



# 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

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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.

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## 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.

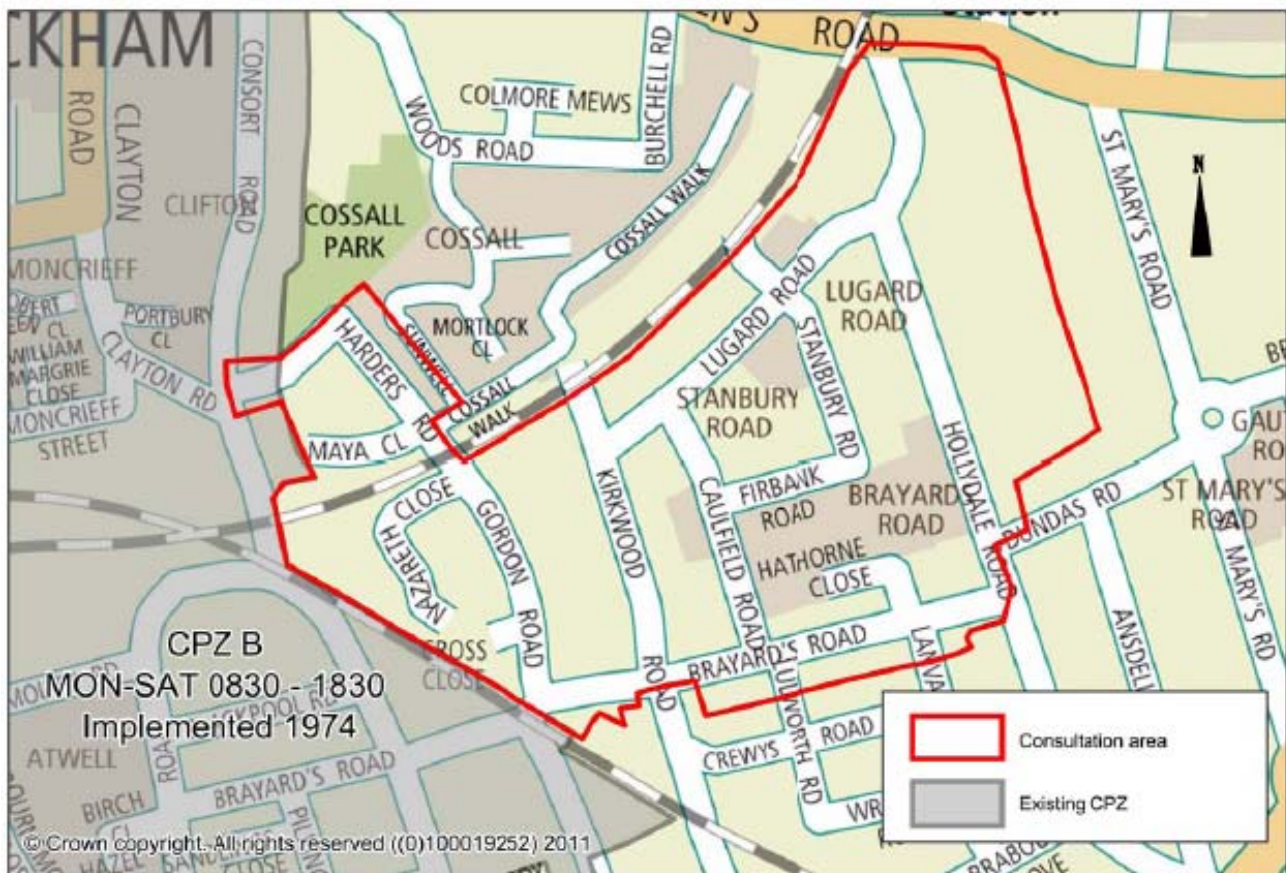
A draft version of this report will be presented to the relevant community council prior to a decision being taken. Opportunity for comment will be made at that meeting and those representations will be appended alongside this report and the key decision.

<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.



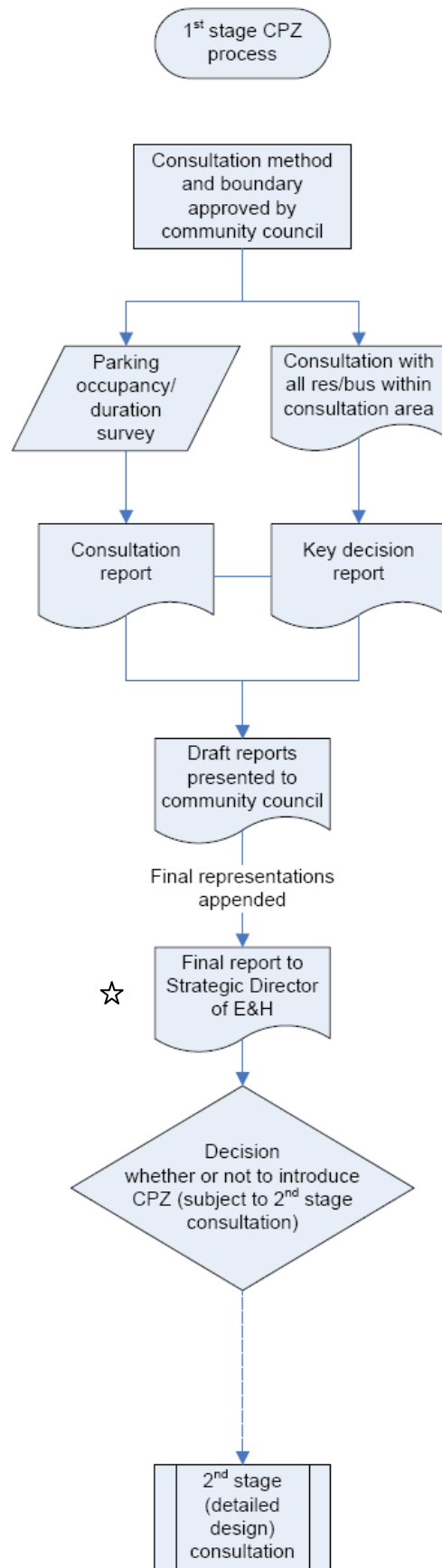


Figure 1

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:

Existing restrictions within the consultation area that prevent kerb-side parking	Location
<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.

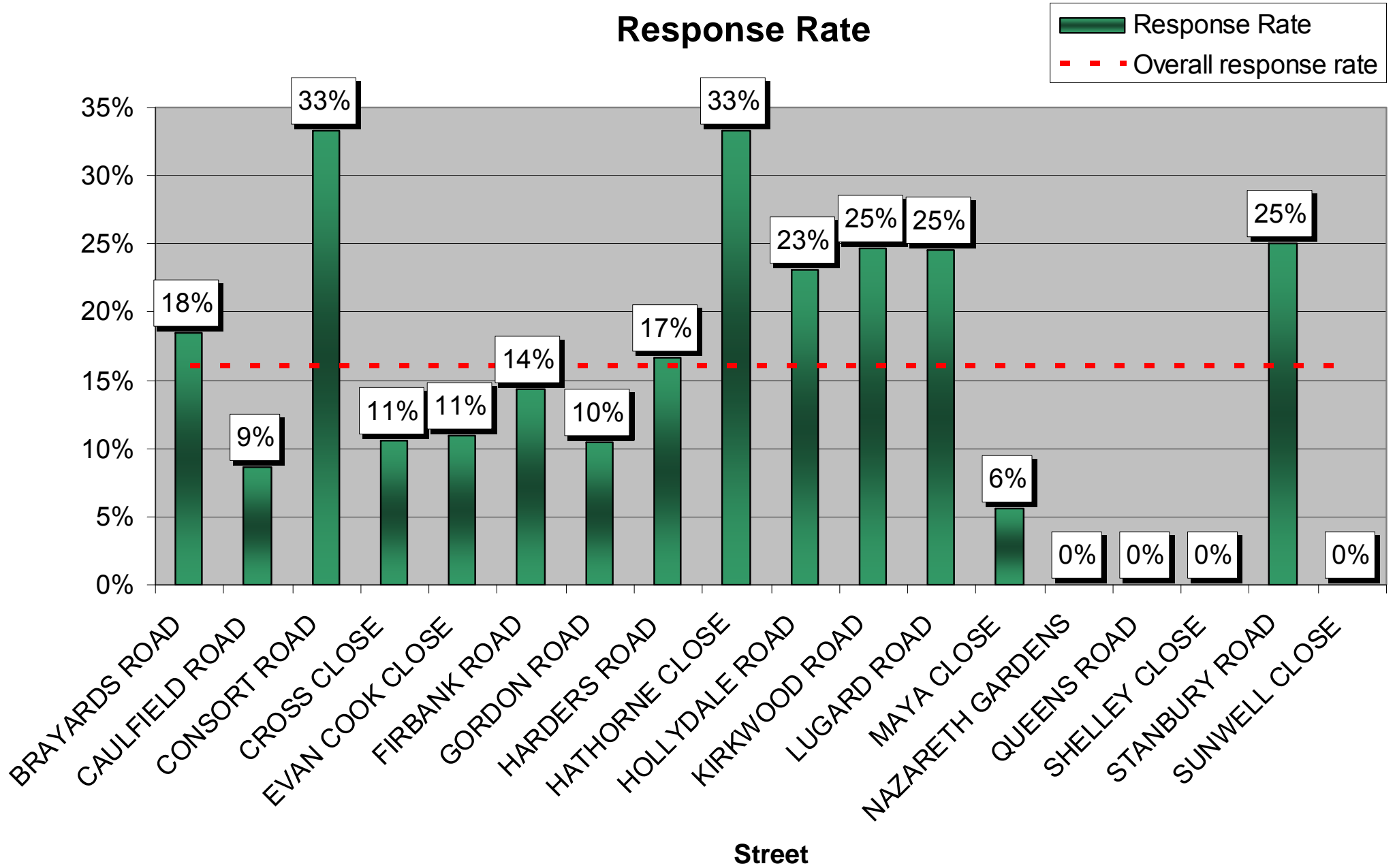


Figure 2.1

### 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.

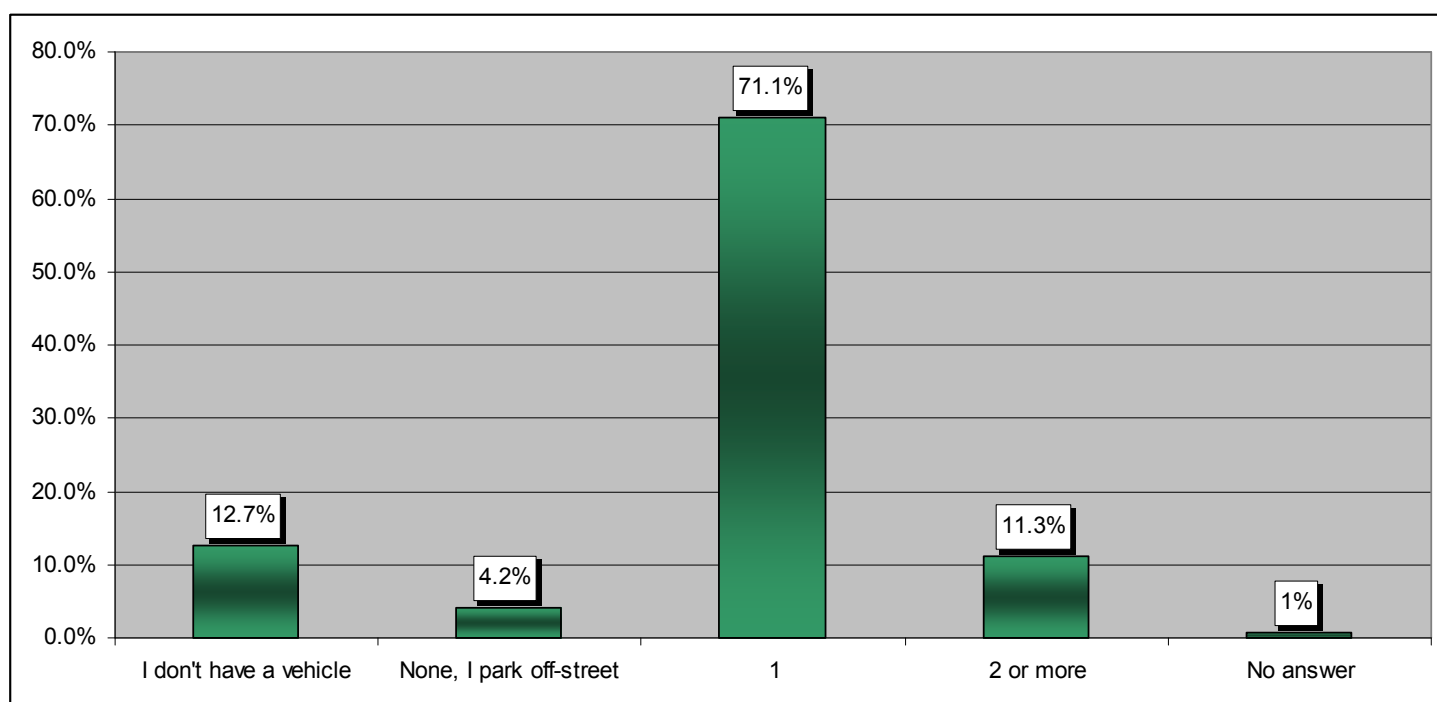
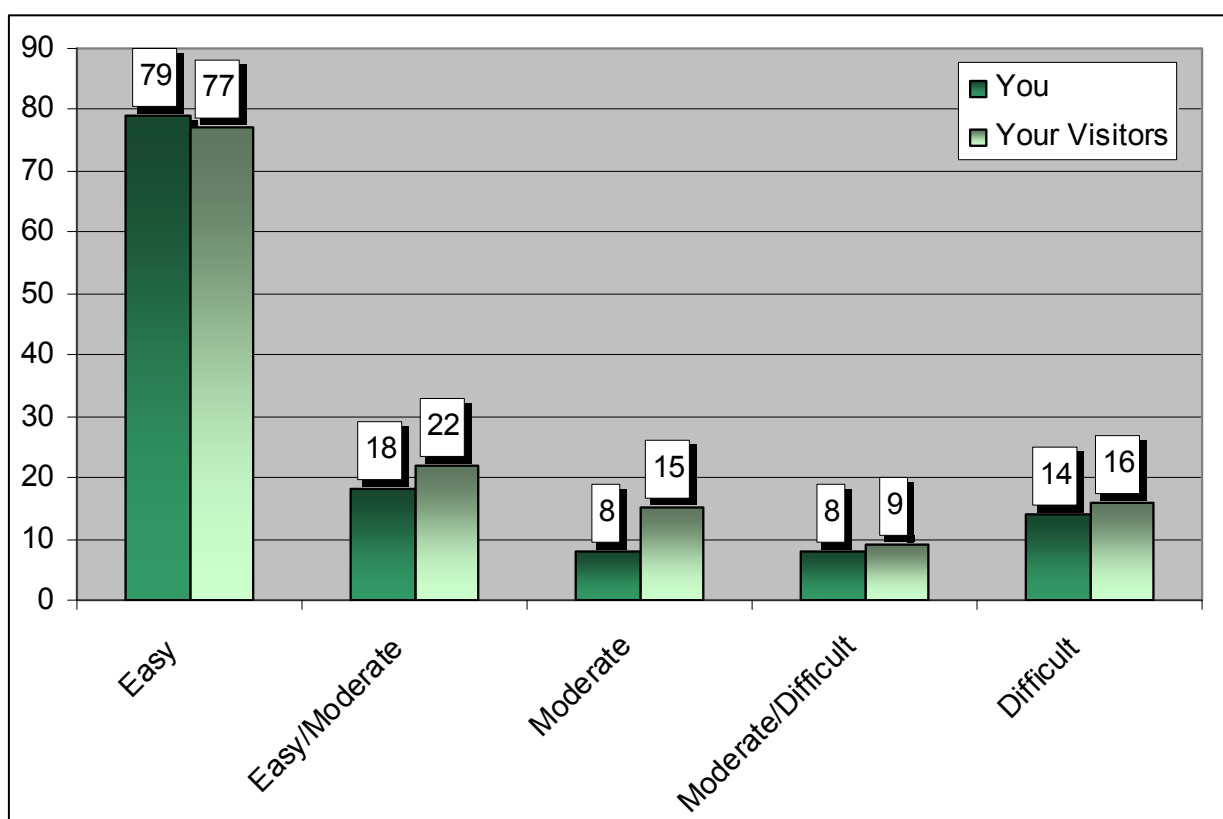


Figure 3

**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.

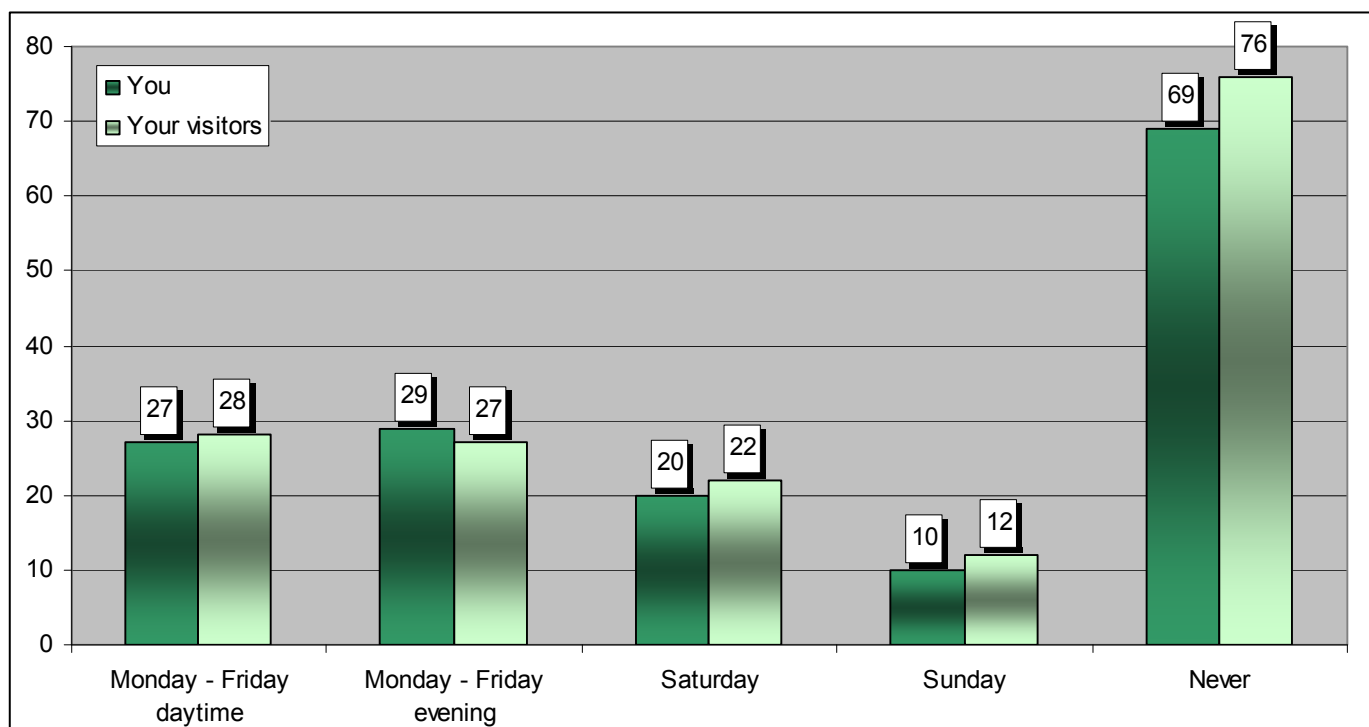


**Figure 4**

**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



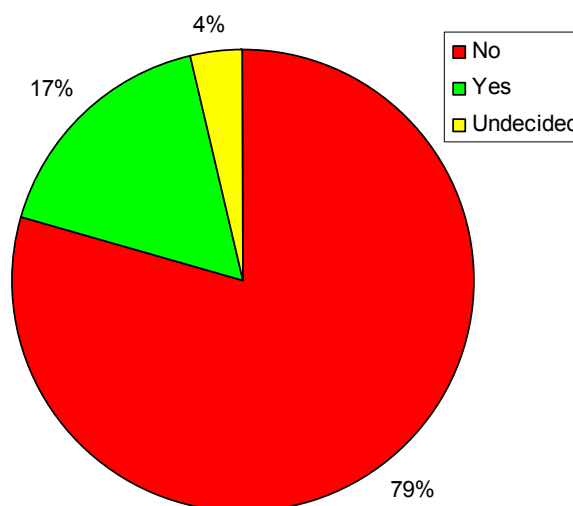
**Figure 5**



**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**

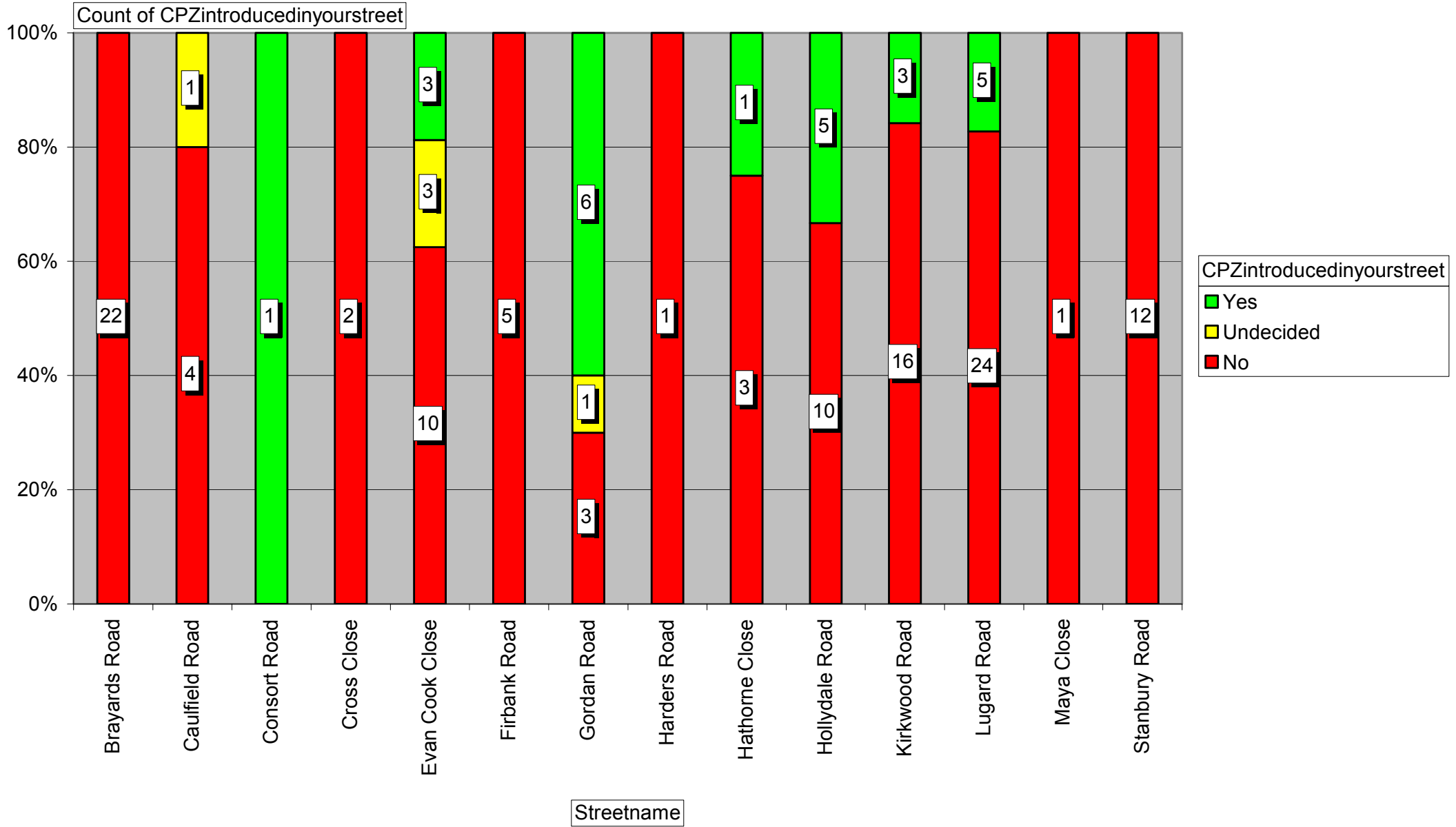


Figure 6.1

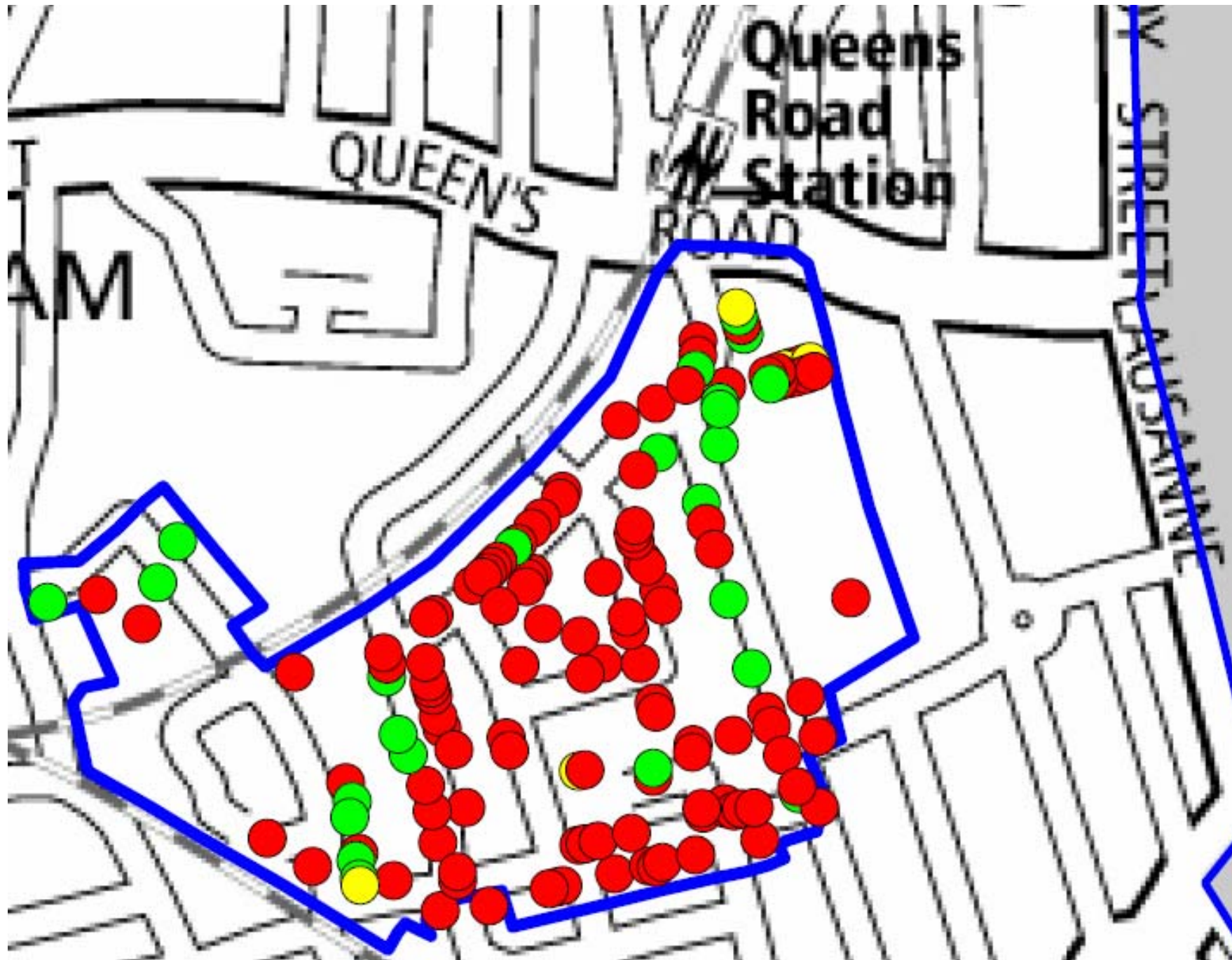


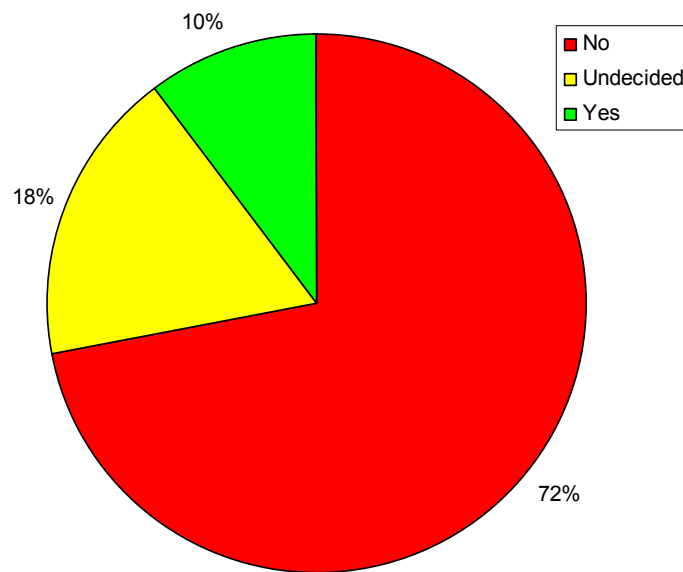
Figure 6.2

**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. MonOFri 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. There 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 being living at this address for the pass twenty year and I have never have any problem parking.

We have great difficulty parking at present as the local school "St Thomas Acadamy" 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 road become CPZ then othat 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 an 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 th

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 im

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 f

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 wont 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 been 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 dont see w

Parking has never been a problem it seems that they 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 a thienly crooks with a legal umbrella over your head. You are forcing us to say yes what a joke. In the d

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 there 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 councils 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 impleme

No won at all wants 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

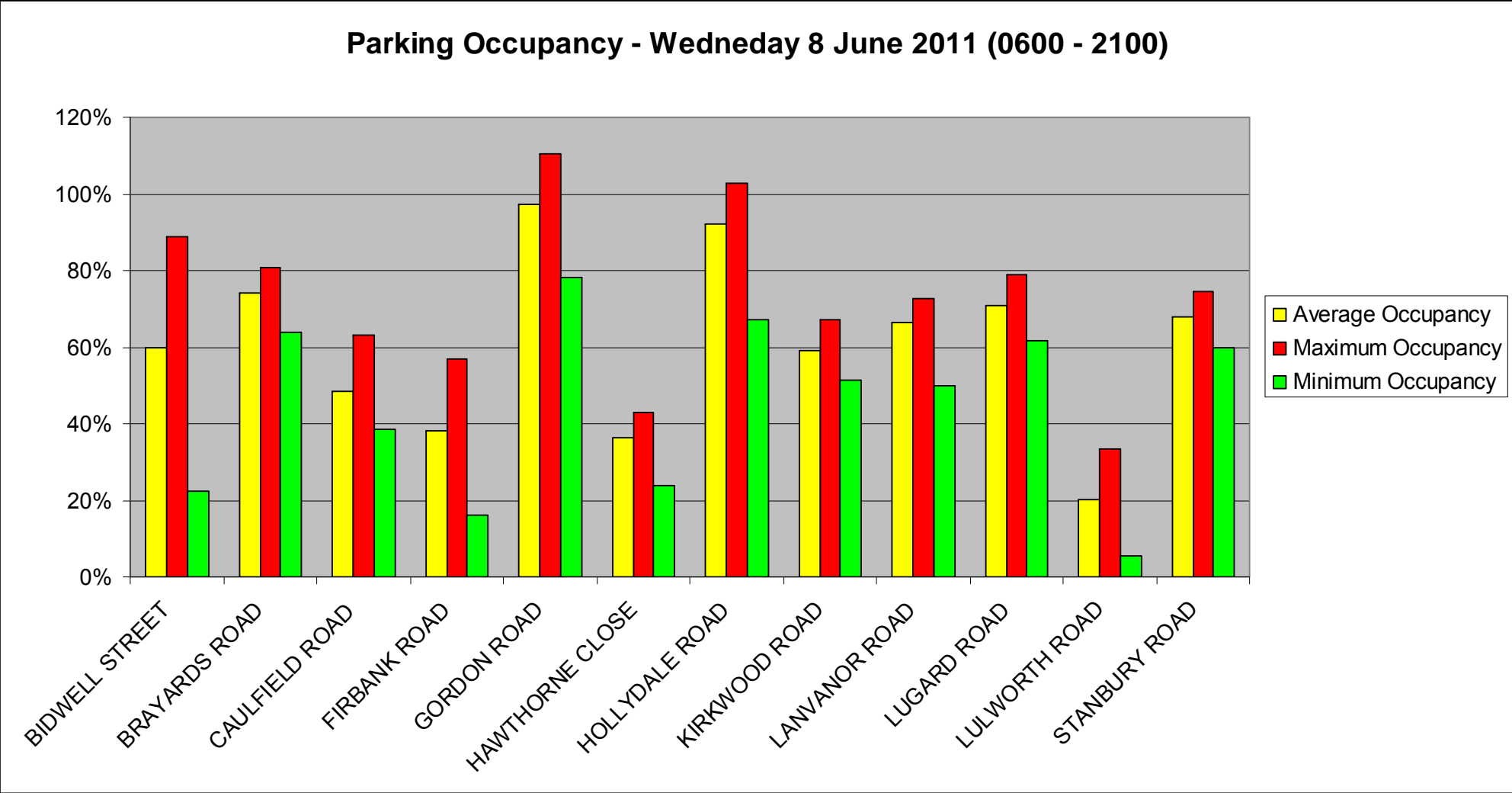


Figure 12

## 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.

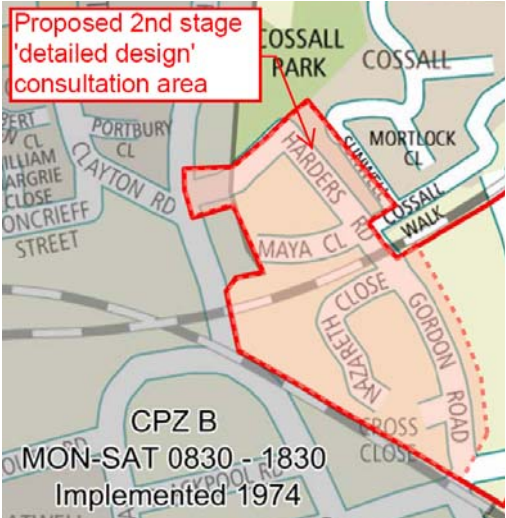
Recommendations	Rationale	Risks	Benefits
<p>1. Approve the extension of the Peckham (B) CPZ to Gordon Road and Harders Road, subject to a detailed design 2<sup>nd</sup> stage consultation and statutory consultation.</p>  <p>Proposed 2nd stage 'detailed design' consultation area</p> <p>CPZ B MON-SAT 0830 - 1830 Implemented 1974</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

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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>
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Appendix 2	<i>Map – existing restrictions within Queens Road (QR) area</i>
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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

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