

Item No.	Classification: Open	Date: 10/11/10	Meeting Name: Dulwich Community Council
Report title:		Holmdene Avenue – 2 nd stage controlled parking zone consultation	
Ward(s) or groups affected:		Village Ward	
From:		Senior Engineer, Network Development	

RECOMMENDATION(S)

1. Notes the results of the Holmdene Avenue 2nd stage controlled parking zone (CPZ) consultation.
2. Approves the parking layout for Holmdene Avenue (as an extension of Herne Hill CPZ), as detailed in appendix 1, subject to the outcome of any necessary statutory procedures.

BACKGROUND INFORMATION

3. This report draws upon the detailed analysis of the Holmdene Avenue, 2nd stage proposed parking layout consultation, government legislation, parking enforcement experience, good parking practice, financial considerations and upholds the Council's overall policies on parking contained in the Parking and Enforcement Plan (PEP).
4. A first stage (in principal) CPZ consultation and study was carried out in November and December 2009 (see background documents). Residents and businesses were consulted on parking in North Dulwich, primarily if they supported the introduction of a CPZ.
5. A draft report of the first stage CPZ study was presented to the community council on 25 March 2010¹. The final report, incorporating final representations, was approved by way of a key decision in April 2010 by the Strategic Director of Environment and Housing. This decision approved the implementation of a CPZ in Holmdene Avenue subject to a 2nd stage (detailed design) consultation.
6. During August and September 2010, residents and businesses were consulted on a proposed parking layout in Holmdene Avenue, primarily if they supported the proposed type and position of the parking places.
7. A consultation pack (appendix 2) incorporating a background document, initial design and questionnaire was hand delivered, on 27th August 2010, to every property within the consultation area. The total distribution of the document was 223.
8. Additionally, key stakeholders (appendix 3) were written to and given opportunity to comment.

¹ <http://moderngov.southwarksites.com/ieListDocuments.aspx?CId=176&MId=2978&Ver=4>

9. The pack also included a freepost envelope to return completed questionnaires to the council. Recipients of the pack were also given a website address to complete the questionnaire online. It is noted that this was the first time an online CPZ consultation has been carried out in Southwark.
10. Street notices were erected in Holmdene Avenue, Herne Hill and Half Moon Lane on 1 September 2010. The notice provided contact details (telephone and email) for more detail on the consultation and advice of what to do if you had not received a consultation pack.
11. Consultation commenced on August 27 2010. The last date for responses was detailed as 24 September 2010. Officers accepted and inputted late responses up to 30 September 2010.

KEY ISSUES FOR CONSIDERATION

12. The following paragraphs (12 to 33) provide a summary of the key consultation results. Appendix 4 contains the detailed results.

Summary of response rate

13. Figure 1 shows that the consultation yielded 85 returned questionnaires, representing a 38% response rate. This is a much higher response rate than other, similar consultations in Southwark and also across London. Of these, 60 questionnaires were returned by post and 25 questionnaires were completed online.

Street	Delivered	Returned	Response rate	Phone	Email / letter	Total response to consultation
Holmdene Avenue	199	78	39.2%	2		80
Half Moon Lane	11	5	45.5%		1	6
Herne Hill	13	1	7.7%			1
Unknown		1			1	2
TOTAL	223	85	38%	2	2	89

Figure 1

14. Officers noted that six residents submitted their questionnaire by both post and online. These have not been omitted from the overall response but are not considered to have had an effect upon the result.

Question 1: Are you a resident or business.

15. Evaluation of question 1 shows that 95% of responses were received from residential properties, 4% of responses were received from businesses (on Half Moon Lane) and 1% replied that they were both a residential and business address.

Question 2: do you agree with the proposed layout of the parking bays?

16. Question 2 aimed to understand if recipients supported the proposed arrangement of parking bays and (because, in a CPZ, all kerb space must be marked with either a bay or a waiting restriction) yellow lines.
17. Figure 2 demonstrates that the majority (70%) of respondents were in favour of the layout.

Do you agree with the proposed layout of the parking bays?




		Response Percent	Response Count
Yes		69.5%	57
No		26.8%	22
Undecided		3.7%	3
		answered question	82
		skipped question	3

Figure 2

Question 3: If you answered no (to the proposed layout) please suggest how we could improve the layout?

18. Question 3 aimed to understand how the proposed arrangement of parking bays and yellow lines could be improved, if respondents were not in favour of the initial, proposed layout.
19. Local residents and businesses' knowledge of the demand for parking provide considerable assistance in finishing the layout for a CPZ.
20. The response field to this question was open-ended and so any comment could be made here. The comments have been categorised and summarised in Figure 3 alongside a response from officers.
21. Only 18 out of the 22 respondents (who were not in favour of the proposed layout) chose to respond to this question.

Comment on layout	Questionnaire	Other method (Email, phone, letter)	Officer response
Detailed design	4	1	All detail design comments have been taken into consideration
Against principal of CPZ	11	2	Whilst not an aspect of this consultation, the 1 st stage consultation indicated that 74% of respondents in Holmdene Avenue were in favour of parking controls.
Other	3	1	Comments noted

Figure 3

22. As can be seen from Figure 3 the majority (61%) of those who did not support the proposed layout used this section to comment that they were against the principal of the CPZ. However, this was not an aspect of this stage 2 consultation.
23. Comments about the layout (categorised as detailed design) have been considered and the final, recommended parking layout (appendix 1) accommodates these (where feasible). This includes agreeing to the "swapping" of the loading and short-stay bays at the southern end of Holmdene Avenue.

Question 4: Do you agree with the proposed type of parking bays? (eg. permit holders, loading, shared-use)?

- 24. Question 4 aimed to understand if the proposed type of the parking bays was appropriate.
- 25. The council can install a variety of different types of parking bay (limited only by the regulations prescribed by the Department for Transport). The type of bays initially proposed for Holmdene Avenue and Half Moon Lane reflect those already in operation in Herne Hill CPZ.
- 26. Figure 4 demonstrates that the majority (66%) of respondents were in favour of proposed type of parking bays. 31% did not agree with the proposed type and their reasons are considered in Question 5.

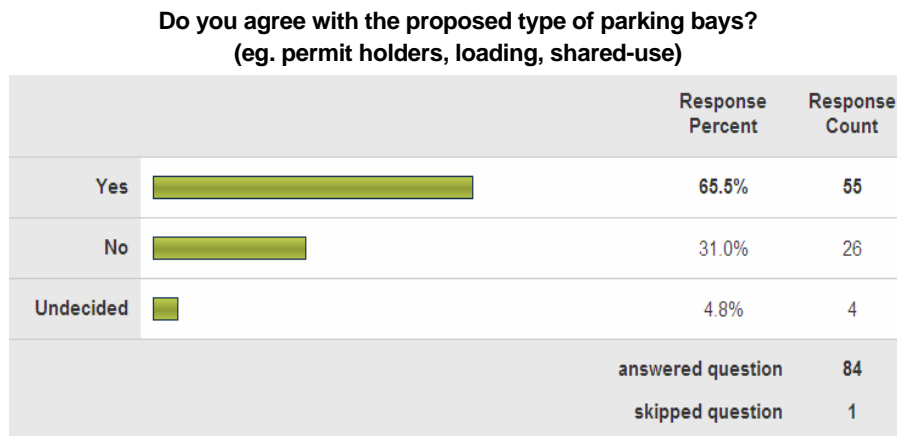


Figure 4

Question 5: If you answered no (to the proposed type) please suggest what type of bay you think there should be more of?

- 27. Question 5 aimed to understand how the proposed type of parking bays could be improved.
- 28. As mentioned in paragraph 24, there are a number of different types of parking bay that the council can install. It should be noted that the initial design designated parking bays along all lengths of (safe) available kerb-space, therefore any increase in one type of parking bay would be at the loss of another type.
- 29. Only 10 responses to this question were received, the largest proportion (50%) of whom thought that more shared-use should be supplied.
- 30. As with question 3, comments about the type of bay have been considered and the final, recommended parking layout (appendix 1) accommodates these (where feasible).

Question 6: Do you have any further comments regarding the proposed layout? Are there any specific bays that you think necessary?

- 31. Finally, other comments were sought regarding the proposed layout.
- 32. The response field to this question was open-ended and so any comment could be made here. The 47 additional comments have been categorised and summarised in Figure 5 alongside a response from officers.

Comment	Number	Officer response
Revenue making scheme / cost of permits	12	<p>Legislation ring-fences the parking account which means that it cannot be subsidised from any other revenue sources. Legal restrictions also limit what parking revenue can be spent upon.</p> <p>Each council is also obliged to publish its parking income and expenditure on an annual basis. In summary, income from CPZs goes into the costs of implementing, enforcing and maintaining parking within Southwark.</p> <p>The cost of a permit reflects the cost of the service and is standard across the borough, set on annual basis by the Council Assembly. This study does not provide opportunity to amend any of the council's parking charges.</p> <p>Any parking surplus is spent on road safety (including school crossing patrols), nuisance/abandoned vehicles, network management and road maintenance.</p>
Supports CPZ / urgency to implement	8	Comments noted.
Against principal of CPZ	8	Whilst not an aspect of this consultation, the 1 st stage consultation indicated that 74% of respondents in Holmdene Avenue were in favour of parking controls.
Detailed design	9	All detailed design comments have been taken into consideration.
Additional street furniture concerns	4	All new signs will be erected on lamp columns, where a new post is required, these will be situated on small posts at the back of the footway and, wherever possible, on property boundary lines.
Suggested different controlled hours	3	As the CPZ is an extension of an existing zone, the hours will be consistent with the Herne Hill (HH) CPZ
Free bay on Half Moon Lane	3	Support for the parking bay is noted.
Parking problem is in the evening	2	Comments noted.
Condition of the footway/carriageway	1	Comment passed to highways maintenance business unit.

Figure 5

Comment by key stakeholders

33. None received.

POLICY IMPLICATIONS

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

COMMUNITY IMPACT STATEMENT

35. 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.

36. 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.
37. The policies within the Parking and Enforcement Plan are upheld within this report and have been subject to an Equality Impact Assessment (EqIA).

RESOURCE IMPLICATIONS

38. The completion of the study and the implementation of recommendations identified in this report will be approximately £18,000 which will be funded through capital provisions already established for this purpose.
39. Cost code for CPZ Reviews is L-5110-0042. Out of the original provision of £506,000, £418,000 remains uncommitted before the spend identified in this report.
40. Parking operational (enforcement and cash collection) costs will be incorporated into the existing parking enforcement contract.
41. Annual permit and pay and display income is expected to be low, due to the CPZ operating only for 2 hours per day.

CONSULTATION

42. Informal consultation is summarised, above, in Background Information.
43. The report will be presented to Dulwich Community Council on November 10 2010.
44. Should the community council approve the layout, 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.
45. The road network and parking manager has been consulted on the proposals and has no objections.
46. No consultation or comment has been sought from the borough solicitor & secretary or the chief finance officer.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Finance Director (Env/ET)

47. There is sufficient provision in the recently approved capital programme to absorb the proposed costs of implementation and consultation, estimated to be around £18,000. The expenditure against this allocation will be monitored and reported on as part of the overall Capital Programme

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Parking and Enforcement Plan	Network development, Environment and Housing Department	Tim Walker 020 7525 2021
North Dulwich 1 st stage CPZ key decision report	Network development, Environment and Housing Department	Tim Walker 020 7525 2021
North Dulwich 1 st stage CPZ consultation report	Network development, Environment and Housing Department	Tim Walker 020 7525 2021

APPENDICES

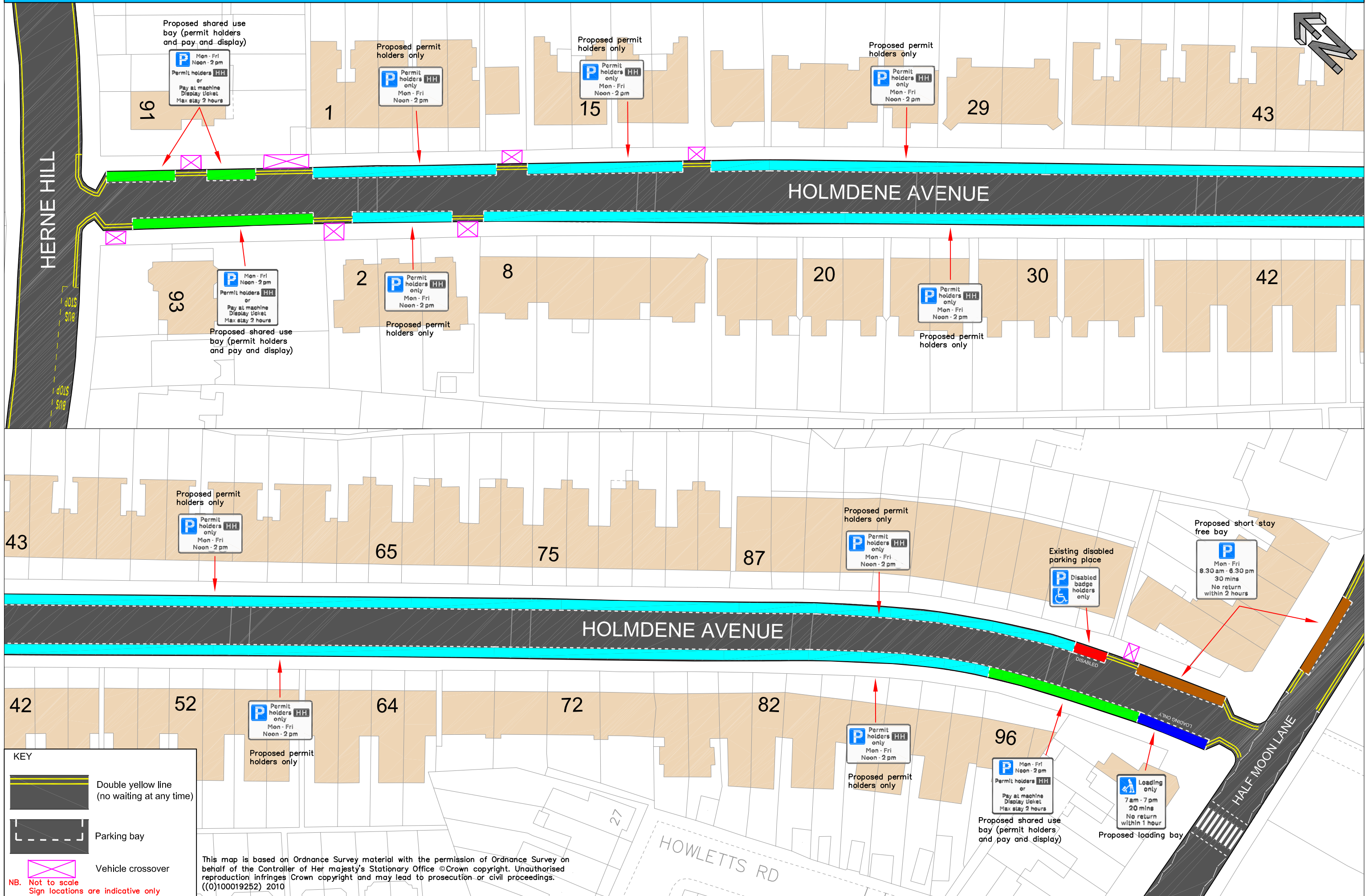
No.	Title
Appendix 1	Recommended detailed design parking layout
Appendix 2	Consultation pack
Appendix 3	List of key stakeholders
Appendix 4	Detail of consultation results

AUDIT TRAIL

Lead Officer	Tim Walker		
Report Author	Paul Gellard		
Version	1.0 Final		
Dated	October 29 2010		
Key Decision?	No	If yes, date appeared on forward plan	n/a
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER			
Officer Title	Comments Sought	Comments included	
Strategic Director for Legal and Democratic Services	Yes	No	
Finance Director	Yes	No	
Parking operations and development manager	No	No	
Network manager	Yes	No	
Parking and network management business unit manager	Yes	No	
Cabinet Member	No	No	
Date final report sent to Constitutional Support Services	October 29 2010		

HOLMDENE AVENUE PROPOSED PARKING LAYOUT

APPENDIX 1



What will parking controls mean for me?

Controls will make it easier for you to find a parking space in your area if you have a permit. As legislation requires CPZ schemes to be self-financing this means that it is not possible to introduce, enforce or maintain a CPZ without making a charge for permits. If there is a surplus, it can only be spent on parking and transport related improvements.

Type of permit	1 month	3 months	6 months	12 months
Resident Permits	£13.60	£33.34	£52.25	£99.30
Business Permits	N/A	£107.88	£206.88	£401.28

There is a 75% discount for residents with an alternative fuel vehicle or a solo motorcycle

Visitor vouchers	10 all-day vouchers (first book per year)	£15
	10 all-day vouchers (additional books per year)	£35
Pay and display ticket	1 hour	£2.40



Holmdene Avenue 2nd stage consultation - proposed parking layout

27 August 2010

How can I have my say?

It is very important that this consultation accurately reflects the views of residents and businesses. We won't know what you think unless you tell us.

It is also important that you complete the questionnaire even if you do not own a vehicle, as parking controls may affect your visitors.

You should complete and return the questionnaire in the enclosed Freepost envelope. Alternatively, you can complete the consultation online www.surveymonkey.com/s/holmdene

Consultation closes: Friday 24 September 2010

If you have any questions about the project you can phone us on 020 7525 2021 or email parkingreview@southwark.gov.uk

What happens next?

Once we have taken into consideration the results of the consultation, a final design will be presented to Dulwich Community Council in November before the scheme is implemented in January 2011. We will write to you before the CPZ becomes operational to give further detail of exactly when and what you need to do.

As you will appreciate, Southwark Council receives many comments from consultations and we are therefore unable to respond personally to each returned questionnaire. However all comments and suggestions will be taken into consideration before a final decision is made.

For further information on the background to this project, how and where to park in Southwark or permits please visit www.southwark.gov.uk/parking

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

One Stop Shop – 122 Peckham Hill Street, London SE15, or
One Stop Shop – 151 Walworth Road, London SE17, or
One Stop Shop – 17 Spa Road, London SE16, or
Southwark Town Hall – Peckham Road, London SE5.

للتزيب لترجمة هذه الكراسية خذها رجاء إلى أحد العنواين التاليين:

Para obtener una traducción de este folleto, llévelo a:

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

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

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

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

為獲取此單張的翻譯版本，請將單張帶到以下一站式辦事處：

Dear resident, business owner/occupier,

Southwark Council is committed to effective on-street parking for residents, businesses and visitors to the borough.

Background

In response to feedback from residents, the council carried out a 1st stage parking consultation in your area in November 2009. We asked if you experienced any parking problems, when they occurred and what you would like the council to do. We also carried out parking occupancy surveys to better understand the parking patterns in the area.

Public consultation with residents, businesses and the community council demonstrated the majority of respondents in Holmdene Avenue were in favour of the introduction of a controlled parking zone (CPZ).

In April 2010, the council approved the extension of the existing Herne Hill (HH) controlled parking zone (CPZ) to Holmdene Avenue, subject to the outcome of this 2nd stage (detailed design) consultation.

What are we consulting upon?

We want to know if you agree with our proposed parking layout (ie the type and position of parking bays).

We have looked at the results of both the consultation and our parking surveys and produced a preliminary design for Holmdene Avenue that we believe will improve parking in your street.

The proposed parking layout is shown overleaf. Please refer to the initial design before completing the enclosed questionnaire.

Type of control

Holmdene Avenue will be an extension of the existing Herne Hill (HH) CPZ and will operate between 12 noon and 2pm, Monday to Friday.

Parking places – during the hours of zone operation only those persons with a valid permit (e.g. resident, visitors, business or pay and display ticket) may park in the designated bays.

Double yellow lines – are 'no waiting' restrictions that operate at any time (24/7). These are usually installed to provide vehicle and pedestrian safety at junctions and to ensure access for emergency services and refuse vehicles.

Permit holders only

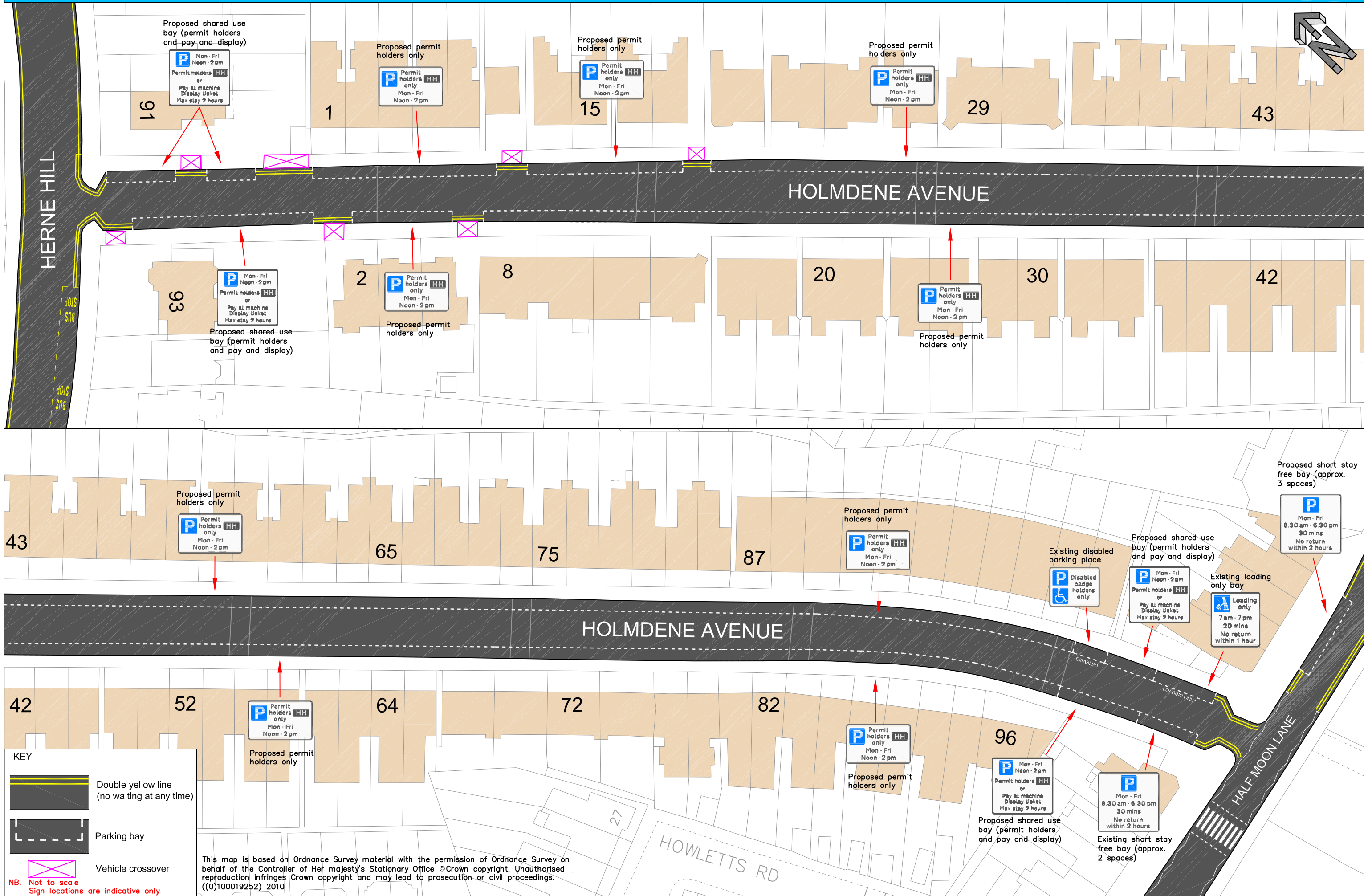
The parking place may be used by any vehicle displaying a valid resident, visitor or business permit.

**Shared-use**

These parking places can be used by any permit holder or visitor with a pay and display ticket or they can pay by mobile phone.



HOLMDENE AVENUE PROPOSED PARKING LAYOUT



Proposed shared use bay (permit holders and pay and display)

P Mon - Fri
Noon - 2 pm
Permit holders **HH**
or
Pay at machine
Display ticket
Max stay 2 hours

Proposed permit holders only

P Permit holders only **HH**
Mon - Fri
Noon - 2 pm

Proposed permit holders only

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Mon - Fri
Noon - 2 pm

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Proposed permit holders only

P Permit holders only **HH**
Mon - Fri
Noon - 2 pm

Proposed permit holders only

P Permit holders only **HH**
Mon - Fri
Noon - 2 pm

Existing disabled parking place

P Disabled badge holders only

Proposed shared use bay (permit holders and pay and display)

P Mon - Fri
Noon - 2 pm
Permit holders **HH**
or
Pay at machine
Display ticket
Max stay 2 hours

Existing loading only bay

P Loading only
7 am - 7 pm
20 mins
No return within 1 hour

Proposed short stay free bay (approx. 3 spaces)

P Mon - Fri
8.30 am - 6.30 pm
30 mins
No return within 2 hours

P Permit holders only **HH**
Mon - Fri
Noon - 2 pm

Proposed permit holders only

P Permit holders only **HH**
Mon - Fri
Noon - 2 pm

Proposed permit holders only

P Mon - Fri
Noon - 2 pm
Permit holders **HH**
or
Pay at machine
Display ticket
Max stay 2 hours

Proposed shared use bay (permit holders and pay and display)

P Mon - Fri
8.30 am - 6.30 pm
30 mins
No return within 2 hours

Existing short stay free bay (approx. 2 spaces)

KEY

- Double yellow line (no waiting at any time)
- Parking bay
- Vehicle crossover

NB. Not to scale
Sign locations are indicative only

This map is based on Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office ©Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. ((0)100019252) 2010

Holmdene Avenue – proposed parking layout Consultation questionnaire

We would like to hear your views on the proposed parking layout for Holmdene Avenue. Please read the background document and consider the plan before completing the questionnaire and return it to us in the supplied Freepost envelope by Friday 24 September 2010

Alternatively, you can complete this consultation online www.surveymonkey.com/s/holmdene

1. Are you a resident or business? Resident Business
2. Do you agree with the proposed *layout* of the parking bays?
 Yes No Undecided
3. If you answered no, please suggest how we could improve the layout?

4. Do you agree with the proposed *type* of parking bays? (eg. permit holders, loading, shared-use)
 Yes No Undecided
5. If you answered no, please suggest what type of bay you think there should be more of?
 Permit holders Shared-use Loading Short-stay
6. Do you have any further comments regarding the proposed layout? Are there specific bays you consider necessary in your street? (destination disabled bays, loading bays, motorcycle bays etc.)
.....
.....

Please do not forget to fill in your address details. We need this information so we can identify where changes to the layout are required.

Name

Address & postcode
(required)

Email

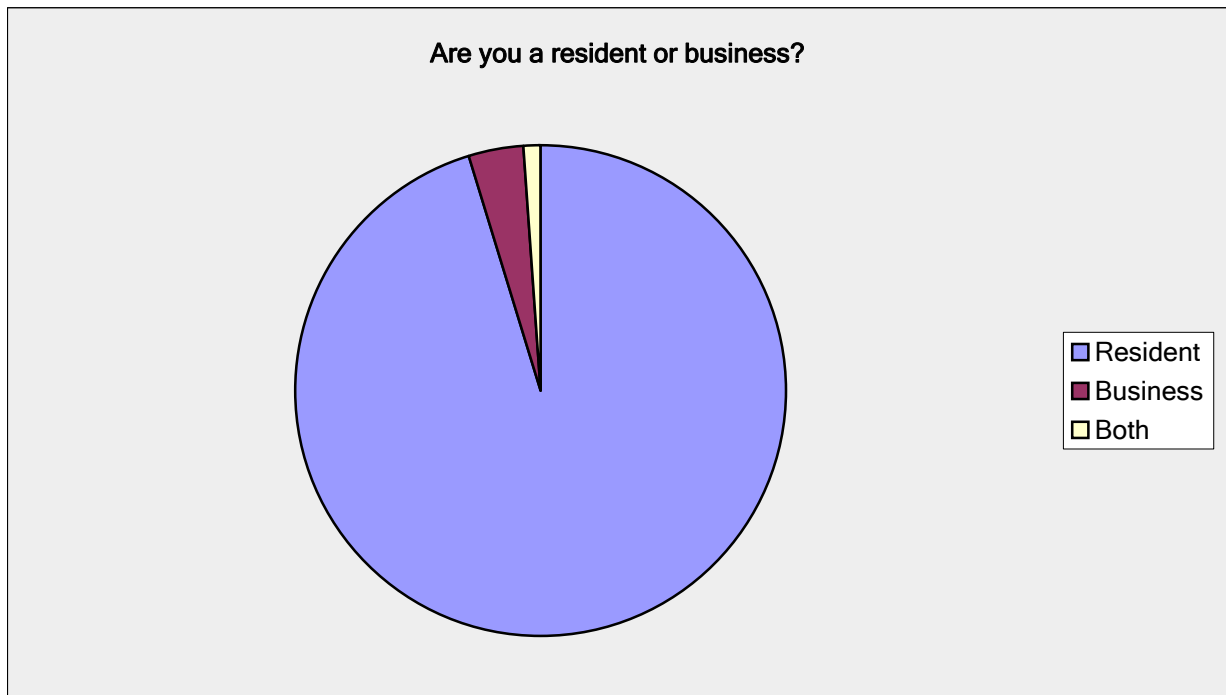
Date

If you require a replacement questionnaire, please contact: parkingreview@southwark.gov.uk

Type	Name	Title	Sub_Building	Building	Street_No	Street	City	PostCode	Email
Statutory	Justin Bennett	Metropolitan Police Service	South East Traffic Management Unit	South East Traffic Unit	34	Aitken Road	London	SE6 3BG	
Statutory	Station Administrator	Ambulance Operations Manager	London Ambulance Service NHS Trust	Depford Sector Administrator	1	New Cross Road	London	SE14 5DS	
Statutory	Terry Vialls	London Fire Brigade	Southwark Borough Team		266b	Queens Road	London	SE14 5JN	
Statutory	The District Manager		Road Haulage Association Ltd		35	Monument Hill	Weybridge	KT13 8RN	
Statutory	The Secretary		Freight Transport Association Ltd.	Hermes House	157	St. Johns Road	Tunbridge Wells	TN4 9UZ	
Internal	Nicky Costin	Road network and parking manager	Road network and parking	Environment and Housing	160	Tooley Street	London	SE1 2TZ	nick.costin@southwark.gov.uk
Internal	David Sole	Parking service and development manager	Road network and parking	Environment and Housing	160	Tooley Street	London	SE1 2TZ	david.sole@southwark.gov.uk
Internal	Louise Nagle	Network manager	Road network and parking	Environment and Housing	160	Tooley Street	London	SE1 2TZ	louise.nagle@southwark.gov.uk
Internal	Matt Hill	Public Realm Programme Manager	Public realm projects	Environment and Housing	160	Tooley Street	London	SE1 2TZ	matt.hill@southwark.gov.uk
Internal	Mick Lucas	Public Realm Asset Manager	Asset management	Copeland Road Depot		Blackpool Road	London		mick.lucas@southwark.gov.uk
Internal	David Farnham	Public Realm Design Quality Manager	Public realm projects	Environment and Housing	160	Tooley Street	London	SE1 2TZ	david.farnham@southwark.gov.uk
Internal	Richard Herbert	TMO Manager	Road network and parking	Environment and Housing	160	Tooley Street	London	SE1 2TZ	richard.herbert@southwark.gov.uk
Internal	Barbara Selby	Head of Transport Planning	Transport planning	Regeneration and Neighbourhoods	160	Tooley Street	London	SE1 2TZ	barbara.selby@southwark.gov.uk
Internal	Sir/Madam	Waste Collection Manager	Manor Place Depot	Environment and Housing	30-34	Penrose Street	London	SE17 1RY	
Buses	Ralph Parker		London Buses Infrastructure	Eltham Bus station		Well Hall Road	London	SE9 6SL	
Buses	Stuart Colley	Operations Manager	Arriva London	Brixton Bus Garage	Streatham Hill		London	SW2 4TB	
Buses	David Cutts	Operations Director	The Go Ahead Group	London General Transport Services Limited	18	Merton High Street	London	SW19 1DN	
Buses	Paul McGowan	Managing Director	Travel London		301	Camberwell Road	London	SE5 0TF	
Buses	Mick Hayes	Area Traffic Controller - SouthEast London	LT Buses Operating Services	Sycamore House	799	London Road	Thornton Heath	CR7 6AW	
TfL	David Smith	Street Management	Transport for London	South Central Area Team	15	Dacre Street	London	SW1H 0NR	
TfL	Rachel Bain	Bus Priority & Traffic Unit	Transport for London	Windsor House	42-50	Victoria Street	London	SW1H 0NL	
Others	Graham Messenger	Confederation of Passenger Transport UK		Imperial House	15-19	Kings Way	London	WC2B 6UN	
Others	Government Office for London	Transport Branch	10th Floor	Riverwalk House	157-161	Millbank	London	SW1P 4RR	
Others	Barry Mason	Southwark Cyclists	Flat G		3	Dunnage Crescent	London	SE16 7FJ	
Others	Kristian Turner	London Cycle Network	Camden Consultancy Service	4th Floor Bedford House	125	Bedford High Street	London	NW1 7JR	
Others	Jeremy Leach	Living Streets			28	Sutherland Square	London	SE17 3EQ	
Others	Julie Timbrell	Southwark Disability Forum	c/o Community Involvement and Development Unit	East House, Southwark Town Hall		Peckham Road	London	SE5 8UB	
Others	Biddy Smith	NAVTEQ	First Floor	St. Albans House		Potrland Street	Leamington Spa	CV32 5EZ	
Others	The District Manager		Touring Information (RR)	RAC Motoring Services		PO BOX 700	Bristol	BS99 1RB	
Others	Ms Knight (TIP)	Automobile Association	Routes Data Research	Fanham House			Basingstoke	RG21 4EA	
Others	Vincent Stops	Public transport user representative	London Travel Watch		6	Middle Street	London	EC1A 7JA	
Stakeholder	Ian McInnes MA RIBA	The Chairman		Dulwich Society	11	Ferrings	London	SE21 7LU	
Stakeholder	Cllr Michael Mitchell	Village Ward Councillor	c/o Members' Room	Town Hall		Peckham Road	London	SE5 8UB	
Stakeholder	Cllr Toby Eckersely	Village Ward Councillor	c/o Members' Room	Town Hall		Peckham Road	London	SE5 8UB	
Stakeholder	Cllr Robin Crookshank-Hilton	Village Ward Councillor	c/o Members' Room	Town Hall		Peckham Road	London	SE5 8UB	
Stakeholder	Cllr Barrie Hargrove	Cabinet member for transport, env	c/o Members' Room	Town Hall		Peckham Road	London	SE5 8UB	

Holmdene Avenue 2nd stage CPZ (parking) consultation

Are you a resident or business?		
Answer Options	Response Percent	Response Count
Resident	95.2%	79
Business	3.6%	3
Both	1.2%	1
<i>answered question</i>		83
<i>skipped question</i>		2

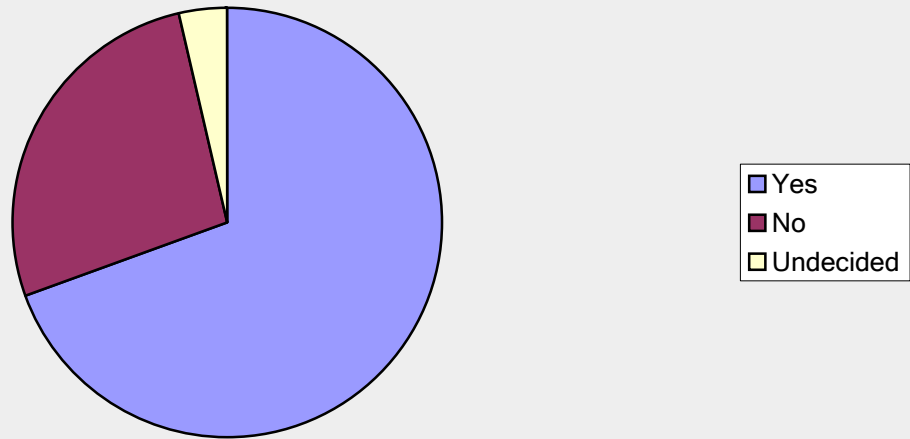


Holmdene Avenue 2nd stage CPZ (parking) consultation

Do you agree with the proposed layout of the parking bays? (Please refer to the background document sent in the post)

Answer Options	Response Percent	Response Count
Yes	69.5%	57
No	26.8%	22
Undecided	3.7%	3
<i>answered question</i>		82
<i>skipped question</i>		3

Do you agree with the proposed layout of the parking bays? (Please refer to the background document sent in the post)



Holmdene Avenue 2nd stage CPZ (parking) consultation

If you answered no, please suggest how we could improve the layout?

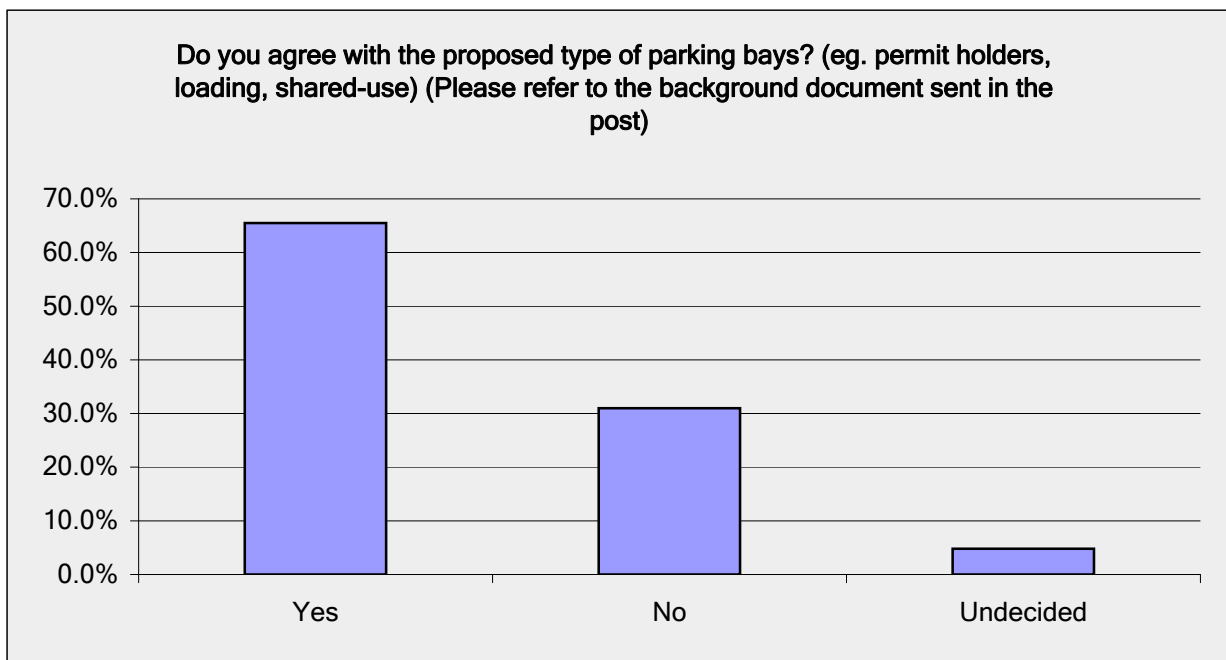
Answer Options	Response Count
	18
<i>answered question</i>	18
<i>skipped question</i>	67

Number	Response Text	Response Date
1	I do not think you should have a "layout" at all, there is no problem with parking down this road and I do not see why I should have to pay £100 to park my car where I have always parked it. This is over the top bureaucracy and is completely unnecessary. You should have to prove this is the case before implementing it, because I have spoken to at least 50% of the residents on this road and not one of them is in favour of this, so I do not believe the research you are publishing. You should concentrate resources on roads that actually have a parking problem.	Aug 31, 2010 1:31 PM
2	N/A	Aug 31, 2010 6:40 PM
3	I do not agree with the introduction of a fee for parking on my road and am hence against the introduction of the Parking Scheme. I do not believe there is a need to introduce this scheme.	Aug 31, 2010 9:03 PM
4	I do not agree with the CPZ, full stop.	Sep 15, 2010 10:16 AM
5	3 Bay on Half Moon Lane a good idea	Sep 15, 2010 10:22 AM
6	I do not want any bays. Leave the road alone.	Sep 15, 2010 10:43 AM
7	I am not in favour of introducing a Controlled Parking Zone in our street.	Sep 15, 2010 11:14 AM
8	I am against CPZ	Sep 15, 2010 11:16 AM
9	We are against permits - we have recently moved in and do not find parking a problem	Sep 15, 2010 12:38 PM
10	Adjacent to No.1 there are 3 garages, if you place a parking bay by them they will be unusable	Sep 15, 2010 12:41 PM
11	We think diagonal parking on one side of this wide street would be better.	Sep 15, 2010 1:01 PM
12	I completely disagree with the proposed parking alyout BUT MORE importantly i'm completely against the parking plan itself because A) it will destroy local business trade -and stop passing trade whihc most local business rely heavily on. B) there isnt a parking problem in Holmdene Av during the day, you can ALWAYS find parking. C) regarding the layout there are hardly any disabled bays(one from your plans. D) this is just another way for the council to increase their income from residents for absolutely no clear reason.	Sep 15, 2010 1:06 PM
13	As someone who lives in the middle of the street I would like to see more visitor bays in the middle of the street rather than simply at the ends of the street.	Sep 21, 2010 9:01 PM
14	Please see comments below	Sep 27, 2010 12:07 PM
15	No need for CPZ!!	Sep 27, 2010 1:11 PM
16	It is unnecessary to have so many CPZ bays	Sep 27, 2010 2:06 PM
17	There isnt an issue with parking in Holmdene Avenue in my opinion and to introduce parking bays is a waste of time and money	Sep 28, 2010 2:39 PM
18	One side parallel park and the other diagonal	Sep 30, 2010 1:43 PM

Holmdene Avenue 2nd stage CPZ (parking) consultation

Do you agree with the proposed type of parking bays? (eg. permit holders, loading, shared-use) (Please refer to the background document sent in the post)

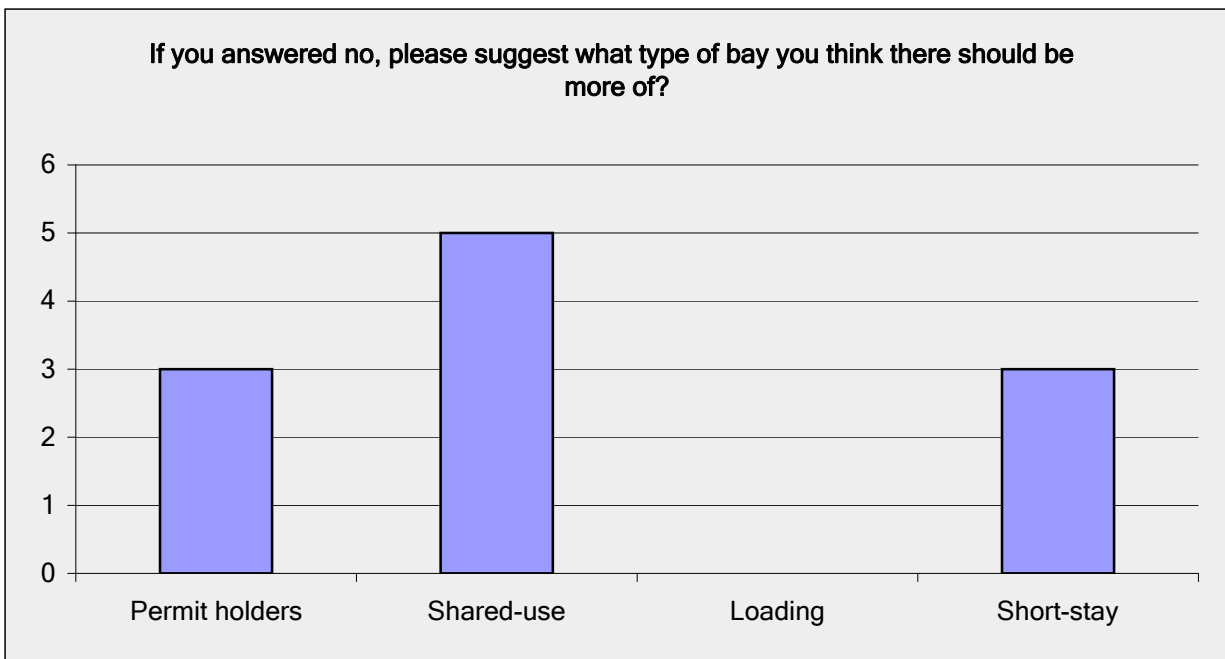
Answer Options	Response Percent	Response Count
Yes	65.5%	55
No	31.0%	26
Undecided	4.8%	4
<i>answered question</i>		84
<i>skipped question</i>		1



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If you answered no, please suggest what type of bay you think there should be more of?

Answer Options	Response Percent	Response Count
Permit holders	30.0%	3
Shared-use	50.0%	5
Loading	0.0%	0
Short-stay	30.0%	3
<i>answered question</i>		10
<i>skipped question</i>		75



Holmdene Avenue 2nd stage CPZ (parking) consultation

Do you have any further comments regarding the proposed layout? Are there specific bays you consider necessary in your street? (destination disabled bays, loading bays,

Answer Options

	Response Count
<i>answered question</i>	47
<i>skipped question</i>	47
	38

Number	Response Text	Response Date
1	none, see above.	Aug 31, 2010 1:31 PM
2	I dont want to pay the £100 per year	Aug 31, 2010 6:40 PM
3	WE SUPPORT CPZ, ASAP PLEASE!	Sep 12, 2010 8:55 AM
4	I would hope that with controlled parking, that I would now be able to find a place to park in the road. However when coming home late at night the only place to park is the loading bay/short stay bay and this come into action at 7 am. I would propose that all areas should be shared use for residents. The existing disabled bay at the Halfmoon lane end of Holmdene avenue, has been there for over 20 years, but there is nobody with a disabled sticker in the road!	Sep 12, 2010 11:04 AM
5	Is the disabled bay at the bottom of Holmdene Ave still required?	Sep 13, 2010 8:29 AM
6	Please do not put resident parking on the street I have lived in for 12 years. It is not needed and most people I have spoken with on the street agree and were not asked for a response to your consultation! A fix. Please start again.	Sep 15, 2010 10:16 AM
7	This is a complete waste of money, fills the street with more ugly furniture is an unnecessary expense for resident and only serves to raise revenue for the council (if any is left after the work!)	Sep 15, 2010 10:22 AM
8	More shared use in middle of street would be useful for visitors	Sep 15, 2010 10:24 AM
9	Please get this done ASAP. We are waiting and waiting	Sep 15, 2010 10:28 AM
10	I don't agree with the residential parking as it is not needed. I will loose custom from my business. The parking bays on Half Moon Lane are needed.	Sep 15, 2010 10:31 AM
11	There are no need for many permit holders only signs on the street as new pieces of street furniture. Existing lamp posts or telegraph poles should be used (for example between 27 and 29)	Sep 15, 2010 10:33 AM
12	Strongly support this proposal as it stands	Sep 15, 2010 10:35 AM
13	Bays should be arranged to deter long term parking in the road, but more short stay bays should be available for quick shopping and school drop offs. Not pay and display as people can leave cars all day and pay for 2 hours by phone.	Sep 15, 2010 10:37 AM
14	The proposed permit holder signs should be appropriately placed i.e in between houses and not at the front of the house!	Sep 15, 2010 10:39 AM
15	As above I would like the loading bays and short stay free bays removed and replaced with permit bays at the end of Holmdene Avenue.	Sep 15, 2010 10:41 AM
16	To my knowledge the majority voted against parkin restrictions. Can you please inform me of your results	Sep 15, 2010 10:43 AM
17	We believe like most other resident that this is unnecessary and opose the motion	Sep 15, 2010 10:47 AM
18	I believe the parking for permit holders should be extended further. 12-2pm is too short. I suggest 9am - 6pm	Sep 15, 2010 10:57 AM
19	I would just like to comment that I am very pleased that at long last the bays in Half Moon Lane looks as though they will be active very soon making it possible for business customers to park for a short time.	Sep 15, 2010 11:10 AM
20	If this is going ahead (which it is) there should be more disabled bays. I think the charges for resident bays should be lower of free. We pay enough in rates already.	Sep 15, 2010 11:14 AM
21	CPZ should be taken off our council tax we pay so much already for this to pay to park where you live is wrong.	Sep 15, 2010 11:16 AM
22	Destination disabled bays would be essential. How many permits would be allocated per household? who sets the price of permits - surely if you could prove that you live in a household, permit could be issued free, prices sugested too expensive	Sep 15, 2010 12:38 PM
23	I own the middle of the 3 garages next to no.1 and already without a parking bay I have problem with vehicles parked across the entry to my garage. I have marked the problem on the layout.	Sep 15, 2010 12:41 PM
24	The scheme is pointless, and purely to generate money. During the day, Holmdene Avenue is half empty. The problem is parking in the evening, and then it is all resident's cars, so this scheme will not help.	Sep 15, 2010 12:43 PM
25	I don't see the point if it's only from Noon - 2pm when people from the next street park thier cars in Holmdene Avenue. It is expensive for residents on top of council tax we have to pay. Another £99.50 a year. I don't want it.	Sep 15, 2010 12:47 PM

26	<p>The cost to individuals and business annually will be far greater than the initial work and admin put in by the council. Rates are hard for many to pay and this will be an added charge which only a few can afford. We have more cars in the road than current parking spaces and builders come with their vans and skips to add to the situation. In the evening when people come home it is difficult to park. CPZ zones will not solve this. Diagonal parking would give more parking spaces. In recent years requirements have changed as some families have more than one car and some houses have turned into flats. diagonal parking would not cost much to set up or administer. PLEASE CONSIDER THIS!!</p> <p>□</p> <p>The space given in the questionnaire is not enough! Initially we spoke to very active and helpful council officials but could not attend the meeting. It seems that some very vocal people who find parking difficult have pushed. Many as you know, do nothing and may not realise the implications.□ The council will receive approx 96x£115 from our road on top of the rates every year. We have been here since 1975 and have seen huge rises in the cost of living. My husband is 78 years old and I am 75 years. We both continue to work to pay our way. Pensioners, families with young children</p>	Sep 15, 2010 1:01 PM
27	None	Sep 15, 2010 1:05 PM
28	<p>I will again reiterate my earlier point that this is a completely unnecessary as there is NO, i repeat NO issue with parking during the day. This is just an extra way to gain money from residents - for no reason. This will destroy local business, and provide unnecessary cash-flow problems to residents. Holmdene Avenue is NO where near the station and therefore is NOT affected by commuters. NO real evidence has been given to this parkign layout, and NO real evidence to suggest residents ar in favour. Most people I speak with in the street, and opposed to the idea!! Whihc leads to me to believe that proper survey's of residents were not carried out!! Perhaps Residents instead of paying to have a residents holder should all be given a stikcerof proof living in Holmdene - those without the sticker would be commuter s then they should be charge NOT us who live there. You are completeyl discriminationg against people who live in Holmdene.</p>	Sep 15, 2010 1:06 PM
29	<p>I think the entire thinking is awful. Evenings are the only time I can park. It does not need to be 12-2, why not 11am - 12 as in Wandsworth, same effect. less nuisance for those of us who don't want it at all.</p>	Sep 15, 2010 1:11 PM
30	<p>Proposed shared use bays 9.30am - 5.30pm□ Loading only bays 8.30am - 6.30pm, Mon - Fri□ No sign posts outside 89 Holmdene Ave□ No ticket machines outside 89 Holmdene Ave</p>	Sep 15, 2010 1:15 PM
31	<p>Please consider the need to improve the kerb levels outside no.6 Holmdene. The kerb is not aligned to the drive entry.</p>	Sep 15, 2010 1:16 PM
32	<p>Cannot wait for CPZ to be in place. Massively in favour!</p>	Sep 16, 2010 2:34 PM
33	<p>Layout is fine. I assume that families with two cars will be paying for 2 permits ie one for each car. Am interested to see if it makes a difference.</p>	Sep 20, 2010 8:57 AM
34	None	Sep 21, 2010 9:01 PM
35	<p>Cars already park on the pavement in front of the shops at 141-145 Half Moon Lane. Unless this is stopped the short stay bay proposed in that location will just add to the numbers.</p>	Sep 27, 2010 12:07 PM
36	<p>I do not support the parking scheme. I signed a petition against it. I have never had a problem parking near to my home since i moved here 5 and a half years ago.</p>	Sep 27, 2010 1:05 PM
37	<p>I cannot tell you how pleased I am we will finally get the CPZ! The layout of the bays look great - you have proposed permit holders only outside the houses - excellent!</p>	Sep 27, 2010 1:07 PM
38	<p>I feel there is no need for controlled parking in this street as there is no excess need for parking</p>	Sep 27, 2010 1:11 PM
39	<p>No further comments</p>	Sep 27, 2010 1:12 PM
40	<p>All looks fine</p>	Sep 27, 2010 1:13 PM
41	<p>I no longer have a car but would need the visitor vouchers</p>	Sep 27, 2010 1:14 PM
42	<p>We think all permit holders should be allocated a free set of visitor vouchers included within the (fairly pricey) permits!</p>	Sep 27, 2010 1:16 PM
43	<p>I was not part of the original survey. Parking is not a problem on Holmdene Avenue and it is just an unnecessary and unwelcome extra expense to pay for a permit</p>	Sep 27, 2010 2:06 PM
44	<p>I pay enough in council tax, and to have to pay a future £100 per year to park a private vehicle and £35 per year for guests is disgusting.</p>	Sep 28, 2010 2:39 PM
45	<p>It is important to keep maximum parking available for residents. This seems fair considering very limited time that parking is charged, so generally parking is not restricted.</p>	Sep 30, 2010 1:40 PM
46	<p>All parking on this street should be free</p>	Sep 30, 2010 1:43 PM
47	<p>Swap the loading bay and short stay parking bay from one side to the other. Adjacent to Half Moon Lane, enlarge short stay parking length by 2m. Adjust location of shared use bay so as not to extinguish the crossover to the old bakery. Business use permits to be reduced by 50%</p>	Sep 30, 2010 1:49 PM

Holmdene Avenue 2nd stage CPZ (parking) consultation

Street name (select)		
Answer Options	Response Percent	Response Count
HOLMDENE AVENUE	91.8%	78
HALF MOON LANE	5.9%	5
HERNE HILL	1.2%	1
Outside consultation area	1.2%	1
<i>answered question</i>		85
<i>skipped question</i>		0

