

Trafalgar CPZ Extension Parking Study



In response to feedback from residents, the council consulted in the above areas (Blue & Purple) to determine if the existing controlled parking zone (Blue) was working as intended for residents to reduce parking stress. In addition a consultation was carried out to identify if additional roads should be added to the to the 'T' zone, where there are known to be parking problems for residents.

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Introduction

The main aim of this parking study is to determine if there is the need for any additional measures in the existing 'T' CPZ (shown in Blue) in the area south of Old Kent Road. The existing zone is bounded by Burgess Park to the west, Willowbrook Road and Bird in Bush Road to the south. The proposed extended area would be bounded by Old Kent Road, Sumner Road, Goldsmiths Road and Meeting House Lane. There are 21 Social Housing estates within the proposed CPZ and 12 Places of Worship identified within this proposed CPZ.

There are currently no parking zones in the purple area meaning that anyone may lawfully park their vehicle whether a resident, business, commuter or visitor. Whilst the area remains unrestricted of parking controls, there are some restrictions in that area where parking is deemed unsafe, i.e. on road junction and across dropped kerbs. There are also disabled parking bays outside residential properties, these have been installed where the council have received an application for a disabled bay and the criteria have been met.

Summary of key consultation findings

- A total of 6135 consultation flyers were sent out to a total of 80 roads within the consultation area. However we received no response from 27 roads within the consultation area.
- We received a total of 234 responses of which all originated from within the consultation area except for one, representing a response rate of 4%.
- Street-by-street analysis shows that 19 roads support a parking zone and 27 roads are against. Some of those roads against were much shorter. Eight roads were split 50-50 with no majority either way.
- A large majority of respondents (88%) stated that they and their visitors had difficulty parking on week days.
- It is clear that the streets with the largest percentage of respondents who would like a controlled parking zone are: Clifton Crescent (100%), Jocelyn Street (100%), Peckham Hill Street (85%), Commercial Way (79%) and Colegrove Road (67%).
- 75% of respondents would like this parking zone to operate all day (i.e. 8.30am – 6.30pm) and 16% would like the zone to operate for part of the day (11.00am-15.00pm).
- 73% of respondents would like the CPZ to operate Monday to Friday.

Recommendations

Based on the results of the informal consultation, officers are making the following recommendations:

1. To implement a parking zone throughout the whole study area.
2. For the zone to operate Monday to Friday.
3. For the zone to operate 8:00am to 6:30pm

Background

Competition for parking has increased considerably in the roads surrounding Old Kent Road over the past few years. Roads in this area are close to major bus routes connecting to central London such as routes 63,168, 172, N171, 381 and the P12. This area is also within walking distance of South Bermondsey, Queens's Road (Peckham), Denmark Hill and Elephant & Castle railway stations. It is likely that commuters use this area during the day. Parking displacement may have also taken place following the installation of the adjacent CPZ 'R' in the North Peckham area.

Permit requirements were removed in 2006 in some parts of the existing 'T' zone and as part of this consultation we sought to determine whether this arrangement still works or whether we should reinstate the permit parking. Old Kent Road is preparing for significant development over the next decade, including up to 20,000 new homes, linked with the proposed Bakerloo Line Extension. This means the surrounding areas are going to see an increase in demand for on street parking. In particular we want to know whether residents support parking restrictions in their street, and if so, what hours of operation they would like their CPZ to operate. Due to residential and commercial developments on Old Kent Road, the demand for parking will greatly increase and thus a CPZ may be necessary to prioritise parking for residents.

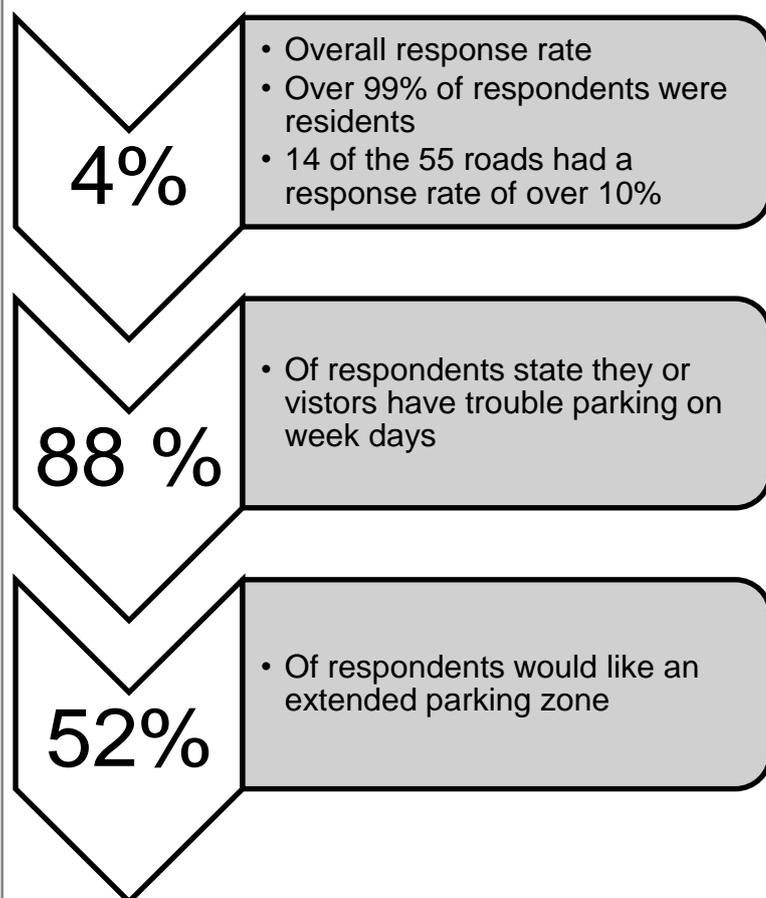
Based on regular requests from local residents, the decision was made to consult the streets around the south of Old Kent Road including the lower section bound by Sumner Road, Goldsmiths Road & Meeting House Lane to determine whether the T zone should be increased in size and to assess if a new parking zone would be appropriate for this area.

The consultation boundaries were agreed by the Cabinet Member Environment, Transport and the Climate Emergency in 2019. Consultation was delayed due to the Covid-19 pandemic. Between 9 August 2021 and 14 September 2021 consultation was carried out with all postal addresses within the study area.

A flyer was sent to all 6135x properties in the area directing recipients to our consultation hub, which had the following information:

- What is a parking study?
- What is a controlled parking zone?
- How can I have my say?
- Why are we conducting a parking study now?
- What are the advantages and disadvantages of having a parking zone on my street?
- When would the parking zone operate?
- What is the difference between an all day and a part day zone?
- Who can purchase a permit?
- Myth busting
- What happens next?
- Further information
- Questionnaire
- A detailed map of the proposed CPZ, showing what the parking layout would look like

Headline Consultation Results



Response rate

The consultation closed on 14 September 2021. Public access to the online consultation form was removed at midnight on that day. Paper consultations were accepted until the end of the following week to allow for any problems with the post.

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

Total consultation	6135
Total responses received	234
Duplicates	0
Out of area	0
Total omitted	1
Valid responses	233
Response rate	4%

The response rate was 4%, this is a low response rate for this type of consultation. We do not make assumptions about the opinion of those who didn't respond.

Analysis of responses

Street by street break down of results: - This table shows where consultation pack were delivered. We had no response from 27 roads, highlighted in yellow below.

Roads within the consultation area					
1	ALBERT WAY	28	GLENGALL TERRACE	55	OAKLEY PLACE
2	ASHMORE CLOSE	29	GOLDSMITH ROAD	56	OLD KENT ROAD
3	ASYLUM ROAD	30	GREEN HUNDRED ROAD	57	OLMAR STREET
4	BEWICK MEWS	31	GRENARD CLOSE	58	OSSORY ROAD
5	BIRD IN BUSH ROAD	32	HASTINGS CLOSE	59	PECKHAM HILL STREET
6	BOATHOUSE WALK	33	HAYMERLE ROAD	60	PECKHAM PARK ROAD
7	BONAR ROAD	34	HEREFORD RETREAT	61	PENCRAIG WAY
8	BRIDEALE CLOSE	35	HOLBECK ROW	62	PENNACK ROAD
9	BULLER CLOSE	36	HOYLAND CLOSE	63	PENNETHORNE ROAD
10	BURNHILL CLOSE	37	INFORUM MEWS	64	PEPLER MEWS
11	CARDINE MEWS	38	JOWETT STREET	65	PIONEER STREET
12	CARISBROOKE GARDENS	39	KINCAID ROAD	66	RADNOR ROAD
13	CLIFTON CRESCENT	40	LATONA ROAD	67	SHURLAND GARDENS
14	COBOURG ROAD	41	LEDBURY STREET	68	SILKIN MEWS
15	COLEGROVE ROAD	42	LEONTINE CLOSE	69	SISTER MABELS WAY
16	COMMERCIAL WAY	43	LIVESEY PLACE	70	SPRINGALL STREET
17	COMPTON CLOSE	44	LONCROFT ROAD	71	STUDHOLME STREET
18	DROVERS PLACE	45	LYMPSTONE GARDENS	72	SUMNER ROAD
19	ELCOT AVENUE	46	MAISMORE STREET	73	TILBURY CLOSE
20	ETHNARD ROAD	47	MARMONT ROAD	74	TRAFALGAR AVENUE
21	FENHAM ROAD	48	MEETING HOUSE LANE	75	UNWIN CLOSE
22	FREDA CORBETT CLOSE	49	NAYLOR ROAD	76	WALES CLOSE
23	FRENHAM STREET	50	NEVILLE CLOSE	77	WENTWORTH CRESCENT
24	FRIARY ROAD	51	NEW CHURCH ROAD	78	WILLOWBROOK ROAD
25	GELDART ROAD	52	NILE TERRACE	79	WILMOT CLOSE
26	GERVASE STREET	53	NUTCROFT ROAD	80	WINDSPOINT DRIVE
27	GLENGALL ROAD	54	NUTT STREET		

From the roads we did receive replies from, the table below shows the breakdown of time of day motorists had difficulty parking along with hours that any zone should operate if progressed. Highlighted in light green are response rates above 10%. In yellow a split 50-50 with no majority. In green over 50% for and red over 50% against. 64% would like the zone to operate all day.

Road	How many properties	How many responses	Response rate	What time of the day do you have difficulty parking	Do you want a parking zone?					If parking controls were changed which of the following would you like.....	
					Yes	%	No	%	Total	Hours would you like the zone to operate	Days would you like the zone to operate
ALBERT WAY	18	2	11	No clear majority	1	50%	1	50%	2	No clear majority	Mon-Fri
ASHMORE CLOSE	53	3	6	Daytime	3	100%	0	0%	3	All day	Mon-Fri
ASYLUM ROAD	241	7	3	Daytime	4	57%	3	43%	7	All day	Mon-Fri
BOATHOUSE WALK	71	1	1	Daytime	1	100%	0	0%	1	All day	Mon-Fri
BEWICK MEWS	11	1	1	Daytime	1	100%	0	0%	1	All day	Mon-Fri
BIRD IN BUSH ROAD	172	9	5	Daytime	4	44%	5	66%	9	Never	Mon-Fri
BONAR ROAD	5	4	80	Daytime	4	100%	0	0%	4	All day	Mon-Fri
BULLER CLOSE	20	3	15	Daytime	1	33%	2	67%	3	Never	Mon-Fri
CLIFTON CRESCENT	58	9	16	Daytime	9	100%	0	0%	9	All day	Mon-Fri
COLEGROVE ROAD	93	6	7	Daytime	4	67%	2	33%	6	All day	Mon-Fri
COMMERCIAL WAY	401	19	5	Daytime	15	79%	4	21%	19	All day	Mon-Fri
DROVERS PLACE	46	2	4	Never	0	0%	2	100%	2	Never	Never
ELCOT AVENUE	49	3	6	Daytime	1	33%	2	67%	3	All day	Mon-Fri
FENHAM ROAD	68	5	7	Daytime	3	60%	2	40%	5	All day	Mon-Fri
FRENHAM STREET	15	4	27	No clear majority	2	50%	2	50%	4	No clear majority	Mon-Fri
FRIARY ROAD	177	13	7	Daytime	4	31%	9	69%	13	Never	Mon-Fri
FURLEY ROAD	67	5	8	Never	1	20%	4	80%	5	Never	Never
FREDA CORBETT CLOSE	45	3	7	Daytime	1	33%	2	67%	3	Never	Mon-Fri
GERVASE STREET	105	1	1	Never	0	0%	1	100%	1	13:00 -:15:00	Mon-Fri
GLENGALL ROAD	254	11	4	Daytime	5	45%	6	55%	11	All day	Mon-Fri
GOLDSMITH ROAD	3	1	33	Daytime	0	0%	1	100%	1	All day	Mon-Fri
GREEN HUNDRED ROAD	199	7	4	Daytime	1	14%	6	86%	7	Never	Mon-Fri
HASTINGS CLOSE	58	2	3	No clear majority	1	50%	1	50%	2	No clear majority	Mon-Fri
HAYMERLE ROAD	30	6	20	No clear majority	3	50%	3	50%	6	No clear majority	Mon-Fri
HOLBECK ROW	31	1	3	Never	0	0%	1	100%	1	Never	Never

					Do you want a parking zone?					If parking controls were changed which of the following would you like	
Road	How many properties	How many responses	Response rate	What time of the day do you have difficulty parking	Yes	%	No	%	Total	Hours would you like the zone to operate	Days would you like the zone to operate
JOCELYN STREET	55	4	7	Daytime	4	100%	0	0%	4	All day	Mon-Fri
JOWETT STREET	6	3	50	Daytime	2	67%	1	33%	3	All day	Mon-Fri
KINCAID ROAD	57	3	5	Daytime	2	67%	1	33%	3	All day	Mon-Fri
LATONA ROAD	136	4	3	Daytime	1	25%	3	75%	4	All day	Mon-Fri
LEDBURY STREET	41	1	2	Never	0	0%	1	100%	1	Never	Never
LEONTINE CLOSE	119	2	2	Never	0	0%	2	100%	2	Never	Never
LISFORD STREET	20	1	5	Daytime	1	100%	0	0%	1	All day	Mon-Fri
MAISMORE STREET	1	1	100	Daytime	1	100%	0	0%	1	All day	Mon-Fri
MARMONT ROAD	71	2	3	No clear majority	1	50%	1	50%	2	No clear majority	Mon-Fri
MEETING HOUSE LANE	101	8	8	Daytime	3	38%	5	62%	8	All day	Mon-Fri
NAYLOR ROAD	142	4	3	Daytime	3	75%	1	25%	4	All day	Mon-Fri
NEVILLE CLOSE	104	2	2	Daytime	0	0%	2	100%	2	All day	Mon-Fri
NILE TERRACE	10	1	10	Never	0	0%	1	100%	1	Never	Never
NUTCROFT ROAD	63	4	6	Daytime	1	25%	3	75%	4	All day	Mon-Fri
OLD KENT ROAD	305	2	0.5	Never	0	0%	2	100%	2	Never	Never
PECKHAM HILL STREET	172	13	8	Daytime	11	85%	2	15%	13	All day	Mon-Fri
PECKHAM PARK ROAD	436	14	3	No clear majority	7	50%	7	50%	14	No clear majority	Mon-Fri
PENNACK ROAD	160	1	0.5	Never	0	0%	1	100%	1	Never	Never
PENNETHORNE ROAD	84	10	12	Daytime	6	60%	4	40%	10	All day	Mon-Fri
PEPLER MEWS	5	1	20	Daytime	1	100%	0	0%	1	All day	Mon-Fri
RADNOR ROAD	90	2	2	Never	0	0%	2	100%	2	Never	Never
SHURLAND GARDENS	82	4	5	No clear majority	2	50%	2	50%	4	No clear majority	Mon-Fri
SPRINGALL STREET	14	3	21	Never	0	0%	3	100%	3	Never	Never
STUDHOLME STREET	79	4	5	Never	0	0%	4	100%	4	Never	Never
TILBURY CLOSE	52	2	4	Never	0	0%	2	100%	2	Never	Never
TRAFALGAR AVENUE	141	1	1	not given	1	100%		0%	1	not given	not given
WENTWORTH CRESCENT	128	2	2	No clear majority	1	50%	1	50%	2	No clear majority	Mon-Fri
WILMOT CLOSE	72	1	1	Never	0	0%	1	100%	1	Never	Never
WILLOWBROOK ROAD	6	2	33	Never	0	0%	2	100%	2	Never	Never
uncategorised		3	n/a	Daytime	3	100%	0	0%	3	All day	Mon-Fri
Totals	5042	233	n/a	Daytime	120	52%	113	48%	237	All day	Mon-Fri

Analysis of responses by question

1. Are you a resident or business?

There were 12 responses from businesses, thus over 99% of respondents were residents.

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

The table below shows that the majority of respondents park one vehicle on the street at 64%.

Options	How many vehicles does your household regularly park on street	Percentage
1	153	64%
2	26	11%
3	8	3%
4 or more	2	1%
None (don't own)	48	20%
Not answered	3	1%
Total	240	100%

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

The table below shows that 69 (29%) respondents have trouble parking on a weekday. 46 (20%) also stated that their visitors struggle to find space. Respondents did have an opportunity to pick more than one response in this section.

Never you	Never your visitor	Mon-Fri daytime you	Mon-Fri daytime your visitor	Mon-Fri evening you	Mon-Fri evening your visitor	Weekend you	Weekend your visitor
56	26	69	46	49	33	43	31
24%	11%	29%	20%	21%	14%	18%	13%

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

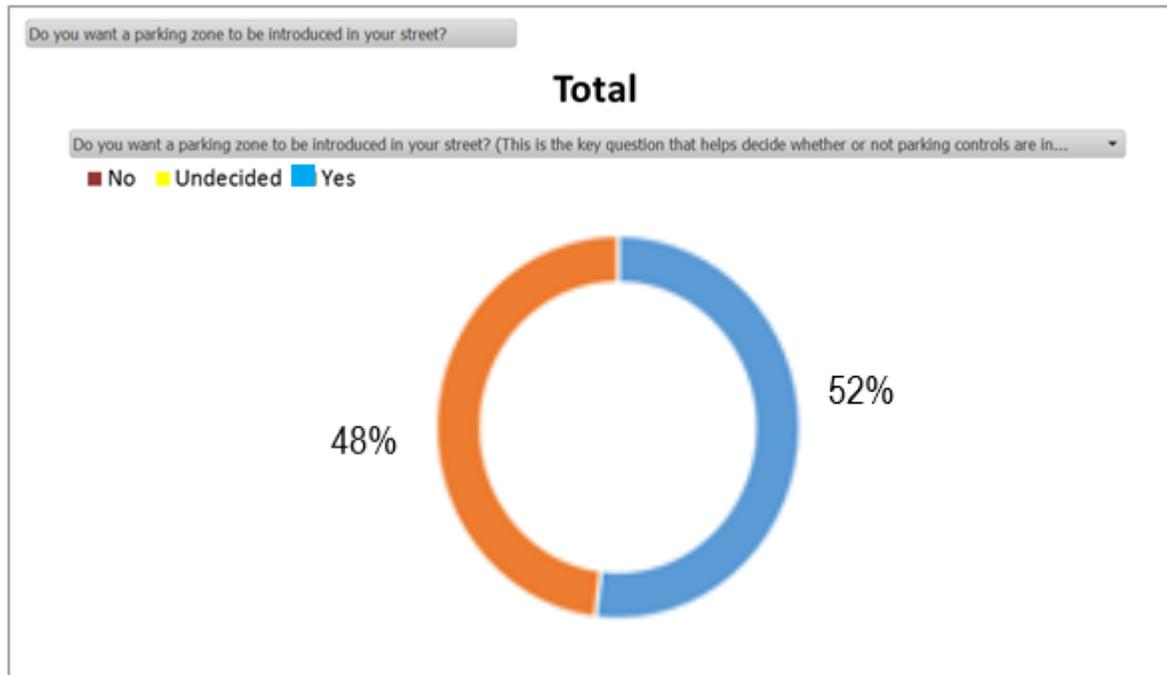
The table below shows the overall outcome of the key question 'Do you want a parking zone?' Boxes are highlighted - Yes (green) No (red) No majority (yellow)

Do you want a parking zone in your street	Results			Grand Total
	Yes	No	Undecided	
ALBERT WAY	1	1	0	2
ASHMORE CLOSE	3	0	0	3
ASYLUM ROAD	5	2	0	7
BOATHOUSE WALK	1	0	0	1
BEWICK MEWS	1	0	0	1
BIRD IN BUSH ROAD	4	5	0	9
BONAR ROAD	4	0	0	4
BULLER CLOSE	1	2	0	3
CLIFTON CRESCENT	9	0	0	9
COLEGROVE ROAD	4	2	0	6
COMMERCIAL WAY	15	4	0	19
DROVERS PLACE	0	2	0	2
ELCOT AVENUE	1	2	0	3
FENHAM ROAD	3	2	0	5
FRENHAM STREET	2	2	0	4
FRIARY ROAD	4	9	0	13
FURLEY ROAD	1	4	0	5
FREDA CORBETT CLOSE	1	2	0	3
GERVASE STREET	0	1	0	1
GLENGALL ROAD	5	6	0	11
GOLDSMITH ROAD	0	1	0	1
GREEN HUNDRED ROAD	1	6	0	7
HASTINGS CLOSE	1	1	0	2
HAYMERLE ROAD	3	3	0	6
HOLBECK ROW	0	1	0	1
JOCELYN STREET	4	0	0	4

Do you want a parking zone in your street	Results			Grand Total
	Yes	No	Undecided	
JOWETT STREET	2	1	0	3
KINCAID ROAD	2	1	0	3
LATONA ROAD	1	3	0	4
LEDBURY STREET	0	1	0	1
LEONTINE CLOSE	0	2	0	2
LISFORD STREET	1	0	0	1
MAISMORE STREET	1	0	0	1
MARMONT ROAD	1	1	0	2
MEETING HOUSE LANE	3	5	0	8
NAYLOR ROAD	3	1	0	4
NEVILLE CLOSE	0	2	0	2
NILE TERRACE	0	1	0	1
NUTCROFT ROAD	1	3	0	4
OLD KENT ROAD	0	2	0	2
PECKHAM HILL STREET	11	2	0	13
PECKHAM PARK ROAD	7	7	0	14
PENNACK ROAD	0	1	0	1
PENNETHORNE ROAD	6	4	0	10
PEPLER MEWS	1	0	0	1
RADNOR ROAD	0	2	0	2
SHURLAND GARDENS	2	2	0	4
SPRINGALL STREET	0	3	0	3
STUDHOLME STREET	0	4	0	4
TILBURY CLOSE	0	2	0	2
TRAFALGAR AVENUE	1	0	0	1
WENTWORTH CRESCENT	1	1	0	2
WILMOT CLOSE	0	1	0	1
WILLOWBROOK ROAD	0	2	0	2
OTHER	3	0	0	3
Total	121	112	0	233
Percentage	52%	48%	0%	100%

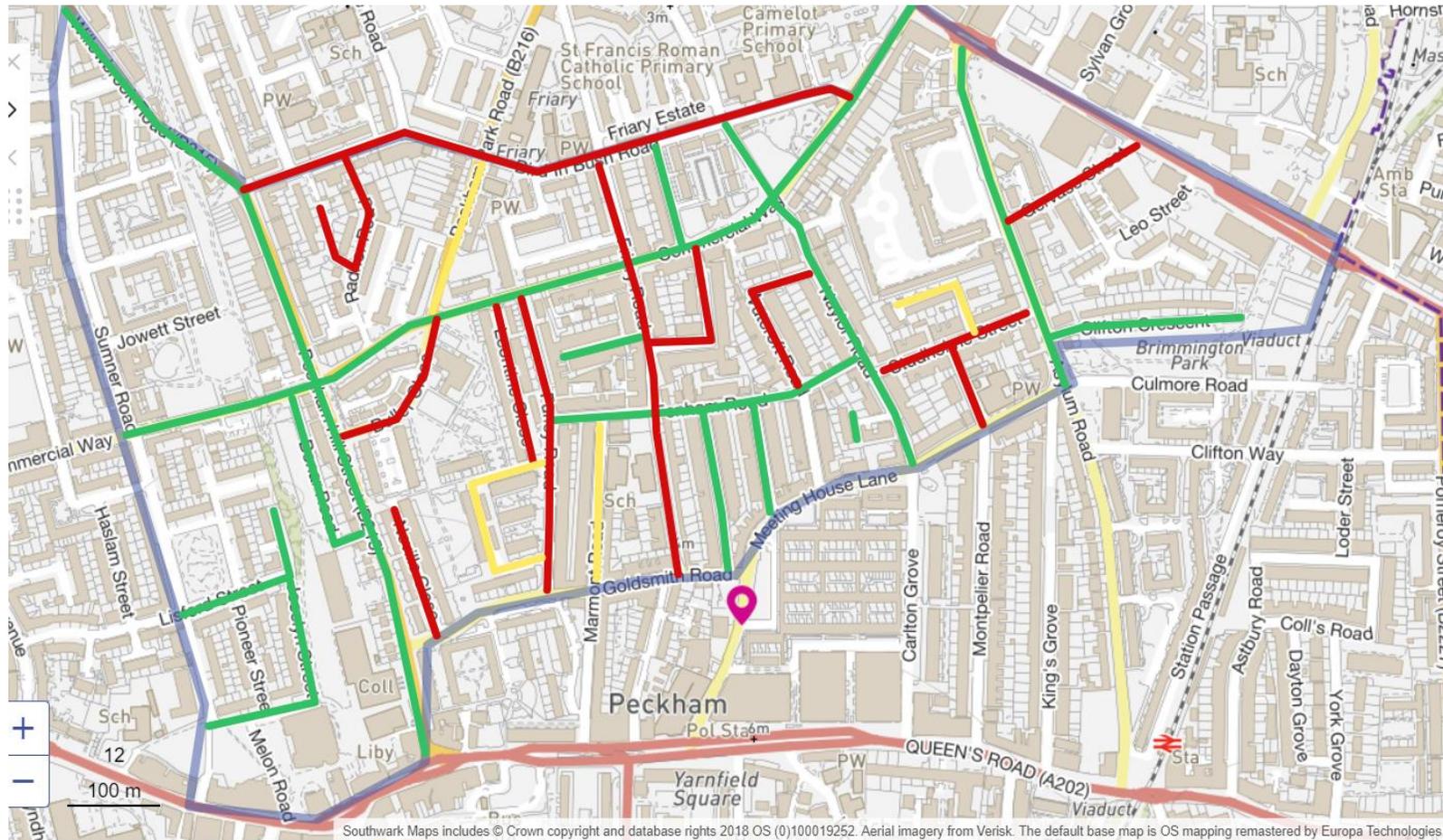
The chart below shows the outcome of the key question ‘Do you want a parking zone on your street?’

This was based on the responses directly from residents, not on a road by road basis, as some roads only had one response, whereas other might have had 19 responses such as Commercial Way.



Further analysis of the new proposed extension to Trafalgar CPZ shows the roads that are in favour and those are in against a parking zone.

The map below details which roads are in favour (green) and which roads are against (red) a parking zone. Yellow indicates that there was no majority on this road.



5. We asked which of the following hours would you like the parking zone to operate?

Of the residents who wanted controls, 106 respondents stated that they would like all day controls, 22 respondents stated that they would like part day control 11am - 3pm while 7 respondents stated that they would like just 2 hours per day 1pm - 3pm. 5 people didn't answer this question. Thus it is clear that all day control was the most popular choice. We would implement parking controls to match the existing Trafalgar CPZ.

Which hours	Times				Total
	All day	Part day 11.00-15.00	Part day 13.00-15.00	Not answered	
ALBERT WAY	0	1	0	0	1
ASHMORE CLOSE	3	0	0	0	3
ASYLUM ROAD	4	1	0	0	5
BOATHOUSE WALK	1	0	0	0	1
BEWICK MEWS	1	0	0	0	1
BIRD IN BUSH ROAD	4	0	0	0	4
BONAR ROAD	4	0	0	0	4
BULLER CLOSE	1	0	0	0	1
CLIFTON CRESCENT	6	3	1	0	10
COLEGROVE ROAD	5	1	0	0	6
COMMERCIAL WAY	15	0	0	0	15
DROVERS PLACE	0	0	0	0	0
ELCOT AVENUE	1	0	0	0	1
FENHAM ROAD	2	1	0	0	3
FRENHAM STREET	2	0	0	0	2
FRIARY ROAD	2	2	0	0	4
FURLEY ROAD	0	0	0	0	0
FREDA CORBETT CLOSE	1	0	0	0	1
GERVASE STREET	0	1	1	1	2
GLENGALL ROAD	5	1	0	1	7
GOLDSMITH ROAD	1	0	0	0	1
GREEN HUNDRED ROAD	1	0	0	0	1
HASTINGS CLOSE	1	1	0	0	2
HAYMERLE ROAD	2	1	1	1	4
HOLBECK ROW	0	0	0	0	0
JOCELYN STREET	7	0	0	0	7

Which hours	Times				Total
	All day	Part day 11.00-15.00	Part day 13.00-15.00	Not answered	
JOWETT STREET	3	0	0	0	3
KINCAID ROAD	0	1	0	0	1
LATONA ROAD	0	0	1	0	1
LEDBURY STREET	0	0	0	0	0
LEONTINE CLOSE	0	0	0	0	0
LISFORD STREET	1	0	0	0	1
MAISMORE STREET	1	0	0	0	1
MARMONT ROAD	1	0	0	0	1
MEETING HOUSE LANE	2	0	0	0	2
NAYLOR ROAD	2	0	0	1	3
NEVILLE CLOSE	0	0	0	0	0
NILE TERRACE	0	0	0	0	0
NUTCROFT ROAD	0	1	0	0	1
OLD KENT ROAD	0	0	0	0	0
PECKHAM HILL STREET	8	5	1	0	14
PECKHAM PARK ROAD	7	0	0	0	7
PENNACK ROAD	0	0	0	0	0
PENNETHORNE ROAD	6	0	0	0	6
PEPLER MEWS	1	0	0	0	1
RADNOR ROAD	0	0	0	0	0
SHURLAND GARDENS	2	1	1	0	4
SPRINGALL STREET	0	0	0	0	0
STUDHOLME STREET	0	0	0	0	0
TILBURY CLOSE	0	0	0	0	0
TRAFALGAR AVENUE	0	0	0	1	1
WENTWORTH CRESCENT	1	0	0	0	1
WILMOT CLOSE	1	0	0	0	1
WILLOWBROOK ROAD	0	0	0	0	1
OTHER	1	1	1	0	3
Total	106	22	7	5	140
Percentage	75%	16%	5%	4%	100%

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

The table below shows that some respondents made comments about various aspects. There was not a high number so the table below details them all fully.

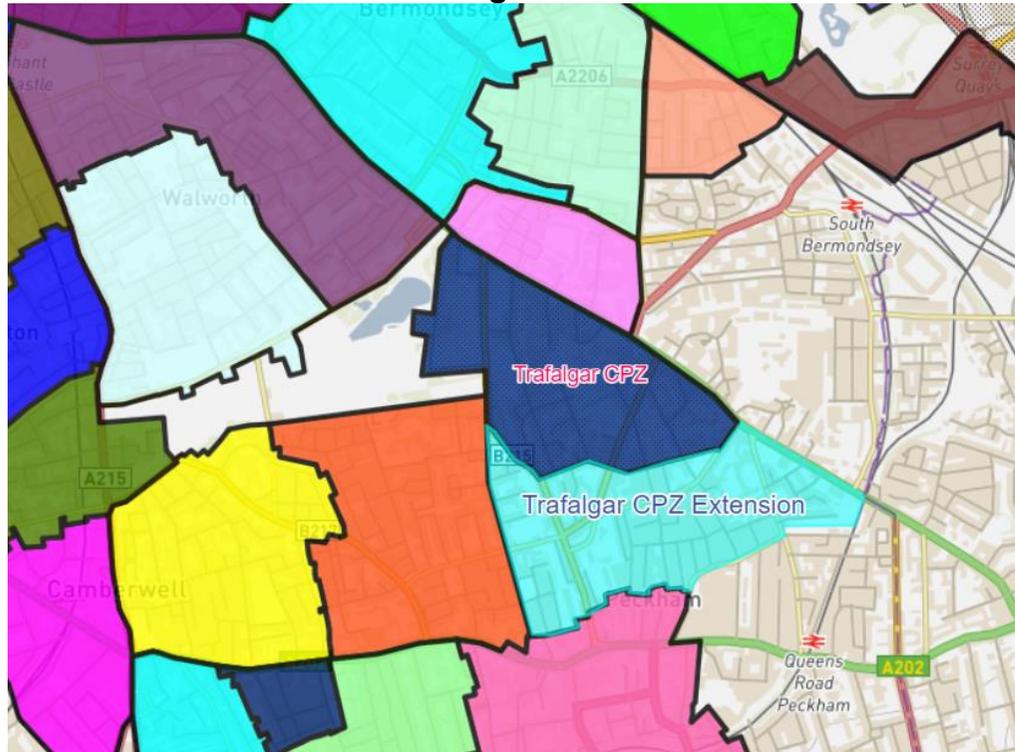
	Additional resident comments
1	I welcome the parking permits as we often have problems parking close to our home. Currently a man parks his work van across the road from us every evening and all weekend. During the day his personal car takes the space his work van vacates. The extension of the parking restrictions will only work if they are enforced, i.e. traffic wardens patrol the streets in question to ensure permits are displayed. There would be no point if my household had to pay £250 a year to park in our street, and others had the privilege for free as they know they wouldn't be penalised.
2	This is desperately needed! Peckham hill street but our only access for vehicles is bonar road. It's very sad as it's a conservation area so the front of the house cant be altered to accommodate cars. As a result of having to park so far away numerous of our neighbours (particularly elderly) have had to convert their gardens into off street parking. Particularly bad due to covid. I recently broke my foot and we had to park a 15 minute walk away because everywhere around is residents parking and we get huge parking overspill from peckham high street.
3	Resident parking only
4	Rosemary Road should be converted into an estate parking controlled by the Willowbrook TMO or it should be incorporated into the R parking zone. Rosemary Road, Nutt Street and Jowett Street are cul-de-sac roads and have no direct access to the rest of the T zone (proposed or existing), however, they are adjacent to Sumner Road which is part of the R parking zone. If there is no space in these three roads, it would be necessary to drive to Commercial Way to find a space within the proposed T zone while driving through much closer R zone / Sumner Road (there always seem to be spaces in Sumner Road). Incorporating the three roads into the T zone does not make sense in real life and is not practical, even if on the map it may look neat to shift them to the T zone so that they do not stick out as part of the R zone or Willowbrook estate parking.
5	northfield house - private estate which should have controlled parking. People visit the shops and worship places on peckham park road/old kent road and use our carpark. In the evenings when the bars are open we have had problems with the traffic - people parking across the entrance to the driveways and people 'parking' whilst leaving the engine running and playing music. Often drinking from their cars and leaving litter.
6	We don't want the parking restrictions from the CPZ Extension in North East Peckham, it hasn't made any difference to the parking or traffic on these roads! As from when you have closed off the side roads. Thats when there has been more buildup of traffic and pollution on these roads. What about people with disabilities who can't walk or take public transport? And need to park closer to the shops to live their daily life's? How will they cope?
7	We live at the Caroline Gardens estate located on Asylum Road between OKR and Meeting House Lane. Presently, our estate does not have permitted parking.
8	Three residents in Caroline Gardens don't want controls in Asylum road
9	Residents in Rosemary Road & Jowette Street don't want parking on Boathouse Walk
10	Unlike other blocks, our block (51 Colegrove Road) doesn't have parking spaces for our vehicles, if restrictions are applied on the street each flat should be given a free parking space to make it fair.
11	Residents should not have to pay for parking permits, especially disabled ones
12	You have consulted on the same extension within the past 10 years and our answer then was as our answer now, We do not want parking restrictions on our street. We also do not want to pay for a permit to allow us to park on our street. £125 per car to park outside our home is an unaffordable extra charge on top of the council tax already paid. permits if required should be free to residents.
13	You've deliberately not left a box for comments in this form - but I you're missing some nuance. I have repeatedly alerted the council to the dumped cars on my area of Friary Estate. The limited parking is exacerbated by the fact that there are at least 7-8 cars which have flat tyres / have damage and have not moved in years. E.g. There is a plot of 4 spaces adjacent to Exeter House with a crashed car (covered in a tarpaulin), a van with a kitchen sink on it's front seat (not moved in about 6 years) and another dumped car (not moved for months, potentially years. So only 1 out of 4 spaces are available. I think it would be better to get rid of these dumped cars and set up residents (and delivery) only parking within the Estate FIRST before you do parking restrictions on adjacent streets. Until you get basic stuff like this sorted out it looks like it's just a money-making scheme.

Additional resident comments	
14	Friary estate resident does not want controls in green hundred road
15	Montpelier Road resident does not want control I haymerle road
16	The amount of homes the council are allowing to be built in a small area is diabolical and will radically change our quality of life an now they want to bring in a money making scheme to park in the area. This is absolutely disgusting and shameful.
17	we are on the corner of Meeting House Lane and Springall Street, so use Springall Street to park on as it has less through traffic and is a safer place to leave the car
18	loads of parking in the area, no need at all for this other then the council trying to make more money of parking permits
19	I live in Lordship Lane but park in another road
20	Caroline Gardens but park in Asylum Road
21	Where I can't park anyway due existing restrictions, so survey relates to Bonar Road
22	I usually park on Bonar Road and with the development at Eagle Wharf the parking has already become a bit tricky. I know it is a car free project but if there is free parking near I'm not sure how parking will be prevented.
23	Northfield House Car Park. I park in Pecham Park Road
24	Northfield house, but park in Pecham Park Road
25	I LIVED THE STREET THE LONGERS 26 YEARS I DO NOT WANT PARKING RESTRICTION ON THIS STREET
26	Sir, I do not think it is rap now to carry out the Restriction Parking on my street. Yes, I know it will happen some time, but it is not yet been congested with parking of cars from other areas. The street is okay as it is now. I have Parkinson and sever lower back pain and have operation on my span, Slow and difficult in walking (DISABLED). I have applied for disable Parking Bay since over a year & half and I am still waiting. I shall be gratefully obliged if you can also look into the urgency of this Disable Bay. Thank you for your co-operation.

7. Communication received outside the informal consultation

None

8. Current locations of surrounding CPZs



The above map indicates current areas of un-controlled parking, more specifically that area south of the existing Trafalgar CPZ, above Peckham B. Parking stress in the new proposed extended zone (if not approved) will see higher levels of parking from non-permit holders from adjacent CPZ 's.

Conclusion and Recommendations

Background on parking in the area

Any extended Trafalgar CPZ will be within walking distance of three rail station as well as popular bus routes.

This area will be subject to increasing pressure on kerbside parking due to the new developments in the Old Kent Road area. More specifically there will be a parking displacement and dispersive effect from any new developments north of Old Kent Road. An additional consultation is due to take place in the area north of Old Kent Road in late 2021 to prioritise parking for residents. From respondent replies, we know that many commuters park on uncontrolled roads and then travel onwards by other means. Regularly vehicles are left on the road overnight by non-residents.

While there has been a substantial change to the demographics in the area, the available kerbside space has remained broadly the same.

The council over recent years has introduced double yellow lines in certain parts of the study area where comments have been received about dangerous and obstructive parking, for example on road junctions and across dropped kerbs, this being an indication of parking problems in the area.

Taking all this into consideration, it is envisaged that future parking demand will drastically increase in the area.

Informal Consultation

The findings of this consultation show that the majority of residents in the proposed extension area would like to have the new parking zone implemented. This is further emphasised by some additional comments, which show that many respondents feel there is a parking problem. There were very few responses from residents from within the existing "T" zone. This could be that due to the turnover of residents in the zone, with it being in place since 2003, that this is all they have ever known. They would have accepted the zone as a way of finding a parking place, with most of the parking occurring from residents, rather than any non-residents.

The resident analysis shows that there is a slight majority (52%) in favour of the proposal. However road by road analysis shows that there are more roads against than in favour. That said, some of these were very small roads. Residents of the proposed new south boundary were opposed. Goldsmiths Road (one resident only responded) and Meeting House Lane (five residents against, three for). However there is no scope for alteration of the proposed boundary of the zone as this is the logical geographical location for it.

As stated, roads such as Goldsmiths Road and Meeting House Lane were against the implementation of a parking zone but it would be irresponsible to leave these roads out because they would then experience the displacement of vehicles and even higher demand for parking spaces. It also naturally forms a zone boundary.

It is noted that there are areas of the consultation area that would not be subject to highway parking restrictions because they are either a private road or a part of a Housing Estate. Private roads do not usually incur an overspill from the installation of a parking zone but the residents may wish to install their own private parking controls. The Estate Parking team has been informed of the results

of this consultation should they wish to conduct their own consultation and implement any measures to prevent parking overspill.

It is clear that a high majority of respondents (75 %) would like the zone to operate from Monday to Friday. The time that the respondents would like the zone to operate was also quite clear with 64% wanting an all-day zone.

An extended parking zone that operates weekdays for the times will be recommended to the Cabinet Member.

Proposed parking zone layout

Officers will review any design comments that arise and make necessary adjustments to the final design to ensure that businesses and residents are not negatively affected by the implementation of a new extended parking zone.

Recommendations

Having considered the findings of the informal consultation, road safety concerns and best parking practice, the following recommendations are being made:

1. To implement a parking zone across the entire consultation area and reinstate permit holder bays in the existing Trafalgar zone.	The majority of residents in this area have stated that they would like to have an extended parking zone implemented.
2. To operate this new zone Monday to Friday from 8.00am to 18.30pm. This being the same as the operation of the existing Trafalgar CPZ	The majority of residents would like the zone to operate Monday to Friday and will operate for the same hours as the existing CPZ 8.00am – 6.30pm.
