is hard as it is for everyone especially for small businesses - A CPZ will be another nail in the coffin for us and businesses alike. It will also help Tesco express to flourish and there a 3 of those around us!
I think times are financially hard enough introducing permits will only put more pressure on peoples pockets, especially the families that are not working.
Please stop worries about people pockets, enough is enough The live goes to the Hell Fire.
It's money making, you do not care about people who live here. STOP NO MORE CPZ in this area. Thank you.
I do not have problem parking on my street or my area at any time.
We already have these zones surrounding us - parking is fantastic in areas specified by you - We do not need CPZ. It will only create problems.
I completely disagree and simply could not afford the additional cost if a CPZ were introduced!
I am strongly against the introduction of a CPZ near Queens Road station. It is clearly linked to Southwark Council moving into the offices on Lugard Rd and the need for more parking for Southwark council staff, rather than it being motivated by a need to
Keep it as it is, Southwark built Evan Cook Close with over 150 flats and about 15 parking spaces..very clever. the only place residents can park in on Lugard Rd. If you introduce CPZ on any other near by street this will cause congestion here and we won'
Parking is OK as it is. No need to change. Sometimes have to park a little further away but I think I would still have to do under CPZ and have to pay as well.
Really not needed.
Is this proposal a scheme for increasing revenue for the council? There really are no issues with parking in the area and the introduction of this plan in Lugard Road or adjacent streets will only cause trouble for residents who will then have to pay to p
Its not a good reason that just because Southwark council are moving in we now have to pay for parking.
I have serious questions and concerns about these proposals, as I'm sure many residents will. The leaflet you have provided posits an 'increase in passenger numbers' to Queens Road station as one of the main reasons for implementing this consultation and
I object to the introduction of a CPZ as I don't think there are problems with finding parking spaces currently.
If adjacent roads begin a CPZ, this will impact on our ability to park and then I might be grateful for a CPZ but currently there is no need.
I don't see any problem that currently needs addressing, congestion charge didn't affect us, so I don't think increased use of Queens Road station will.
I am concerned that visitors to our property are able to park without charge. We have a young son and are expecting another baby in February and rely on our family to drive over the look after the children in our house. If charges were introduced for vi
There is no need for CPZ in this area as there so many free parking spaces and is not busy an area
A lot of residents have children and on low income and this will not be very good for them as they need their vehicles to do school runs etc. It is not needed here.
As a self employed individual working at home I regularly have colleagues visiting who require free, easy access parking to unload. My neighbour owns a garage which similarly benefits from the current free parking available.
It is a quiet residential area where CPZ does not bring benefits to residents. It would result in more cars parked in front gardens.
We are a long established local company and would not welcome restrictions on local parking. This would only leave large areas of unused bays and crowd other unrestricted streets.
With the current economic climate, charging would be inappropriate. Just an excuse to raise revenues?
If cpz was introduced I would not be too effected as my wife has a blue badge but I would be reluctant to leave the badge in the car in this quiet street where it could be stolen
There is no need for a controlled zone in this area, there is no problems with parking at all.
In the current economic crisis I think it is diabolical for Southwark to pile more costs onto already destitute residents.
My daughter sometimes come to care for me in the day and can't afford to pay and display. residents should have free parking like H.A. schemes
I understand the need for CPZ in some areas. We currently haven t problems so I don t see the need. It strikes me that it is not a



coincidence the Council will move into the offices opposite Queens Road station soon, bringing parking needs with it, as the CPZ is not needed in Hollydale Road

I have been living at this address for the past twenty years and I have never had any problem parking.

We have great difficulty parking at present as the local school "St Thomas Academy" has new buildings and the teacher parking is now reduced. They now park outside any house. If CPZ is introduced there is no guarantee, even after paying that we will have I see no evidence that this is currently necessary.

The proposed £125 charge for a residents parking permit is outrageous. There is no parking problem in Hollydale Road. Making half of it, or roads around it, a CPZ will create one. If there is a CPZ finally introduced, the charge for residents and busin

The college is having a rebuilding programme + has no car park, our car park will open again in 2012.

Kirkwood, Kimberley and Crewys Rd would become extremely congested if the CPZ was introduced. Living just outside the boundary I fear that parking would become very difficult. I would rather be within the zone than just outside it.

Parking is no problem on Kirkwood Road at present so ideally I'd like nothing to change. I think when the overground opens at Queens Road in next year or two then it may be different, if other nearby roads become CPZ then that will have an impact on park

As a resident of Kirkwood Road for 8 years, I can see no evidence that a CPZ is needed in the immediate area. There is ample space for all car users right now, both in the daytime + evening.

I am quite happy about conditions on this street and have no desire to see things change to make more difficult for me.

I do not object to controlling parking but do strongly object to having to pay to park outside my house

I have not experienced any parking difficulties in my street and there always seems to be plenty of parking space available in the surrounding streets. The introduction of a Controlled Parking Zone is likely to create parking problems rather than solve them

I would like to submit that I would be extremely angry if any of my council tax was spent on this consultation process at any stage. I would be angrier if I subsequently found that parking near my property was made more difficult due to restrictions imposed

CPZ should only be introduced in areas close to transport hubs or shops if the usage of these facilities by motorists results in resident parking difficulties. If introduced in residential areas that do not have these problems then the charge is purely for

WE don't need CPZ in this area, the current situation works very well!

Parking around the junction with Lugard road is not a problem. The excess curb space towards the dead end/rail bridge means I am always able to park in close proximity to my front door. My visitors have also not reported any parking problems.

They only use it via the station in the day by evening it clear so no and I won't change

I can only ask as you are doing this survey is it possible for me to have a disabled bay put outside where I live I am registered disabled and this would be a great help to me with parking.

Why people never inform us formally. I shall contact south London press of your immoral ways of being devious to the street of no information on this act

I do not agree with this proposal because 80% of the cars that park on my road and neighbouring roads are from your own council staff that work on Bournemouth road by 530pm the road is clear and even between 9-5 there is still parking available I don't see why

Parking has never been a problem it seems that the only reason for it now is the proposed council officer due to be located in Lugard Road.

I think this is ridiculous. Despite the council tax we pay, road tax, public transport fees you still look for more ways to steal money from us. You are a thieving crook with a legal umbrella over your head. You are forcing us to say yes what a joke. In the

I had rented a garage from Southwark council for years and recently stopped due to it being too expensive, I've been parking on Lugard Road and has had no problems finding parking spaces.

Parking has become a problem due to the increased number of residents since the new development of Evan Cook. Also more commuters are trying to park all day then travel by train from Queens Road Station.

My mother is 87yrs old and although she is not disabled I need my car to drive her where she needs to go. I cannot afford £500 per year for parking permits and will have to get rid of my car which is totally unfair.

I'm not personally affected by parking issues as I rarely take my car out during the week. I think the cost to residents/visitors of the permit scheme is too high. I don't want to have to pay to park outside my home.

There is no problem with parking on Lugard Road no matter what time of day you are looking to park, totally against a CPZ on this road you and your staff going to cost the parking problem the resident should not pay to park their car or van

I would prefer not to pay for parking at all.

This seems to be an expensive booklet to produce at a time of stringent financial cut backs and job losses from the council.

I hope we will see some benefits in the council's occupation of the office building at Lugard Rd/Queens Rd, and not parking issues. The cost of living and my pension would not allow for this, nor would I get visitors to take me shopping or general visits. All my life in Lugard Rd cannot believe it.

I find the proposal of charging residents to park totally unacceptable.

It will not increase if the council does not introduce so many controlled parking.

A CPZ would be internally detrimental to Lugard Road and other roads in the area. Perhaps a levy could be made on families having more than one or two vehicles? Not very confident on Southwark node of consultation. Whatever has been decided will be implemented

No won't at all want CPZ now or in the future - don't upset any of us

Very easy to park, no problem at all because we are not near the shops - buses or trains. No one has any problem parking day or night. We don't want a CPZ we like it that way. I do want your CPZ in our very nice road neither do our neighbours. We are not

We are happy the way it is. I don't want any CPZ in my area. Thank you. We are not prisoners. Let us be.

We are a 2 car household. I don't want to pay you guys £250=00 a year for something I get now for free. And I don't want to pay guys £250=00 for painting a few white lines, money for old rope

Stanbury/Lugard/Kirkwood/Caufield/Brayards Roads: have had difficulty parking. We are not in the centre of town. Demand does not warrant a CPZ here. Living in London during financial crisis is difficult enough without this!!

I would like to have a further survey when all the development on Lugard road is fully occupied and when the London overground is completed - These could massively impact parking.

I am concerned that my neighbours who rely on cars and vans to do their work will be penalised and have to pay to park.

Parking in this area is plentiful + Easy. At a time of austerity forcing households to shell out an extra £141 a year is unacceptable. Even more so for families with two or more cars, where a mum, carer, disabled person resides.

It is difficult to pay another bill for the pensioner

This is another way of Southwark council to fleece even more money from us - the public! Your CCTV cars make enough don't they???

As a resident I never have any problem parking - ever. Therefore this is not needed. Waste of time and money

I already pay a service charge, this is just another way of an additional tax on motorists.



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

Figure 2 displays the type of communication used by all respondents during consultation.

For the purposes of analysis, the figures used (unless stated otherwise) are based upon actual responses to the questionnaire via the freepost or online address. 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 or letter, for example, the council are unable to add these figures directly into the questionnaire results. This is to encourage people to read the information contained within the consultation pack, respond to specific questions, avoid risk of duplication from those persons who respond by more than one method (by email and questionnaire, for example) and to avoid misinterpretation by the officer inputting the data.

Communications made outside of the questionnaire responses have been included in this study and Figure 10 and summarise the main purpose of the correspondence.

Summary of other correspondence received during the consultation period.

Road	Against a CPZ	Supports a CPZ	General consultation / CPZ enquiry	Request for a consultation document	Number of individuals contacting the council
Gordon Road	2		2		2
Hollydale Road				1	1
Kirkwood Road			1		1
Lugard Road	3		3		3
Stanbury Road	1		1		1
Not specified	1				1
<b>Grand Total</b>	<b>7</b>		<b>7</b>	<b>1</b>	<b>9</b>

Figure 10

### Stakeholder communication

Two pieces of correspondence were received from key stakeholders relating to the consultation, this is detailed in figure 11

Key stakeholder	Summary of comments
Southwark Living Streets	<p><i>Southwark Living Streets strongly supports the creation of this CPZ.</i></p> <p><i>There are already and will be considerable pressures on parking in the area especially due to the London Overground being completed in 2013. Any reduction in the current practice of commuters leaving their cars near Queens Rd station and commuting onward by train will improve the public realm for local people and reduce pressure on on-street car parking space in these principally residential streets.</i></p> <p><i>The reduction in a free-for-all with parking has considerable beneficial effects on levels of walking and cycling especially around the times of the morning and evening rush hours.</i></p>
Southwark Cyclists	<p><i>This and other CPZs will help cyclists as well as pedestrians. I confirm that Southwark Cyclists fully supports them.</i></p>

Figure 11

## Section D – Parking stress survey summary

This section provides a summary of the parking survey conducted on a weekday (Wednesday 8 June 2011) and a weekend (Saturday 11 June 2011).

The beat survey was carried out at every hour from 0600 to 2100. No major public events, school holidays or transport problems were reported on these dates. Full details of the results are set out in appendix 7. The average weekday parking occupancy graphed in figure 12.

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

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

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

### Headline results

- 1) Two roads demonstrated a very high (>80%) average occupancy on the weekday survey. The average occupancy across the study area was 61%. Two roads during the day, showed over saturation (>100%) at some point on the weekday survey indicating parking was occurring in unsafe locations (on road junctions or yellow lines) or in obstructive locations (across dropped kerbs or double parking).
- 2) The highest level of occupancy (110%) was recorded at 10:00 in Gordon Road.
- 3) The lowest level of occupancy (6%) was recorded in Lulworth Road.
- 4) Between 0730-1830 there was an average of 22% “commuters” or “non residents” vehicles parked in the study area.
- 5) The highest number of “commuter” vehicles were parked in Hollydale Road (32, 31% of all cars parked), Gordon Road (28, 30%) and Lugard Road (21, 33%).
- 6) The survey revealed that there were 440 resident vehicles parked in the study area at 0600 on the weekday survey. This gives us a good indication of the number of resident vehicles in the study area.
- 7) The weekend survey (Saturday 11 June 2011) reveals that there is a 12% drop in “commuters” or “non residents” vehicles parked in the area compared to the weekday (Wednesday 8 June 2011).
- 8) The weekend survey reveals that the parking demand remains high in Gordon Road with an average occupancy of 93%.

**Parking occupancy map**

The average weekday parking occupancy in the Queens Road study area

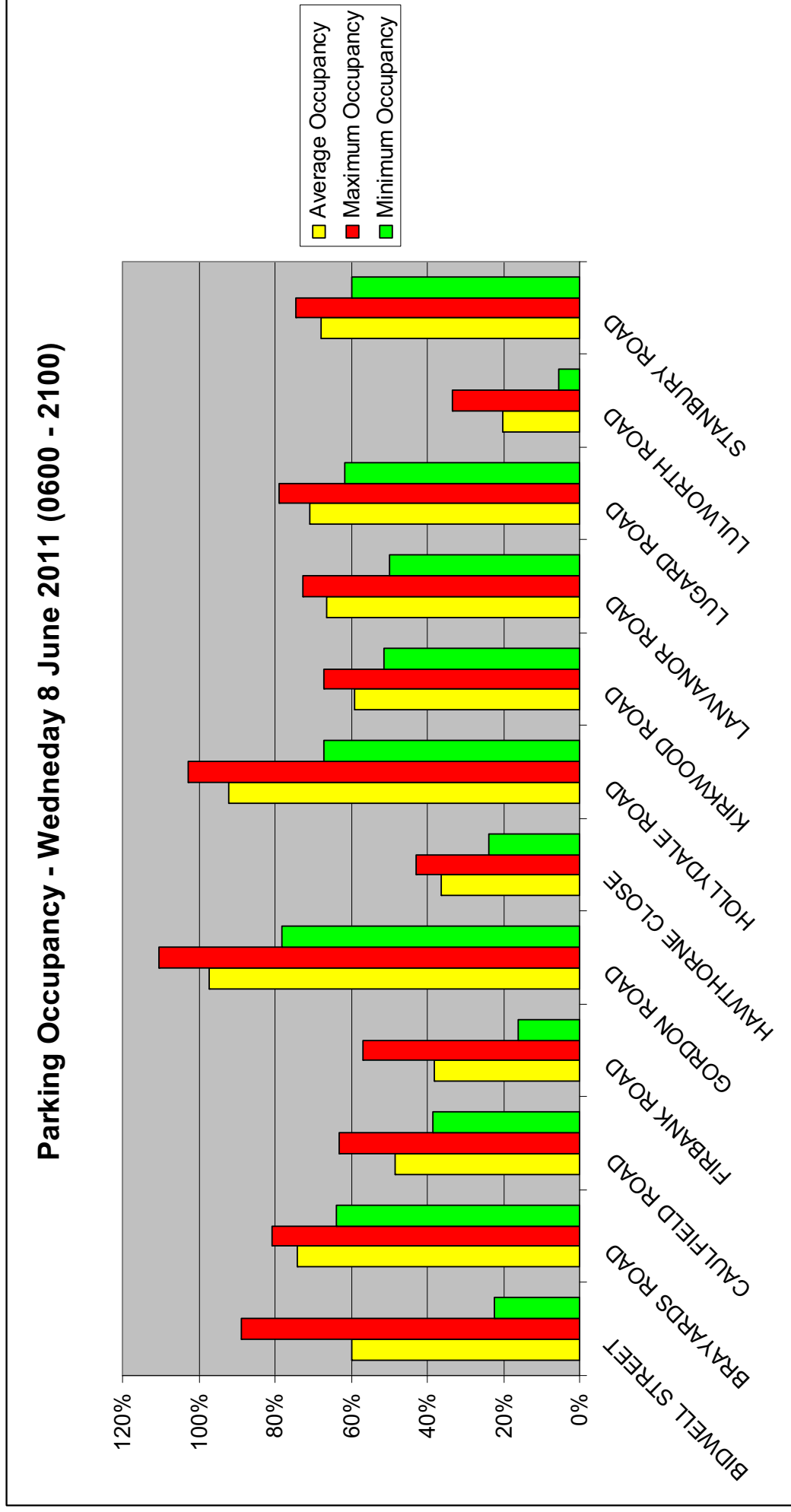


Figure 12

## Section E – Study conclusions and recommendations

### Conclusions

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

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

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

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

Consideration has been given to those views expressed by alternative methods to the questionnaire and also to views expressed via the questionnaire received from people outside the study area. Whilst they have not been added to the results for reasons discussed on page (24) it was important to check that there was no significant contrast of opinion between questionnaire responses and emailed comments.

Consultation results show a clear correlation between support for the CPZ and perceived easy/difficulty in parking. Those supporting the introduction of a CPZ report difficulty parking in their street, 67% of CPZ supporters said that they found parking difficult ( $\geq 4$  on scale of 1(easy) to 5(difficult)). The converse is equally true and those against the introduction of a CPZ who reported little difficulty parking in their street. 82% of those against the CPZ found parking easy ( $\leq 2$  on scale of 1(easy) to 5(difficult)).

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

The results from the consultation show that, overall, there is no clear majority in favour of parking controls across the entire consultation area. Gordon Road does merit further consideration due to the support for parking controls as well as the results of the parking occupancy survey.

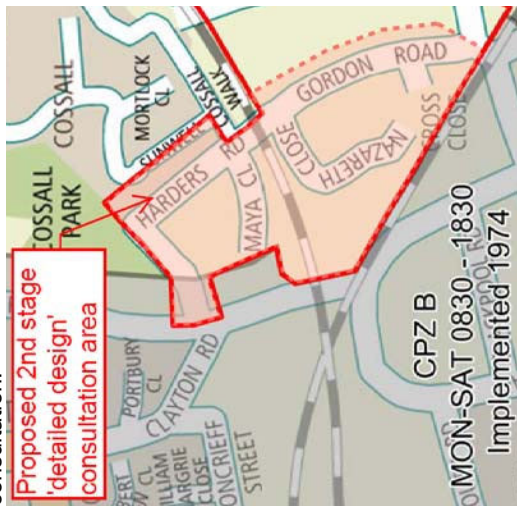
Evan Cook Close was the only road where a majority of residents would change their mind if a CPZ was introduced in an adjacent street, however it should be noted that Evan Cook Close is private and not under the jurisdiction of the council.

The final recommendations are Figure 13.

**Queens Road study area recommendations**

It is recommended that:

1. The Nunhead and Peckham Rye community council support both recommendations outlined in figure 13.
2. A key decision IDM be prepared that summarises the content of this report and to include those comments received by Nunhead and Peckham Rye community council, this will be a decision taken by the Cabinet Member for Environment, Transport and Recycling in May 2012.

Recommendations	Rationale	Risks	Benefits
<p>1. Approve the extension of the Peckham (B) CPZ to Gordon Road and Harders Road, subject to a detailed design 2<sup>nd</sup> stage consultation and statutory consultation.</p> 	<ul style="list-style-type: none"> <li>60% of respondents in Gordon Road support parking controls</li> <li>Gordon Road (70%) showed the highest proportion of respondents rating their ability to find an on-street parking space near their address as moderate/difficult or difficult.</li> <li>Although a majority against controls in Harders Road, it should be noted that there are few properties in this street which all have private off street parking.</li> <li>The parking beat weekday survey revealed that there was an average vehicle occupancy of 97% in Gordon Road and that a total of 28 commuter vehicles were parking in the street during the day.</li> </ul>	<p>The Peckham (B) CPZ already covers a very large area.</p> <p>A CPZ in these streets may cause displacement to roads on the periphery of the proposed area which could trigger the need for further consultation and funding.</p>	<p>Will address the parking problems in these streets.</p> <p>Extending the Peckham (B) CPZ provides a logical boundary.</p>
<p>2. Not to proceed with the installation of a CPZ in the rest of the Queens Road study area but carry out minor changes, eg:</p> <ul style="list-style-type: none"> <li>Minimise restrictions, declutter and refresh existing signs wherever possible</li> <li>Install yellow lines on unrestricted junctions where currently absent</li> </ul>	<ul style="list-style-type: none"> <li>Overall majority against parking controls in the rest of the study area</li> <li>Recognition of high parking demand leading to obstructive parking in some locations</li> <li>Improve legibility of existing restrictions to motorists</li> </ul>	<p>Installing double yellow lines on junctions could displace some vehicles (ie further increase parking pressure)</p>	<p>Vehicle access will improve for the London Fire Brigade</p> <p>Improved public realm</p> <p>Clarity of restrictions to motorists</p>

**Figure 13**

## List of figures

<b>Figure</b>	<b>Title</b>
Figure 1	<i>1<sup>st</sup> stage CPZ consultation process</i>
Figure 2 and 2.1	<i>Table – Response rate / Graph – Response rate</i>
Figure 3	<i>Graph – Q2</i>
Figure 4	<i>Graph – Q3</i>
Figure 5	<i>Graph – Q4</i>
Figure 6, 6.1 and 6.2	<i>Q5 – Table, Graph and Map</i>
Figure 7	<i>Graph – Q6</i>
Figure 8	<i>Table – ‘yes’ comments</i>
Figure 9	<i>Table – ‘no’ comments</i>
Figure 10	<i>Table – Communications</i>
Figure 11	<i>Table – Stakeholder communications</i>
Figure 12	<i>Graph – Average parking occupancy</i>
Figure 13	<i>Table – Recommendations</i>

## List of appendices

<b>Appendix</b>	<b>Title</b>
Appendix 1	<i>Map – existing CPZ in Southwark</i>
Appendix 2	<i>Map – existing restrictions within Queens Road (QR) area</i>
Appendix 3	<i>Queens Road 1<sup>st</sup> stage consultation document</i>
Appendix 4	<i>Street Notice</i>
Appendix 5	<i>Street Notice – location map</i>
Appendix 6	<i>Summarised parking beat surveys (Weekday and Saturday)</i>
Appendix 7	<i>Detailed parking beat surveys (Weekday and Saturday)</i>

## Version control

Version 1.0

Author: Paul Gellard

Checked by: Tim Walker

Approved by: Matt Hill



## **Nunhead and Peckham Rye Community Council**

### **Public Question form**

**Your name:**

**Your mailing address:**

**What is your question?**

**Please give this to Alexa Coates, Constitutional Officer, or Nadine James, Community Council Development Officer.**

<b>Item No.</b> 15	<b>Classification:</b> Open	<b>Date:</b> 26 April 2012	<b>Meeting Name:</b> Nunhead and Peckham Rye Community Council
<b>Report title:</b>		Local parking amendments	
<b>Ward(s) or groups affected:</b>		All wards within Nunhead and Peckham Rye Community Council	
<b>From:</b>		Head of Public Realm	

## RECOMMENDATIONS

1. It is recommended that the following local parking amendments, detailed in the appendices to this report, are approved for implementation subject to the outcome of any necessary statutory procedures:
  - Linden Grove – Install waiting restrictions (at any time)
  - Waveney Avenue, Bushey Hill Road, Woods Road and Lugard Road – Install one disabled persons (blue badge) parking bay at each location

## BACKGROUND INFORMATION

2. This report presents proposals for a number of local parking amendments, which are reserved to the community council for decision under Part 3H of the constitution.
3. The origins and reasons for the proposals are discussed in the main body of the report.

## KEY ISSUES FOR CONSIDERATION

### Linden Grove - 1112Q4011

4. A member of the public raised concern about dangerous and inconsiderate parking in a section of Linden Grove close to the roundabout (Linden Grove / Oakdale Road / Ivydale Road). The roundabout has existing double yellow lines on all arms of its approach however the area of concern is slightly beyond where those restrictions terminate.
5. In the correspondence the member of the public noted that on many occasions vehicles were parked on both sides of carriageway and this was resulting in an obstruction to the flow of traffic and causing delay.
6. The westbound carriageway is narrow and bends to the left. Should a vehicle park immediately after the double yellow lines then any overtaking vehicle will have poor forward visibility due to the bend.
7. It is recommended that the community council approve the extension of at any time waiting restrictions (double yellow lines) so that vehicles overtaking parked



cars on south side of Linden Grove have an improved forward visibility, as detailed in appendix 1.

### **Origin disabled bays – Waveney Avenue, Bushey Hill Road, Woods Road, Lugard Road**

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

<b>Reference</b>	<b>Bay location (approx)</b>	<b>Drawing appendix number</b>
1112Q4005	Outside 17 Waveney Avenue	Appendix 2
1112Q4009	Outside 45 Bushey Hill Road	Appendix 3
1112Q4010	Outside 38/40 Woods Road	Appendix 4
1112Q4019	Outside 15 Lugard Road	Appendix 5

### **POLICY IMPLICATIONS**

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

Policy 1.1 – pursue overall traffic reduction

Policy 4.2 – create places that people can enjoy

Policy 8.1 – seek to reduce overall levels of private motor vehicle traffic on our streets

12. The proposals will support the council's equalities and human rights policies and will promote social inclusion by:
  - Providing improved access for emergency vehicles, refuge vehicles, residents and visitors
  - Improving sight lines for all road users
  - Improving junction and pedestrian safety, especially those with limited mobility or visual impairment; and
  - Provide origin disabled bays to assist residents with mobility impairments

### **COMMUNITY IMPACT STATEMENT**

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

### **RESOURCE IMPLICATIONS**

14. 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

15. No informal (public) consultation has been carried out. Where consultation with stakeholders has been completed, this is described within the main body of the report.
16. Should the community council approve the item(s), 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.

## BACKGROUND DOCUMENTS

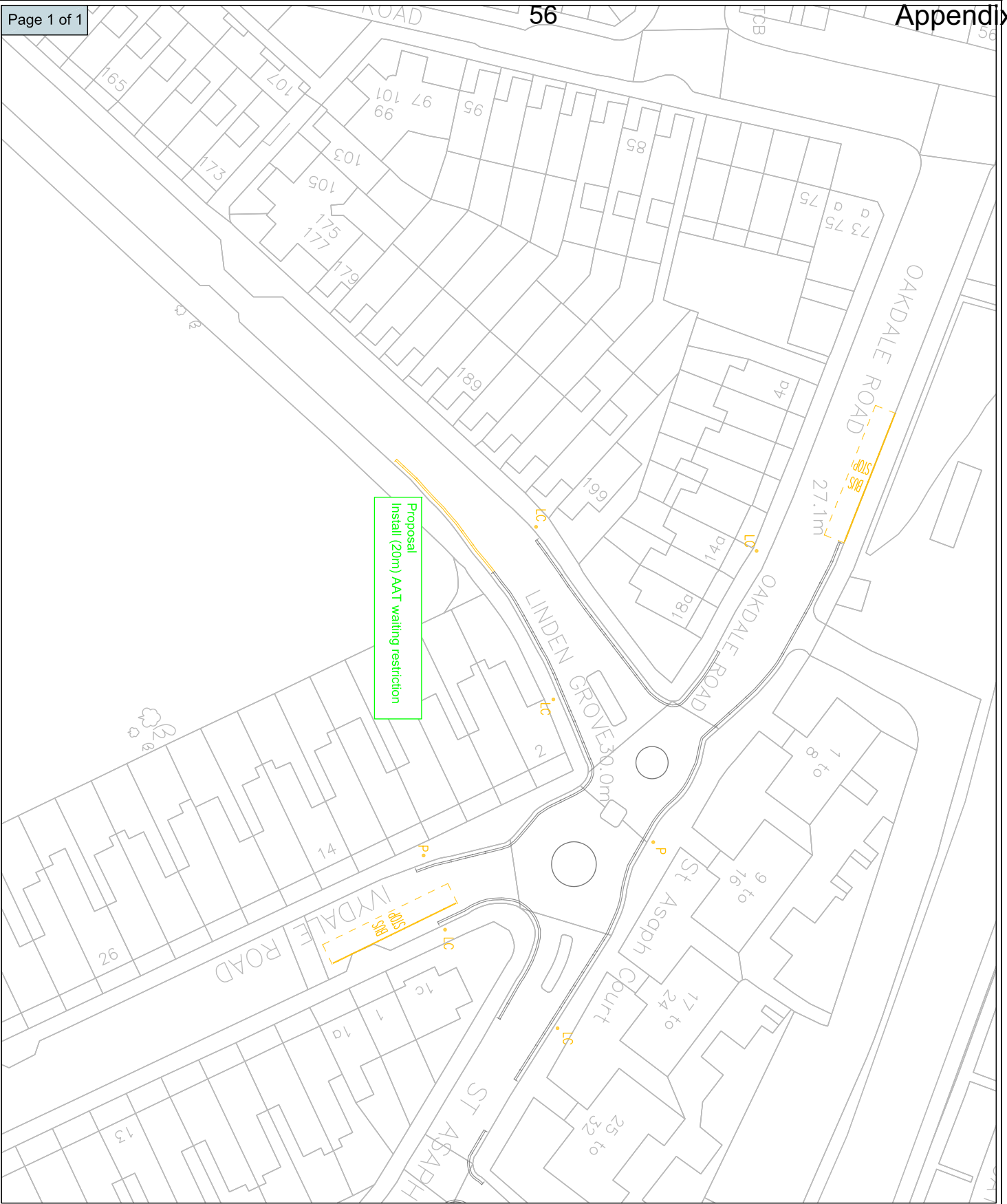
Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council Environment Public Realm Network Development 160 Tooley Street London SE1 2QH  Online: <a href="http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011">http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011</a>	Tim Walker  (020 7525 2021)

## APPENDICES

No.	Title
Appendix 1	Linden Grove - proposed at any time waiting restrictions
Appendix 2	Waveney Avenue - proposed origin disabled bay
Appendix 3	Bushey Hill Road - proposed origin disabled bay
Appendix 4	Woods Road - proposed origin disabled bay
Appendix 5	Lugard Road - proposed origin disabled bay

**AUDIT TRAIL**

<b>Lead Officer</b>	Tim Walker, Senior Engineer	
<b>Report Author</b>	Michael Herd, Transport & Projects Officer	
<b>Version</b>	Final	
<b>Dated</b>	12 April 2012	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments included</b>
Strategic Director for Communities, Law and Governance	No	No
Finance Director	No	No
Cabinet Member	No	No
<b>Date final report sent to Constitutional Team</b>		16 April 2012





**NETWORK DEVELOPMENT**



Environment & Housing Dept, Public Realm Division  
PO Box 64529, London SE11 5LX

**LEGEND**

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

Revision details			
By	Date	Suffix	
		A	
		B	

**Project Number**  
111204\_LOCAL\_PARKING\_AMENDMENTS

**Title**  
LINDEN GROVE  
PROPOSED\_AAT\_WAITING\_RESTRICTIONS

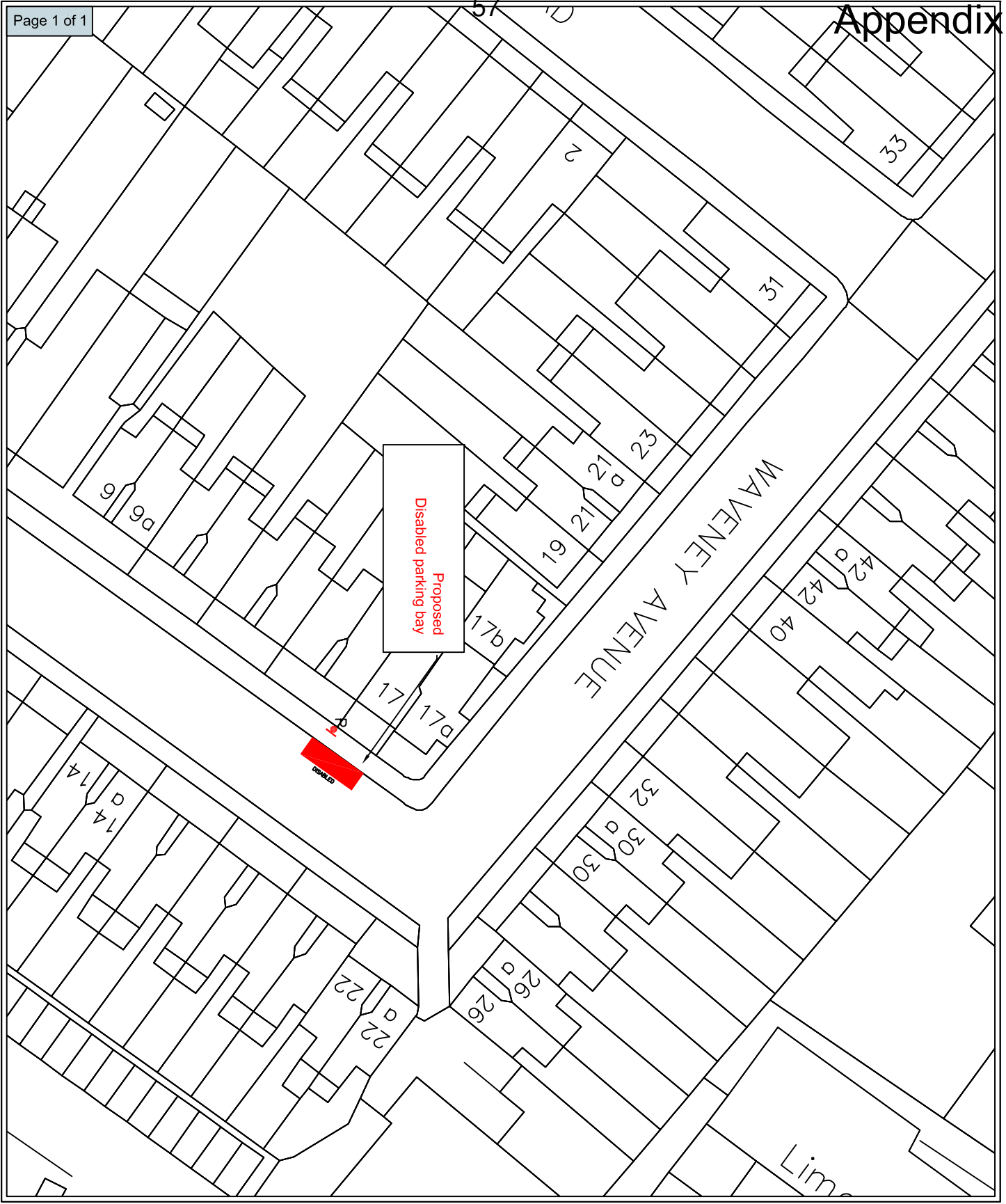
**Layout**  
APPENDIX\_1

**Scale**  
1:500

**File Name**  
111204\_004

Drawn	Designed	Checked	Approved
MH	MH	MH	MH
07/02/12	07/02/12	07/02/12	07/02/12

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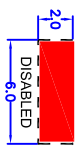


**NETWORK DEVELOPMENT**



Environment & Housing Dept, Public Realm Division  
 PO Box 64629, London SE1 3LX

**LEGEND**



Proposed disabled bay markings



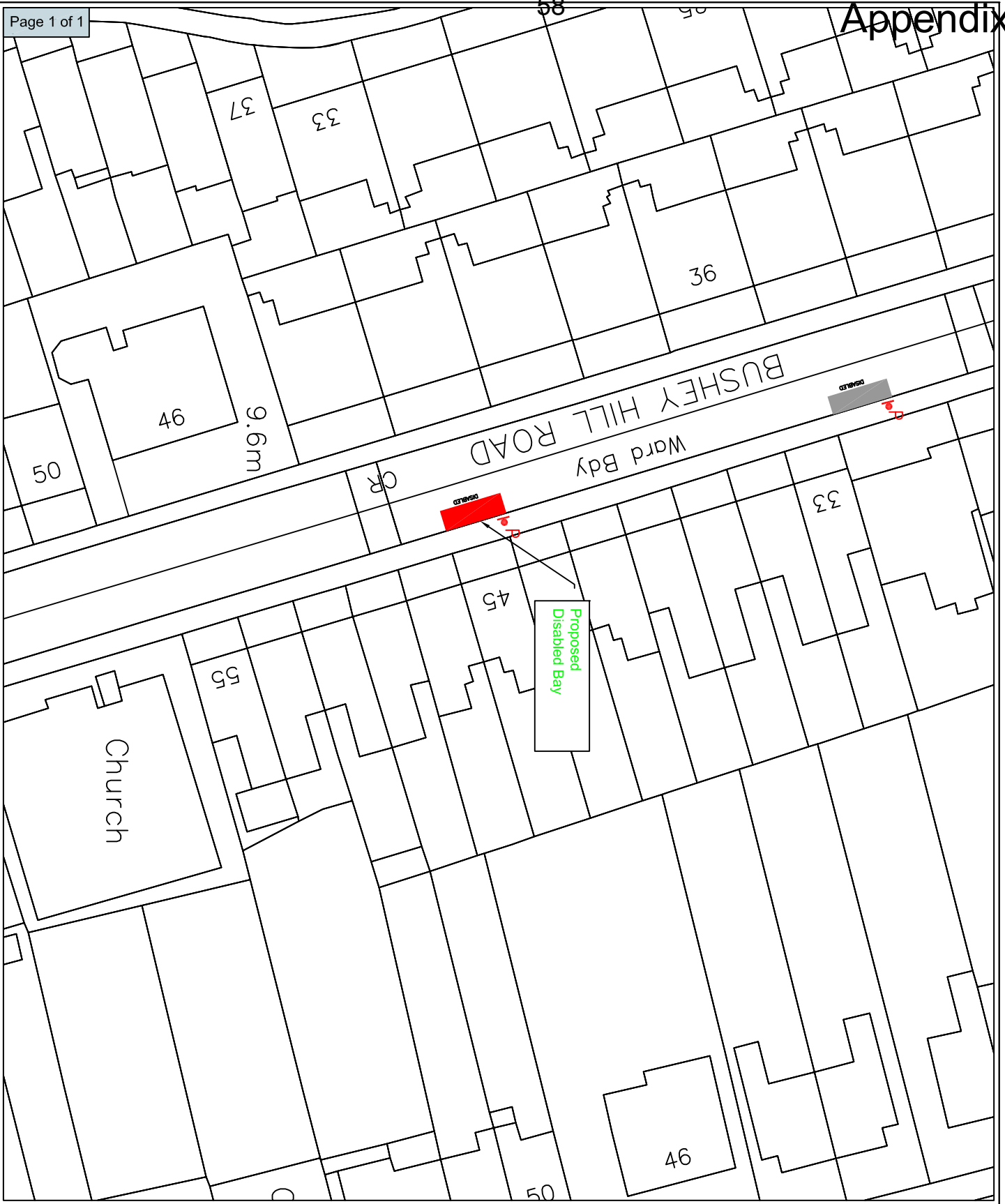
Disabled bay sign and post

Revision details	By	Date	Status
			A
			B

<b>Project Number</b>	111204_LOCAL_PARKING_AMENDMENTS
<b>Title</b>	WAVENEY AVENUE PROPOSED DPPP Layout
<b>Scale</b>	1:500
<b>File Name</b>	111204_005

<b>Drawn</b>	MH	<b>Designed</b>	MH	<b>Checked</b>	TW	<b>Approved</b>	TW
	10/01/12		10/01/12		10/01/12		10/01/12





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NETWORK DEVELOPMENT

**Softwork**  
**Council**  
 Environment & Housing Dept., Public Realm Division  
 PO Box 64529, London SE1 5LX

LEGEND

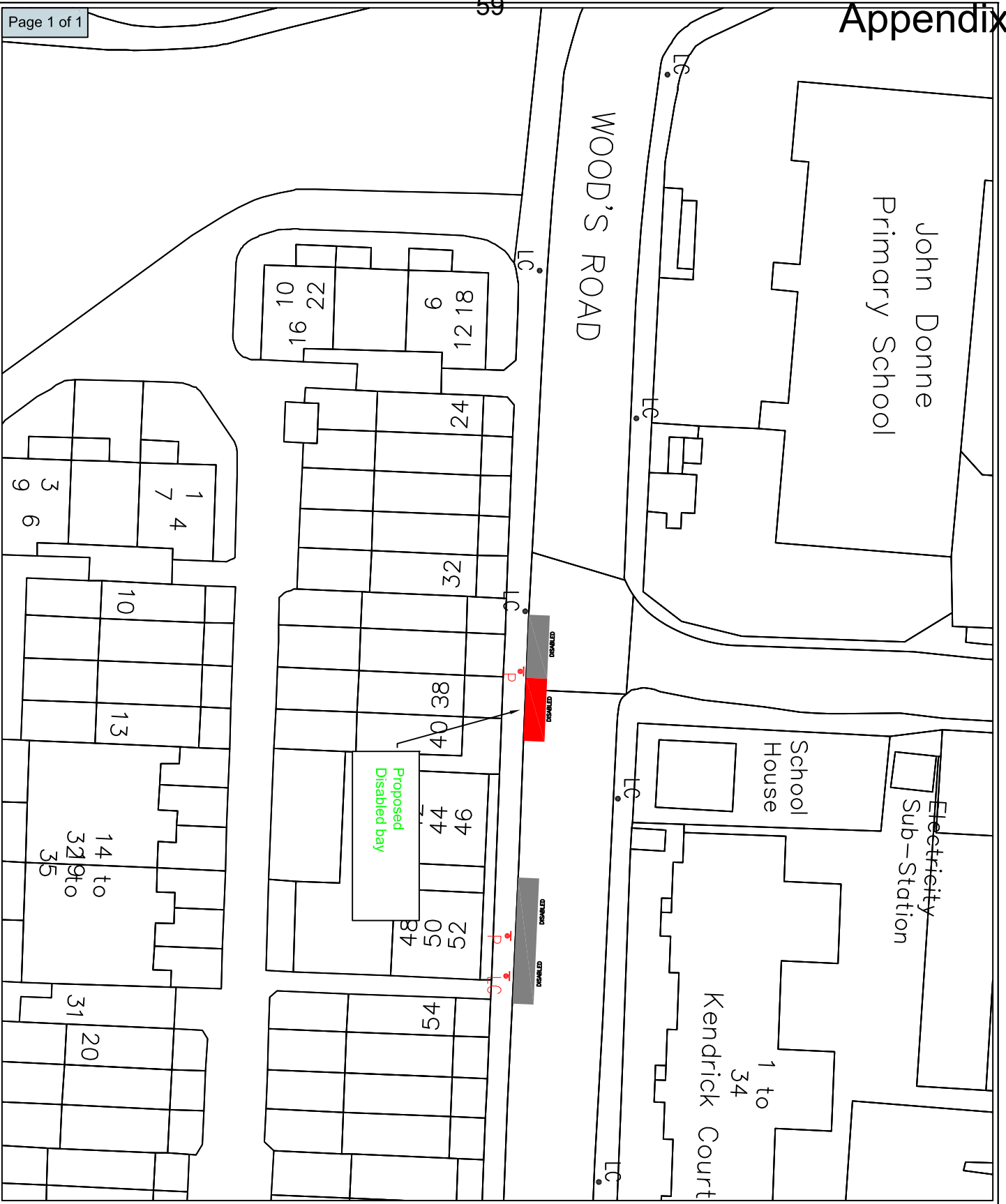
-  Existing disabled bay markings
-  Proposed disabled bay markings
-  Disabled bay sign and post
-  Disabled badge holders only

Revision details		
By	Date	Suffix
		A
		B

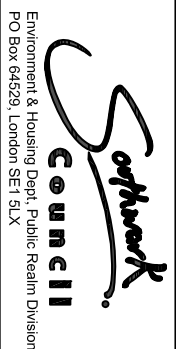
<b>Project Number</b>	1112Q4_LOCAL_PARKING_AMENDMENTS
<b>Title</b>	BUSHEY_HILL_ROAD PROPOSED_DPPP Layout
<b>Scale</b>	1:500
<b>File Name</b>	1112Q4_009

<b>Drawn</b>	MH	<b>Designed</b>	MH	<b>Checked</b>	TW	<b>Approved</b>	TW
	16/01/12		16/01/12		16/01/12		16/01/12




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NETWORK DEVELOPMENT



LEGEND

-  Existing disabled boy markings
-  Proposed disabled boy markings
-  Disabled boy sign and post

Revision details	By	Date	Staff
			A
			B

Project Number: 1112Q4\_LOCAL\_PARKING\_AMENDMENTS

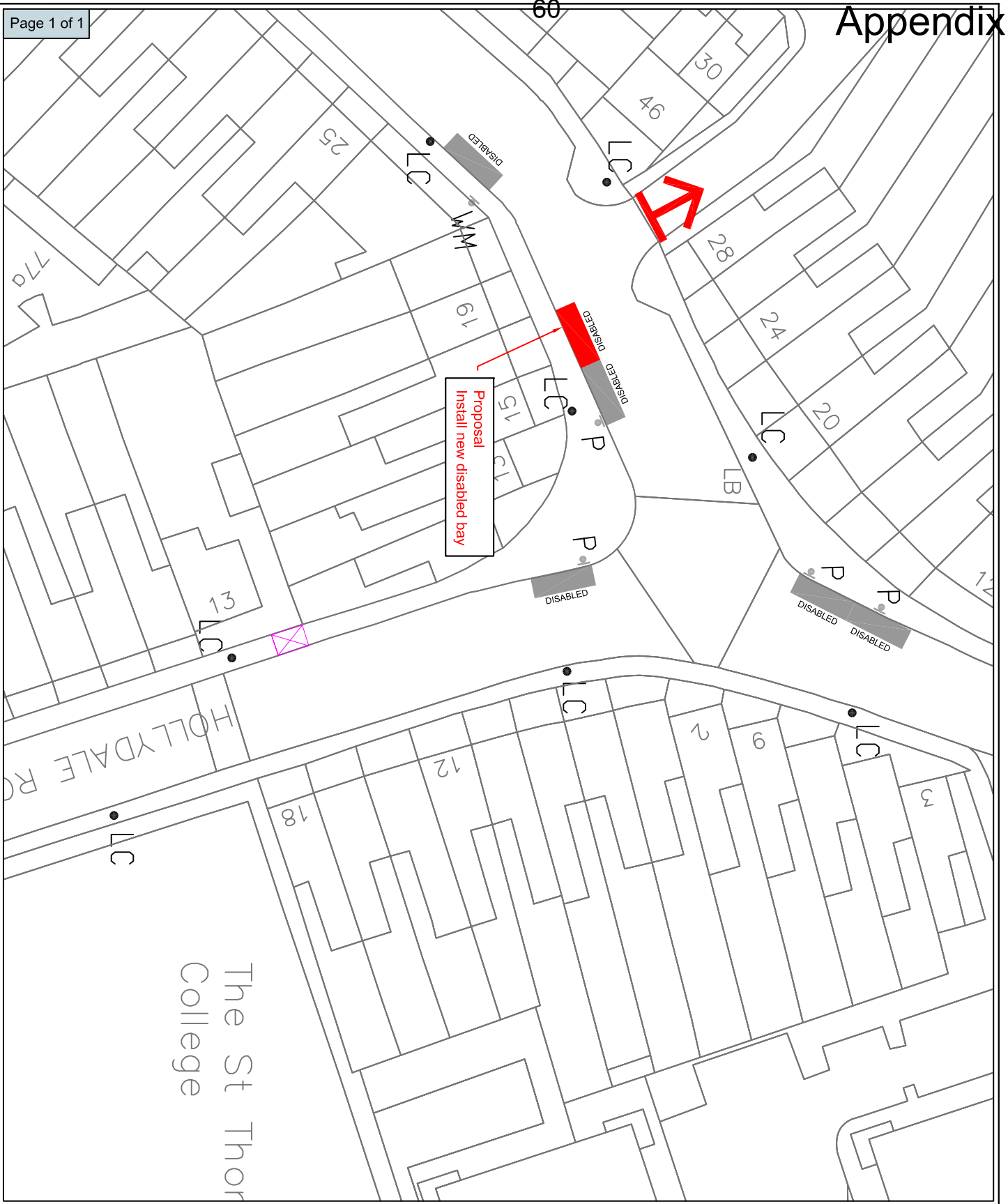
Title: WOODS ROAD PROPOSED DPPP Layout

Scale: 1:500

File Name: 1112Q4\_010

APPENDIX\_4

Drawn	Designed	Checked	Approved
MH	MH	TW	TW
17/01/12	17/01/12	17/01/12	17/01/12




NETWORK DEVELOPMENT



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

LEGEND

 Existing disabled bay markings

 Proposed disabled bay markings

 Disabled badge holders only  
 Disabled bay sign and post

Revision details		
By	Date	Signs
		A
		B

<b>Project Number</b>	111204_LOCAL_PARKING_AMENDMENTS
<b>Title</b>	LUGARD ROAD PROPOSED DISABLED BAY Layout

<b>Scale</b>	1:500
<b>File Name</b>	111204_019

<b>Drawn</b>	MH	<b>Designed</b>	MH	<b>Checked</b>	MH	<b>Approved</b>	MH
30/03/12		30/03/12		30/03/12		30/03/12	



<b>Item No.</b> 16	<b>Classification</b> Open	<b>Date:</b> 26 April 2012	<b>Meeting Name:</b> Nunhead and Peckham Rye Community Council
<b>Report title:</b>		Cleaner Greener Safer Revenue Fund 2012 /13	
<b>Ward(s) or groups affected:</b>		East Nunhead and Peckham Rye, Village and College wards.	
<b>From:</b>		Stephen Douglass, Head of Community Engagement	

### RECOMMENDATION

1. That the Nunhead and Peckham Rye Community Council allocates the remaining £18,000 of the Cleaner, Greener, Safer (CGS) revenue fund 2012/13. The projects to be considered for allocation are set out in Appendix 1.

### BACKGROUND INFORMATION

2. A Cleaner, Greener, Safer revenue fund 2012/13 consisting of £210,000 across the borough, with an allocation of £10,000 per ward, has been introduced as part of the budget strategy agreed at the council assembly meeting on the 29 February 2012.
3. The aim of this fund is to give community councils decision making powers over significant amounts of revenue funding that they can allocate to meet locally determined priorities. It is anticipated that the availability of the revenue fund will enhance and complement the effectiveness of the capital fund.
4. On 1 March 2012 the Leader of the Council delegated the executive function to each community council to take the Cleaner, Greener, Safer Revenue Funding decisions in their areas.

### KEY ISSUES FOR CONSIDERATION

5. The community councils will use the criteria set out below for the allocation of this funding.
  - a. Proposals that make an improvement to an area on the basis of making it cleaner, greener or safer or a combination.
  - b. CGS applications from the capital round which were ruled out because they were revenue applications.
  - c. The revenue fund could be used to meet the revenue costs associated with a CGS capital award.
  - d. A community council may choose to allocate some or all of their revenue resources to their CGS capital allocations.

- e. Subject to the availability of resources, the revenue fund may be used to buy services from the council.
6. While the allocation is based on £10,000 per ward, a community council can if it chooses decide to aggregate all or part of the funding and spend more than £10,000 per ward. Nunhead and Peckham Rye Community Council has already allocated £18,000.
  7. Community councils will be free to indicate whether they would like expenditure to be an ongoing commitment over more than one financial year or spending over a fixed timescale for a one-off project. Commitments will be subject to final agreement of the council budget and a decision by each community council on an annual basis.
  8. As with any executive decision taken by community councils this is subject to the council's existing scrutiny arrangements.

### **Delivery**

9. Once the community council has made their selections by the method of their choice they will be designed and delivered as soon as possible in 2012/13. Any under spends or projected overspends will be reported back to community council for resolution or reallocation.

### **Community Impact Statement**

10. The roles and functions of community councils include the promotion of involvement of local people in the democratic process. Community councils take decisions on local matters including environmental improvement and community safety as well as consultation on a wide range of policies and strategies that affect the area.
11. An explicit objective within community councils is that they be used to actively engage as widely as possible with, and bring together, Southwark's diverse local communities on issues of shared or mutual interest. The Cleaner Greener Safer programme is an important tool in achieving community participation.
12. In fulfilling the above objectives that Community Councils have of bringing together and involving Southwark's diverse local communities, consideration has also been given to the council's duty under The Equality Act 2010 which requires the council to have due regard when taking decisions to the need to:
  - a. Eliminate discrimination, harassment, victimisation or other prohibited conduct;
  - b. Advance of equality of opportunity between persons who share a relevant protected characteristic and those who do not share it
  - c. Foster good relations between those who share a relevant characteristic and those that do not share it.
13. Of particular regard are issues of age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation.

Having due regard to the need to advance equality of opportunity is further defined in s.149 as having due regard to the need of:

- a. Remove or minimise disadvantages connected with a relevant protected characteristic
- b. Take steps to meet the different needs of persons who share a relevant protected characteristic

### **Resource implications**

14. The total cost of the CGS Revenue Fund is part of the Budget process for 2012/13 agreed by Council Assembly. Any costs incurred in implementing this fund will be met within existing resources.

### **Policy implications**

15. The CGS Revenue Fund is fully aligned with the Council's policies toward sustainability, regeneration and community engagement.

### **Consultation**

16. Decisions will reflect longstanding ward priorities and may be complementary to the decisions made in the CGS Capital fund allocation. In this first year of the scheme consultation will take place at the community council meetings and will therefore be an integral part of the decision making process. In future years consultation will be a key part of developing and identifying projects for funding and considering whether to proceed with indicative expenditure.

### **Legal Implications**

17. The Local Government Act 2000 [as amended] ('the Act') gives the leader the power to delegate any executive function to whoever lawfully can undertake the function. The allocation of the Cleaner, Greener, Safer revenue fund ('CGS') is an executive function.
18. Community councils are 'area committees' within the meaning of the Act and executive functions can be delegated to them by the leader.
19. In allocating funding under the CGS community councils must have regard to the council's equality duties set out in section 149 of the Equality Act 2010. The report author has demonstrated how those duties have been considered in the body of the report at paragraph 12 in the Community Impact Statement.

## **BACKGROUND DOCUMENTS**

<b>Background Papers</b>	<b>Held At</b>	<b>Contact</b>
The Cleaner, Greener, Safer Revenue Fund Decision Making Report: the Leader, 23 March 2012	Community Engagement 160 Tooley Street	Marian Farrugia 020 7525 1780

**APPENDICES**

<b>No.</b>	<b>Title</b>
Appendix 1	Nunhead and Peckham Rye Community Council CGS Revenue Fund 2012/13 projects for consideration

**AUDIT TRAIL**

<b>Lead Officer</b>	Stephen Douglass, Head of Community Engagement	
<b>Report Author</b>	Darryl Telles, Neighbourhoods Manager	
<b>Version</b>	Final	
<b>Dated</b>	16 April 2012	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments included</b>
Strategic Director of Communities, Law & Governance	Yes	Yes
Finance Director	No	No
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Constitutional Team</b>		16 April 2012

Nunhead and Peckham Rye Community Council Cleaner Greener Safer Revenue Fund 2012 proposals for consideration				Appendix 1
Proposal Name	Ward	Location	Idea	Approximate Cost
Nunhead's Voice Newsletter	Nunhead	Nunhead area	To contribute towards the production of 4 copies of the Voice community newsletter for the Nunhead area which is produced by Nunhead Voice a local forum. The newsletter will be distributed locally and will be used to inform people about what is happening in Nunhead, in terms of community events and consultations. This includes events organised by community organisations and the council and is used to publicise and consult on relevant local issues.	4 issues for the next 12 months @ £1500 each = <b>£5,000</b>
Dog Fouling	All wards - as identified	At identified hot spots.	To contribute towards educational-enforcement events in key areas identified by local intelligence and the Community Council.	<b>£5,000</b>
Dog Fouling	All wards - as identified by the CC.	At identified hot spots.	To contribute towards funding some locally targetted Dog Fouling education leaflets to be distributed at local hot-spots.	<b>£500</b>
Community Wardens	All Wards - as identified by the CC.	At identified areas.	To contribute towards the provision of additional dedicated community warden patrol time for one year focusing on issues and areas identified by the Community Council.	<b>£10,000</b> will provide 285 additional dedicated hours

**NUNHEAD AND PECKHAM RYE COMMUNITY COUNCIL AGENDA DISTRIBUTION LIST  
(OPEN)  
MUNICIPAL YEAR 2011-12**

**NOTE:** Original held by Constitutional Team; all amendments/queries to  
Alexa Coates Tel: 020 7525 7385

Name	No of copies	Name	No of copies
<b>Nunhead and Peckham Rye Community Council Members</b>		<b>Officers</b>	
Victoria Mills	1	Alexa Coates, 160 Tooley Street, Second Floor Hub 4	40
Mark Glover	1		
Sunil Chopra	1		
Fiona Colley	1		
Rowenna Davis	1		
Nick Dolezal	1	<b>Others</b>	
Gavin Edwards	1	Shahida Nasim, Audit Commission, 160 Tooley Street, Ground Floor	1
Renata Hamvas	1		
Althea Smith	1		
		<b>Total:</b>	55
<b>Press</b>		<b>Dated:</b> 24 February 2012	
Southwark News	1		
South London Press	1		
<b>Members of Parliament</b>			
Harriet Harman MP	1		
<b>Libraries</b>			
Dulwich	1		
Local History	1		