PECKHAM TOWN CENTRE PARKING & DELIVERY REVIEW STUDY

LONDON BOROUGH OF SOUTHWARK

Survey Review & Analysis

September 2010

PECKHAM TOWN CENTRE PARKING & DELIVERY REVIEW STUDY

LONDON BOROUGH OF SOUTHWARK

Survey Review & Analysis

September 2010

Project Code:	LBSPECKHAMCP.22
Prepared by:	GUI GUI & MARK URSELL
Position:	Senior Consultant
Approved by:	STEVEN WARD
Issue Date:	September 2010
Status:	FINAL

Mayer Brown Limited Lion House Oriental Road Woking Surrey GU22 8AP
Telephone 01483 750 508 Fax 01483 750 437 wokingoffice@mayerbrown.co.uk www.mayerbrown.co.uk

REPORT SUMMARY

Mayer Brown Limited was appointed by the London Borough of Southwark to conduct a review of car parking and delivery vehicle servicing arrangements in Peckham town centre.

The main purpose of the study was to review car parking and property servicing provision in and around Peckham town centre and to identify opportunities that exist for a more efficient approach to providing and managing car parking and servicing of businesses.

Traffic surveys were undertaken of both on-street and off-street parking within the study area to assess the supply of parking spaces and how they were being used. A range of parking restrictions are enforced within the study area.

The Council determines on-street restrictions within the Controlled Parking Zone (CPZ) and at three of the off-street parking locations, the remaining three off-street car parks within the CPZ are privately managed. CPZ parking controls are in operation between 08:30 and 18:30, Monday to Saturday. At these times parking is only allowed in designated parking spaces.

CPZ On-street

The on-street parking supply within the CPZ is 1,169. Marked loading and service vehicle bays only account for 2.3% of spaces within the CPZ. Loading is permitted on yellow lines and often yellow lines will be used to provide loading facilities where a loading bay cannot be installed. Analysis of the surveys reveals detailed parking demand information. Overall, on the surveyed weekday, on-street parking demand tended to fluctuate between 500 and 600 vehicles. The highest use of on-street parking was observed at 21:00 when demand was 648, at this time CPZ parking restrictions are not in place. On Saturday surveyed parking demand was between 467 and 696 vehicles. Use of on-street parking was observed to be lowest between 09:00 and 15:00 when usage was below 500 vehicles. Demand was greatest during the 21:00 beat.

Overall across the CPZ, parking use was below capacity, there were though a number of streets where demand outstripped supply. Hotspots where demand is greater than supply occur on the edge of the CPZ to the east of the Copeland Road car park and on roads adjacent to the Choumert Grove car park. Roads adjacent to Peckham High Street also have parking demand in excess of supply.

In terms of duration of stay, vehicles parked for less than three hours (short stay) account for 45% of the total vehicles parked in the CPZ. The total number of vehicles classified as residents total just under 35% of vehicles. Vehicles parked for between three and six hours (medium stay) make-up 14% of the total vehicles. Commuter and long stay parking total less than 100 (7%) vehicles during the weekday.

On Saturday, vehicles parked for less than three hours account for 40% of the total vehicles parked in the CPZ. The total number of vehicles classified as residents total 37% of vehicles, slightly higher than during the weekday. Vehicles parked for between three and six hours (medium stay) make-up 16% of the total vehicles. Commuter and long stay parking total just over 100 (7%) vehicles during Saturday.

Rye Lane On-street

Rye Lane/Peckham Rye and its side roads provide 58 parking and delivery/loading spaces, 51 of which are located on Rye Lane/Peckham Rye. During the weekday, the lowest demand (15 vehicles) was observed at 06:00, rising steadily throughout the day to the maximum demand at 21:00 (77 vehicles). At 20:00 and 21:00 the demand for parking and delivery spaces exceeds supply.

On Saturday, the lowest demand was again observed at 06:00 (19 vehicles); the highest demand (62 vehicles) was observed at 20:00. The weekday and Saturday have different demand profiles on Rye Lane.

The most obvious characteristic of parking and loading along Rye Lane is that very few vehicles are parked for more than one hour. During the weekday survey 53% of parking/delivery activity (418 vehicles) is for less than 15 minutes, this increased to 61% (465 vehicles) on Saturday. During both the weekday and Saturday surveys around 75% of vehicles were parked/loading for less than 30 minutes. Only 13% of parking (103 vehicles) was observed to be for more than 1 hour during the weekday, on Saturday this figure was slightly less, reducing to 12% of parking (90 vehicles).

CPZ Off-street

There are a total of 1,056 off-street spaces. The greatest supply of off-street parking is at the Cerise Road multi storey and Aylesham Centre car parks, which provide similar volumes of car parking. There is an even split of off-street parking operated by the Council (50.5%, 533 spaces) and that managed by private retailers (49.5%, 523 spaces). Blue Badge and Parent & Child spaces make-up around 5% of the total off-street parking supply.

The off-street car parks tended to be under capacity during the weekday observations. Management of the off street parking allows little space for parking outside of marked bays; if vehicles do park outside of designated spaces they incur a considerable fine. Parking volumes during the early morning (06:00) and later in the evening (21:00) were observed to be very low at between 10 and 15% of capacity at each location. By individual site, the peak of space occupancy was observed at the 12:00 at the Aylesham Centre, Copeland Road, Choumert Grove and Cerise Road and could be attributed to a traditional lunchtime peak. The peak in occupancy at the Netto and Lidl sites is 15:00; in our experience this later mid-afternoon peak at these locations is probably normal for supermarket retail sites, but could also be associated with the vicinity of these sites to nearby schools.

As was observed during the weekday surveys, the Aylesham Centre and Netto car parks have the highest percentage occupancy. The Aylesham Centre car park was just under capacity during the 12:00 and 15:00 beats, at 15:00 a total of 357 vehicles were observed in the 360 capacity car park. The hourly beats suggest that Netto is over capacity at 12:00, 13:00 and 14:00 and at 17:00 and 18:00, at 12:00, 57 vehicles were observed in the 53 space capacity car park. The peak of space occupancy for other car parks was observed at 12:00. In terms of occupancy percentage, Copeland Road is again the most popular Council operated car park, Cerise Road has the lowest occupancy at no more than 20% during the Saturday surveys.

Of the Council operated sites, Copeland Road is the most popular in terms of occupancy percentage. The Cerise Road multi-storey car park is very lightly used, with the survey company noting that use is almost totally confined to the ground floor level, there appeared to be a general reluctance to use any of the upper floors.

Analysis of off-street parking within the CPZ during the weekday suggests that vehicle duration of stay is predominantly short stay (889 vehicles - 82%).

A similar pattern of duration of stay occurs on Saturday; a total of 1507 vehicles were observed in the 6 car parks, of which 82% (1235) is short stay.

Outside CPZ On-street

The total calculated number of spaces available outside of the CPZ is 3,565. Almost 99% (3519) of these spaces are unrestricted standard kerbside spaces. Loading bays and Blue Badge spaces account for only 1.3% (46) of the total spaces in the study area outside of the CPZ.

During the weekday surveys demand tended to be around 2300, demand across the area tends to quite consistent throughout the day. The peak of demand was observed at the 06:00 beat when 2388 vehicles were parked in the area.

The peak demand on Saturday was observed at 06:00 when demand was 2465 this is likely to be attributable to resident parking. The lowest demand was observed at 12:00 when the demand was 2136.

General on-street parking observations include:

- The majority of roads within the CPZ and the areas adjacent to the CPZ were under parking capacity during the weekday and Saturday.
- More roads within the CPZ are over capacity than in the extended area, this is to be expected as there are no genuine restrictions within the extended area other than the kerb space available.
- Peak parking/delivery space demand for the CPZ was observed at 21:00, which is outside of the operation of CPZ parking restrictions.
- The peak of demand for the area outside the CPZ is at 06:00, but remains fairly consistent throughout the day according to the survey.
- Short stay (less than 3 hours) and resident parking are the most common parking types.
- On Rye Lane over 50% of parking/delivery activity is for fifteen minutes or less.

General observations of off-street parking show that:

- The CPZ on-street parking has a different demand profile to the off-street parking.
- Off-street parking experiences a genuine daytime peak in space occupancy at 12:00 and 15:00.
- The Netto and Aylesham Centre car parks were both observed to be at or marginally over capacity during the Saturday survey.
- The privately operated car parks associated with retail uses tend to have higher occupancy in percentage terms than the Council car parks.
- Time restrictions and penalties dictate that off-street parking tends to be short stay.

Peckham Town Centre Parking & Delivery Review Study

London Borough of Southwark

Contents

1.0 INTRODUCTION & STUDY BACKGROUND

1.1 Mayer Brown Limited was appointed by the London Borough of Southwark to conduct a review of car parking and delivery vehicle servicing arrangements in Peckham town centre.

1.2 The Council intends to use the results of the survey to inform the Peckham and Nunhead Area Action Plan. The Peckham and Nunhead Area Action Plan will set out a regeneration strategy for Peckham, including identifying the most efficient use of sites in response to the needs of the area. This includes looking at traffic and parking issues as well as the need to provide housing, jobs and a mix of community facilities.

Background

1.3 Whilst a number of projects have brought improvements to Peckham there continue to be a number of issues needing to be tackled. A new-style plan, called an Action Area Plan, is being prepared to continue the regeneration of the area. It will be a 'spatial plan' that coordinates land-use and development with the achievement of a wide range of aims including providing better access to and a wider choice of sustainable transport, homes, health, education and other community services whilst protecting Peckham's heritage and improving things such as the environment and community safety.

1.4 In terms of parking and traffic, Peckham is perceived to experience a range of issues, including:

- The quality and the amount of car parking varies in different parts of the area.
- Congestion and crowding along Rye Lane as a result of pedestrians, loading and service vehicles, cars and buses all sharing a narrow street.
- Through traffic causing congestion and rat-running in residential streets
- Commuter and visitor parking spilling onto residential streets

1.5 Some car parking, for example, the multi-storey town centre car park on Cerise Road appears to be under used and is seen as unsafe, whilst car parking in Choumert Grove appears well used. This study will examine such apparent discrepancies and perceptions of parking provision in the town centre.

1.6 Getting town centre parking right is essential to enable commercial, community and cultural activity to flourish in Peckham and will contribute to environmental objectives to improve air quality, noise and safety. The perceived impact of parking over spill from the CPZ into surrounding residential areas is another key element which needs to be considered. Vehicles delivering goods to businesses in Peckham are restricted to parking in loading areas behind stores such as Morrisons and Lidl or in servicing areas on Rye Lane. Rye Lane can be characterised as a bustling, narrow street shared by pedestrians, cars ,buses and cyclists. The majority of businesses along Rye Lane do not have rear loading and so rely on deliveries from the street. When deliveries to businesses are at the same time, this can place pressure on servicing areas and result in illegal parking, these issues will also be considered as part of the study.

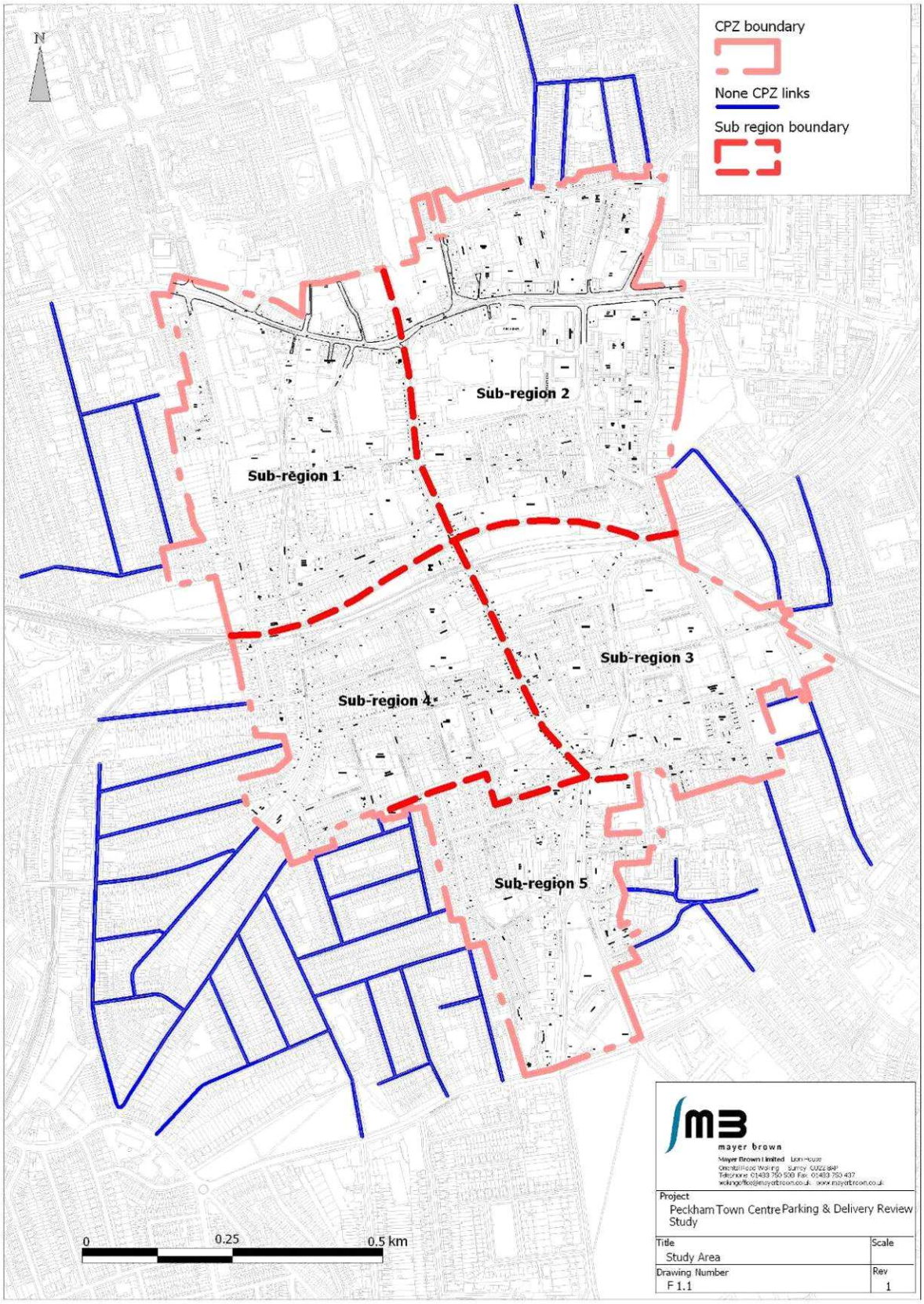
1.7 Southwark also need to maximise the efficient use of land for appropriate uses within and around the town centre. This includes looking at the potential redevelopment of some car parks.

Scope of Study

1.8 The main purpose of the study is to review car parking and property servicing provision in and around Peckham town centre and to identify opportunities that exist for a more efficient approach to providing and managing car parking and servicing of businesses. This will include looking at individual car parking sites in the area and assessing the demand and supply for these sites in the future. The extent of the study area is shown in Figure 1.1; it covers the Controlled Parking Zone B (subsequently referred to as the Peckham CPZ). CPZs are created to ensure that local residents, businesses and their visitors are able to park easily and conveniently.

1.9 The study will focus on the town centre, but will also take into account the wider catchment, which covers the Peckham Community Council and Nunhead and Peckham Rye Community Council areas. Specific areas of particular interest beyond the Peckham CPZ (none CPZ links) have also been identified for inclusion in the study in order to enable an assessment of the perceived impacts of CPZ over-spill into surrounding residential areas. The study area is shown in Figure 1.1.

Figure 1.1: Study Area



1.10 The methodology used to undertake the surveys was agreed with the council and is outlined in Section 2.0. The existing parking and delivery space supply is presented in Section 3.0 alongside a summary of the existing measures in-place to manage parking within the study area. Survey results, analysis and commentary are given in Section 5.0, followed by forecasting of future demand for parking in relation to prospective developments identified in the Peckham and Nunhead Area Action Plan (the AAP). Finally, we consider recommendations to meet future parking and service delivery vehicle provision based on the outcome of the 2009 surveys and proposed development of the town centre.

2.0 SURVEY METHODOLOGY

2.1 Traffic surveys were undertaken of both on-street and off-street parking within the study area to assess the supply of parking spaces and how they were being used.

2.2 To assist with the data collection process and subsequent analysis the study area has been divided into 5 sub-regions (Figure 1.1). The sub-region divisions were determined on geographical grounds taking into account 'natural' barriers such as the railway line with the intention of surveying complete streets as far as was practicable.

2.3 The survey company Benchmark Data Collection were subcontracted to carry out the parking surveys using the methodology set out below. The surveys took place between the 9 and 19 May 2009. In planning the surveys it was important that the data collection did not take place during local school holidays and/or adjacent to Bank Holidays as this can affect traffic volumes, equally the survey company were instructed to ensure that surveys were not carried out on a Monday or Friday as these days can bias results.

2.4 The standard data collection methodology described below was employed for the majority of on-street and off-street parking surveys within the study area. More detailed surveys were carried out in CPZ sub-region 4 and along the length of Rye Lane in order to consider particular perceived issues in these areas.

Off-Street Car Parks - Survey Methodology

2.5 The off-street car parks which were surveyed are listed below alongside the sub-region in which they are located, these locations are also highlighted in Figure 1.1:

- Lidl [Sub-region 1], Peckham High Street/Bellenden Road
- Aylesham Centre (Morrisons) [2], Hanover Park
- Cerise Road town centre multi-storey [2]
- Copeland Road [3]
- Choumert Grove [4] (surveyed following detailed specification from paragraph 2.12)
- Netto [4], Alpha Street (surveyed following detailed specification from paragraph 2.12)

2.6 The off-street car park surveys were undertaken on a 3 hourly beat basis at 06:00, 09:00, 12:00, 15:00, 18:00 and 21:00. Survey enumerators were deployed to record vehicles parked in each car park at the specified times for both a weekday and Saturday; these days are generally perceived to have different travel and parking patterns, hence why separate surveys were required. The purpose of the surveys is to identify changes in demand for parking throughout the day compared with overall supply. Vehicle registration plate information was recorded to enable an assessment of vehicle duration of stay to be undertaken.

On-Street Parking Spaces - Survey Methodology

2.7 Parking beat surveys of on-street parking and loading provision across the study area for a weekday and Saturday were also undertaken; as previously explained, these days are generally perceived to have different travel and parking patterns. Instances where spaces were not used correctly, such as cars parked in loading bays or vehicles parked outside of designated parking bays and the specific locations of such parking and/or loading infringements were also recorded. This will allow an understanding of how and when on-street parking is being used compared to off-street parking.

2.8 Survey enumerators were again deployed to carry out walked parking beats at the same three hour intervals as the off-street surveys, 06:00, 09:00, 12:00, 15:00, 18:00 and 21:00, recording vehicle registration and parking space usage and any parking restriction that may be in place alongside instances where spaces were not correctly used. The surveys also recorded usage of delivery/loading bays.

Rye Lane - Survey Methodology

2.9 Rye Lane runs from north to south down the centre of the CPZ from Peckham High Street in the north to Peckham Rye in the south (Figure 1.1). Rye Lane is the main shopping street of the town centre and is characterised by a range of high street shops to the north of the railway bridge with more specialist independent retailers occupying stores to the south of the railway, with various market stalls located along side streets running off of Rye Lane.

2.10 Rye Lane/Peckham Rye was surveyed at 15-minute beat intervals as it was thought to experience quite different parking and loading patterns from the rest of the CPZ. The surveys were carried out at fifteen minute intervals during each hour at 06:00, 06:15, 06:30, 06:45, 07:00, 07:15 and so on until 21:00, recording vehicle registration and parking space usage and any parking restriction that may be in place alongside instances where spaces were not correctly used. For the purposes of data collection, Rye Lane/Peckham Rye was divided into six sections - A1 to A6 running from north to south. A 30m length of side roads running off of the main road was also included; this is indicated as the area within the dashed purple line in Figure 5.7 to Figure 5.10. The division of Rye Lane and the buffer covering the side roads are marked on the maps summarising results, the breakdown is as follows:

- A1 = Rye Lane from Peckham High Street to and including Highshore Road
- A2 = Rye Lane from Highshore Road to the southern railway bridge
- A3 = Rye Lane from the southern railway bridge to and including Atwell Road
- A4 = Rye Lane from Atwell Road to Sternhall Lane
- A5 = Rye Lane from Sternhall Lane to and including Scylla Road
- A6 = Peckham Rye from Scylla Road East Dulwich Road

2.11 Instances where spaces were not used correctly, such as cars parked in loading bays, outside of designated parking bays or loading taking place outside of designated loading bays and the specific locations of such parking and/or loading infringements were considered key to this survey.

Choumert Grove (CPZ Sub-Region 4) - Survey Methodology

2.12 Parking activity within CPZ sub-region 4 is considered to be of particular importance due to residents' concern over on-street parking congestion in local streets as a result of recent amendments to parking charges for the Choumert Grove car park and demand generated by nearby facilities. Choumert Grove car park is also identified as a possible development site in the Peckham and Nunhead Area Action Plan and a thorough understanding of the impacts of developing the site are needed.

2.13 Parking beat surveys of all off-street parking in the Choumert Grove and Netto car parks, all on-street parking and loading provision within CPZ sub-region 4 were undertaken at one hour intervals 06:00, 07:00, 08:00, 09:00 and so on until 21:00 to record all activity in parking and delivery/loading spaces for a single weekday and Saturday. Again, instances where spaces are not used correctly, such as cars parked in loading bays or outside of designated parking bays and the specific locations of such parking and/or loading infringements were also recorded.

3.0 EXISTING MANAGEMENT OF PARKING & DELIVERY SPACES

3.1 A range of parking restrictions are enforced within the study area. The Council determines on-street restrictions within the CPZ and at three of the off-street parking locations, the remaining three off-street car parks within the CPZ are privately managed. CPZ parking controls are in operation between 08:30 and 18:30, Monday to Saturday. At these times parking is only allowed in designated parking spaces. Designated spaces (indicated by white bay lines) are signed to explain who can park in the bay; areas considered not safe for parking are indicated by single or double yellow lines. Outside of these designated times, permits are not required and visitors are not required to pay to park. The tables and maps that follow summarise the different classifications of on and off-street parking within the CPZ.

3.2 Standard parking rules of the Highway Code apply in areas outside the CPZ. Specifically, "You must not wait or park on yellow lines during the times of operation shown on nearby time plates…Double yellow lines indicate a prohibition of waiting at any time even if there are no upright signs. You must not wait or park, or stop to set down and pick up passengers, on school entrance markings…when upright signs indicate a prohibition of stopping."[1]

3.3 The most recent map of the parking arrangements in the Peckham CPZ was provided by the council and used as a starting point to review current parking management and restrictions within the study area. During site visits the CPZ map was found to be accurate for the majority of the study area. The main difference observed was the addition of a number of Blue Badge parking spaces both within the CPZ and particularly within the parts of the study area outside the CPZ. Locations of designated bicycle parking are not recorded in the CPZ map and were added to the revised parking and delivery space map ***Figure 3.1***.

On-street Parking Management

3.4 Within the CPZ, parking spaces are generally grouped in large kerbside bays with the restrictions off use clearly marked. Table 3.1 lists the different types of restrictions that can apply. There are very few individual bay markings within the CPZ. The locations of the different parking classifications are shown in ***Figure 3.1*** and on a larger scale plan in APPENDIX A.

[1] http://www.direct.gov.uk/en/TravelAndTransport/Highwaycode/DG_069860

Table 3.1: On-street CPZ Parking Management - April 2009 (the pay and display tariff rose to £2.30/hour from May 2009 and to £2.40/hour from April 2010.)

Parking classification	Restrictions	Charge
Permit holders only (PH)	Monday-Saturday 08:30-18:30	Dependent on permit type
Pay & Display (P&D)	Monday-Saturday 08:30-18:30, Max stay 2 hours	£2/hr
Shared use	PH: Monday-Saturday, 08:30-18:30 P&D: Monday-Saturday, 08:30-18:30, Max stay 4 hours	PH: as above P&D: £2/hr
Loading bay	As signed	No charge
Blue badge parking	As signed, Blue Badge holders	No charge
Red Routes	No stopping Monday-Saturday 07:00-19:00 except loading (max 20 mins) and Blue Badge holders (max 3 hours) between 13:00 and 16:00	No charge

Permit Holder bays

3.5 The council provides the following permits, allowing drivers in possession of a valid permit to park in designated permit holder only bays during CPZ hours of operation. Details of the costs and restrictions which apply to particular permits are published on the council website[2].

- Blue badge permit
- Dulwich Park permit and swipe card
- Home care workers' permits
- Estate permits for businesses
- Estate parking permits for residents
- Estate permits for visitors and carers
- Visitors permit booklets
- Parking on estates
- Resident permits
- Doctors permits
- Green badge permits
- Business permits

Pay & Display meters

3.6 There are a number pay and display parking meter bays within the CPZ. The pay and display meters operate a standard charge across the CPZ of £2.00 per hour, during hours when the CPZ is in force, with a maximum stay of two hours. Since the data was collected the pay and display tariff has risen to £2.30/hour from May 2009 and subsequently to £2.40/hour from April 2010.

[2] http://www.southwark.gov.uk/YourServices/transport/parking/Permits/

Shared Use bays

3.7 Have the same restrictions as outlined above and can be used by both resident permit holders and pay and display casual users. Shared use bays operate with 4 hour maximum stay for pay and display users.

Vehicle Loading

3.8 General regulations pertaining to vehicle loading and unloading are listed on the Southwark Council website[3]. Designated loading bays, which may be limited to goods vehicles only, are situated at various locations within the Peckham CPZ for use by businesses, residents moving goods or equipment and waiting vehicles. Generally, loading bays do not have time restrictions or incur a fee, where restrictions are in force signs display loading regulations.

3.9 Loading provisions are also provided on the Peckham High Street red route as detailed in ***Figure 3.1*** . The red route imposes a waiting restriction but not a total loading ban, equally loading is permitted on single yellow lines. The red routes are marked with "no stopping" signs which imply no parking or loading except in designated bays.

Blue badge parking

3.10 Blue badge parking places are reserved solely for those persons who may need assistance with accessibility and who are displaying a European blue badge. These bays operate 24 hours a day, seven days a week, unless signed otherwise[4]. The council install two types of blue badge bay, on the public highway:

- Origin blue badge bays. These are installed for residents of the borough as close to their home as possible. The bays will be installed when an application has been made, assessed and the relevant criteria met. This is an ongoing council service and the process is attached. It is noted that any blue badge holder can park in any blue badge bay in Southwark.
- Destination blue badge bays. These are installed in proximity to shops and services where there is a demand for such facilities (often where parking space is in high demand). The bays will usually have a maximum stay period of 3 or 4 hours to encourage turnover of space and prevent all day parking.

Other parking restrictions

3.11 A small number of specific use parking bays for ambulances and doctors can also be found within some areas of the CPZ.

[3] http://www.southwark.gov.uk/YourServices/transport/parking/WhereToPark/loading.html

[4] http://www.southwark.gov.uk/YourServices/transport/parking/WhereToPark/

Cycle stands

3.12 The locations of public cycle stands have also been added to ***Figure 3.1*** cycle stand use and cyclist duration of stay were not identified as part of the survey programme.

Figure 3.1: Existing On-Street Parking and Delivery Space Supply

Off-street Parking Management

3.13 There are three council operated off-street car parks within the CPZ and three main supermarket retail car parks. The council operated car parks impose a standard hourly charge £0.70 per hour during the hours of the CPZ and a fixed charge for overnight parking outside of CPZ hours[5].

3.14 The retail car parks are operated by private parking enforcement companies, these car parks are free of charge and intended for customer use only, they impose a maximum stay period of between one and two hours outside of which high penalty parking fines can be imposed. Table 3.2 summarises off-street parking management charges and restrictions.

Table 3.2: Off-street Parking Management - April 2009 (the daytime pay and display tariff rose to £0.80/hour from April 2010.)

Car Park	Restrictions	Operator	Charge
Lidl	Customers only	Private	1.5 hrs no charge Subsequent £90 charge
Aylesham Centre, Morrisons	Customers only, Max stay 2 hours, no return within 4 hours	Private	No charge
Cerise Road, town centre multi-storey	Max stay 2 hours, no return within 4 hours	LBS	Day (08:30-18:30) - £0.70/hr; Night (18:30-08:30) - £1.00 all night, Bank holiday - no charge
Copeland Road	Max stay 2 hours, no return within 4 hours	LBS	Day (08:30-18:30) - £0.70/hr; Night (18:30-08:30) - £1.00 all night
Choumert Grove	Max stay 2 hours, no return within 4 hours	LBS	Day (08:30-18:30) - £0.70/hr; Night (18:30-08:30) - £1.00 all night
Netto	Customers only, Max stay 1 hour	Private	No charge

3.15 Private residential and other off-street car parking is not considered by the study. Car parking at the Peckham Pulse leisure centre is excluded. The car park is free of charge, Monday to Saturday between 08:30 and 18:30, with a maximum permitted stay of 4 hours. A site visit has shown that this site has only 30 spaces, plus 8 Blue Badge holder spaces which is considered to be quite small in comparison to the other sites, these spaces are restricted to Pulse users only, for these reasons and due to the fact that this site is not a development site in the AAP the Pulse car park is not considered further by this study.

[5] www.southwark.gov.uk/YourServices/transport/parking/WhereToPark/carparks.html

4.0 EXISTING PARKING AND DELIVERY SPACE SUPPLY

On-Street Parking and Delivery Space Supply

4.1 The existing parking supply (number of marked out spaces) within the study area was checked by a site visit undertaken by Mayer Brown staff in April 2009. In this section we present the number of spaces counted in each CPZ sub-region by parking type for later comparison with the surveyed parking demand data.

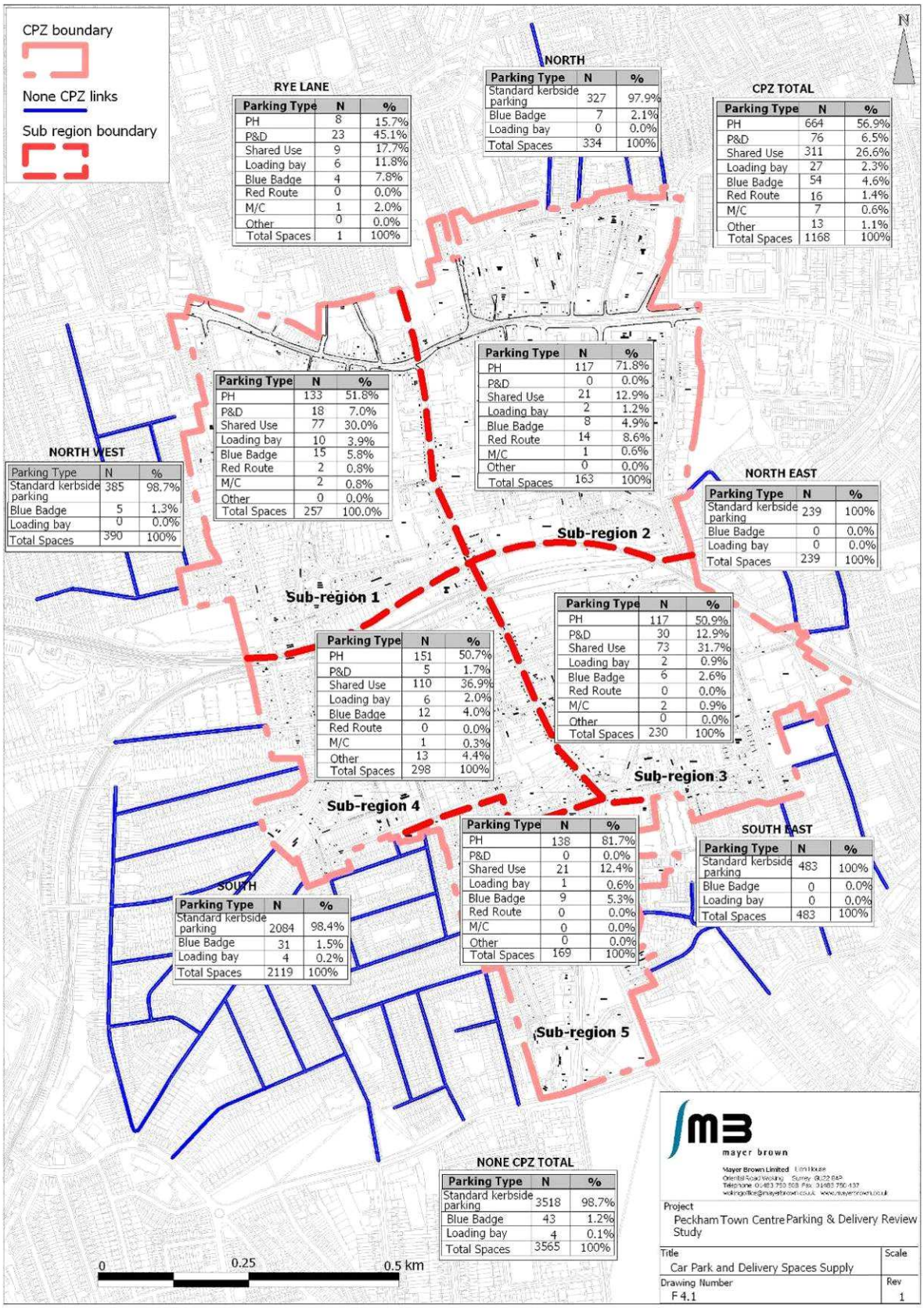
4.2 Individual marked out parking spaces are only found to the south of the study area on Peckham Rye, most of the on-street parking in the study area constitutes larger marked out bays for more than one vehicle. Where individual parking is not marked out an estimate of the number of spaces was calculated by dividing the length of a road where parking is allowed by 5.5m, which was assumed to be the average length occupied by a parked vehicle. This vehicle length assumption was approved by the council and takes account of vehicles of different lengths from small cars and larger off road type vehicles to goods and trade vehicles. This assumption also takes account of the fact that some vehicles will park more tightly and in smaller spaces than others.

4.3 The parking supply within the study area (by sub-region) is summarised in Table 4.1. The table shows that the total number of spaces within the CPZ is 1,169. Marked loading and service vehicle bays only account for 2.3% of spaces within the CPZ. It is important to note however, that loading is permitted on yellow lines and often yellow lines will be used to provide loading facilities where a loading bay cannot be installed for technical reasons. The actual number of spaces in each parking class by sub region are summarised and mapped in the Figure 4.1.

Table 4.1: Existing On-Street Parking and Delivery Space Supply in CPZ

Sub region	Total spaces	Parking classification (%)							
		PH	P&D	Shared use	Loading bay	Blue badge	Red route	M/C	Other
1	259	51.4	6.9	29.7	3.9	5.8	1.5	0.8	0.0
2	162	72.2	0.0	13.0	1.2	4.3	8.6	0.6	0.0
3	230	50.9	13.0	31.7	0.9	2.6	0.0	0.9	0.0
4	298	50.7	1.7	36.9	2.0	4.0	0.0	0.3	4.4
5	169	81.7	0.0	12.4	0.6	5.3	0.0	0.0	0.0
Rye Lane	51	15.7	45.1	17.6	11.8	7.8	0.0	2.0	0.0
CPZ Total	1169	56.8	6.5	26.6	2.3	4.5	1.5	0.6	1.1

Figure 4.1: Car Park and Delivery Spaces Supply Map



4.4 Of the total supply of on-street parking spaces within the CPZ almost 57% are restricted to permit holders only. Parking spaces available to visitors are around 33% of the total (combining pay and display and shared use spaces). Blue badge spaces account for around 5% (54) of the total spaces in the CPZ. Loading bays make-up just over 2% (27) of the total spaces.

4.5 Outside the CPZ, vehicles are generally permitted to park on both sides of the road in accordance with the regulations of the Highway Code. The parking spaces in this area were calculated by measuring the road length and then dividing by the assumed car parking space length (5.5m) as outlined in paragraph 4.2. The calculation of spaces takes account of parking restrictions such as yellow lines, allows for streets where parking is possible on both sides of the road and also where streets are too narrow to accommodate parking on both sides of the road.

Table 4.2: Existing On-Street Parking and Delivery Space Supply outside the CPZ

Sub region	Total spaces	Parking classification (%)		
		Standard kerbside parking	Blue badge	Loading bay
Northwest	390	98.7	1.3	0.0
Northeast	239	100.0	0.0	0.0
North	334	97.9	2.1	0.0
Southeast	483	100.0	0.0	0.0
South	2119	98.4	1.5	0.2
Total	3565	98.7	1.2	0.1

4.6 Table 4.2 shows that the total calculated number of spaces available outside of the CPZ is 3,565. As may have been expected outside of the CPZ, almost 99% (3519) of these spaces are unrestricted standard kerbside spaces. Loading bays and Blue Badge spaces account for only 1.3% (46) of the total spaces in the study area outside of the CPZ.

Off-Street Parking and Delivery Space Supply

4.7 Table 4.3 shows the off-street parking space supply within the car parks surveyed. There are a total of 1,056 off-street spaces. The greatest supply of off-street parking is at the Cerise Road multi storey and Aylesham Centre car parks, which provide similar volumes of car parking. There is an even split of off-street parking operated by the Council (50.5%, 533 spaces) and that managed by private retailers (49.5%, 523 spaces). Blue Badge and Parent & Child spaces make-up around 5% of the total off-street parking supply.

Table 4.3: Existing Off-Street Parking and Delivery Space Supply

Car Park	Total spaces	Standard parking (%)	Blue badge (%)	Parent & Child (%)
Lidl	132	88.6	11.4	0.0
Aylesham Centre, Morrisons	338	96.2	2.4	1.5
Cerise Road	344	95.9	4.1	0.0
Copeland Road	63	95.2	4.8	0.0
Choumert Grove	126	95.2	4.8	0.0
Netto	53	96.2	3.8	0.0
Total	1056	95.0	4.6	0.5

5.0 PARKING SURVEY RESULTS & ANALYSIS

5.1 Analysis of the surveys reveal detailed parking demand information and an outline of parked vehicle duration of stay within the study area. This section will summarise the results for the CPZ and highlight particular areas of interest where the results show particular parking patterns. The study area outside the CPZ is considered from paragraph 5.49 onwards.

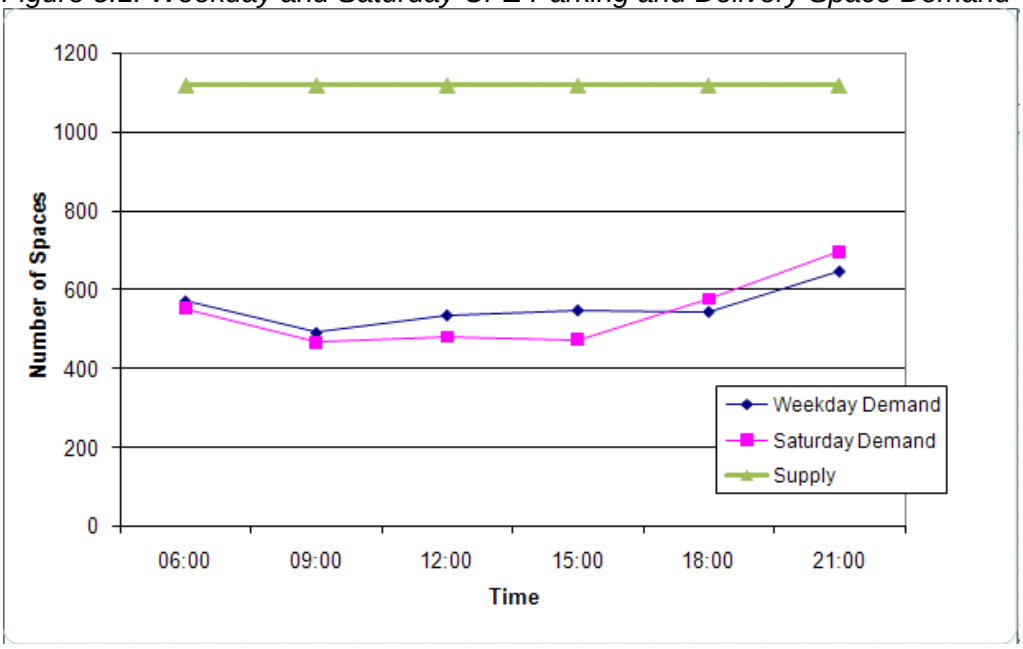
CPZ On-street Demand Surveys - Weekday

5.2 As discussed previously, the division of the study area into sub-regions was purely for the purposes of data collection based on geography and they do not contain equal volumes of parking spaces or parking types and hence cannot be compared on equal terms. Initially, for the purposes of analysing the data we consider the CPZ as a whole. More frequent parking beat surveys were undertaken in CPZ sub region 4, initially this sub region is analysed as part of the whole CPZ; it will be considered in more detail later. A different and more frequent parking beat survey methodology was used on Rye Lane and Peckham Rye; these roads are also discussed separately.

5.3 Tables comparing the total number of marked out on-street parking spaces counted along each road in the CPZ (the supply) compared with the total number of parked vehicles counted during the weekday beat surveys (the demand) are provided in APPENDIX B, the tables give an approximate measure of space occupancy percentage. The parked vehicle count totals include all vehicles parked both within CPZ bays and vehicles parked outside marked bays. If a road has parking demand in excess of supply (occupancy >100%) this does not necessarily indicate that marked out parking bays on the road are fully occupied because the demand includes all parked vehicles both in and out of marked bays.

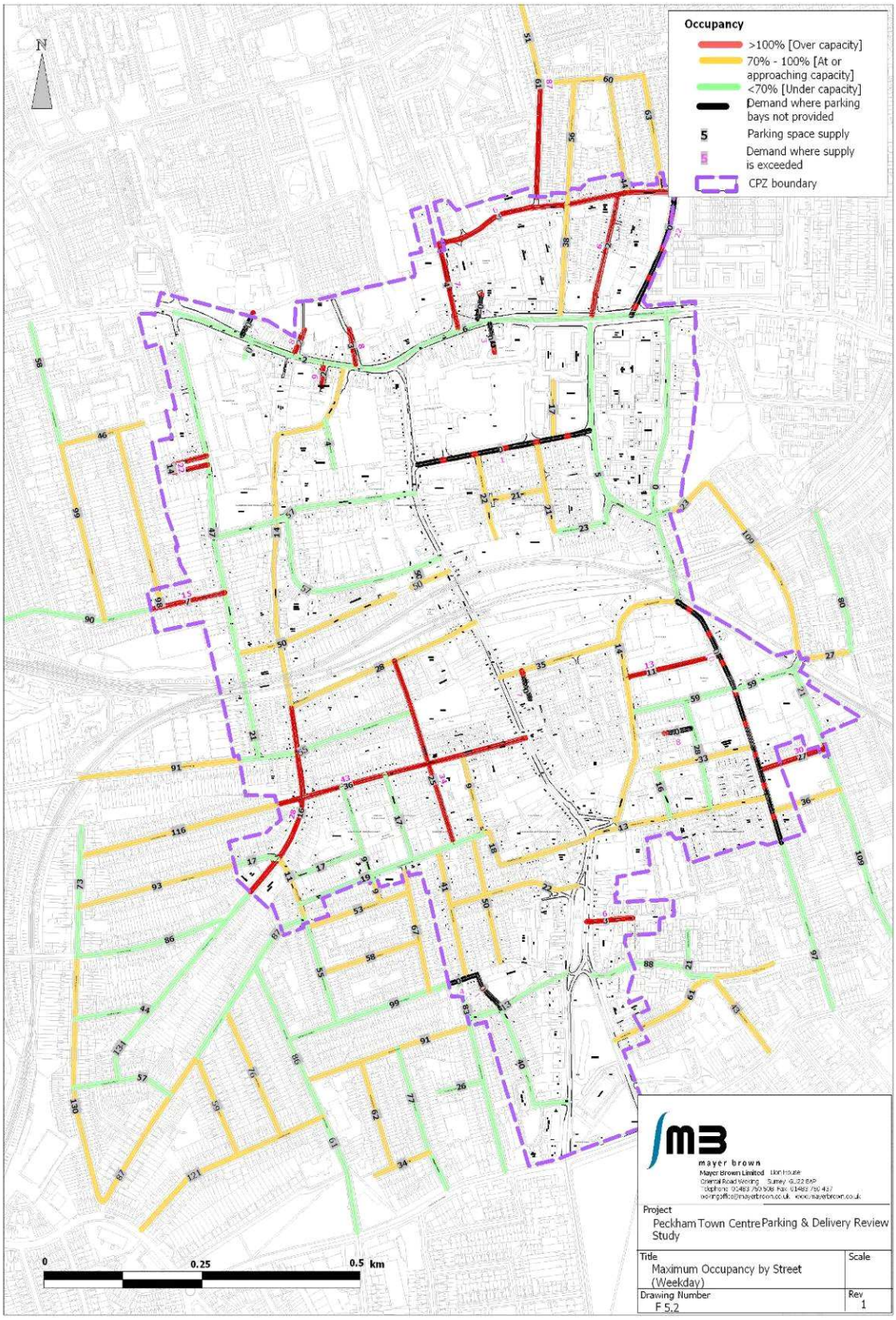
5.4 The change in parking demand over time at each parking beat interval for the CPZ as a whole is shown in Figure 5.1. Overall, on the surveyed weekday, parking demand tended to fluctuate between 500 and 600 vehicles. At 06:00 parking demand was 572 vehicles, falling to 491 at 09:00, overall parking demand remains at about 550 vehicles across the CPZ for the afternoon/early evening beat surveys at 12:00, 15:00 and 18:00. The highest use of on-street parking was observed during the 21:00 beat when demand was 648, at this time CPZ parking restrictions are not in place.

Figure 5.1: Weekday and Saturday CPZ Parking and Delivery Space Demand



5.5 Whilst overall across the CPZ, parking use was below capacity, there were a number of streets where demand outstripped supply. Figure 5.2 shows the greatest demand on each road during the entire weekday survey. The map shows hotspots where demand is greater than supply on the edge of the CPZ to the east of the Copeland Road car park and on roads adjacent to the Choumert Grove car park. Roads adjacent to Peckham High Street also have parking demand in excess of supply.

Figure 5.2: Maximum Space Occupancy - Weekday



5.6 Alongside Figure 5.2, Table 5.1 highlights the roads that have parking demand in excess of supply during at least one parking beat. Roads in sub region 4 (Choumert Road, Choumert Grove, Bellenden Road) were surveyed hourly although for consistency Table 5.1 only lists demand at three hour intervals.

5.7 Bellenden Road south of the railway has a supply of 16 marked on-street parking spaces and was observed to be over marked out capacity for 4 out of 6 of the surveyed beats; the street is home a number of independent retail premises between Maxted Road and Blenhiem Grove, which could act as parking space demand generators and may lead to vehicles being parked outside of marked bays for shopping, loading and pick-up/drop-off purposes.

5.8 It is interesting that on-street parking on Choumert Road and Choumert Grove operate below capacity throughout the day, but was observed to be over capacity for the 21:00 beat, reasons for this are unclear. The detailed survey of Choumert Grove and the surrounding area (sub-region 4) shows that 20:00 is the peak of parking demand in this region. Blackpool Road was observed to be just over marked out bay capacity during the daytime beats at 09:00, 12:00 and 15:00 this may be related to the industrial estate retail activities in this area.

5.9 Smaller roads with an on-street marked bay capacity below 10 spaces with a demand which exceeds supply are also summarised in Table 5.1. Melon Road, Collyer Place, Sumner Road are low parking capacity roads adjacent to Peckham High Street and were observed to be over capacity for at least 4 of the beat surveys. This may seem inconsequential, one may expect roads with a low capacity to be fully occupied more often, but it is significant that the maximum number of vehicles observed to be parking on these roads was 10 or 11 vehicles, which is as many as 9 vehicles over capacity and would suggest a discrepancy in the marked CPZ bays provided and the observed demand. The proximity of local businesses and retail premises along the Peckham Road and also the Pulse Leisure Centre may increase parking demand on these roads. The ‘No Stopping’ red route restriction (Monday to Saturday 07:00 to 19:00) along Peckham Road and Peckham High Street may also encourage drivers to park on these roads. The other roads with marked bay capacities below 10 spaces tend to be on the edge of the CPZ; Philip Walk is situated in close vicinity of retail outlets on Peckham Rye and may attract vehicles which are unable to park on this busy section of road.

Table 5.1: CPZ on-street weekday - Roads where demand exceeded supply

Road	Space supply	06:00	09:00	12:00	15:00	18:00	21:00
Choumert Road	36	22	28	25	27	***37***	0
Choumert Grove	25	13	11	12	10	19	***34***
Bellenden Road (south)	16	***19***	11	***18***	***18***	7	***26***
Lyndhurst Square	14	9	***22***	5	6	6	7
Blackpool Road	11	9	***12***	***13***	11	5	9
Lydhurst Grove	7	***15***	4	4	4	4	5
Peckham Hill Street	4	0	0	***7***	0	0	0
Melon Road	3	0	***5***	3	0	***8***	3
Goldsmith Road	3	2	3	***6***	2	2	***5***
Philip Walk	3	2	2	***5***	3	***6***	***4***
Collyer Place	2	***4***	***5***	***5***	***8***	***4***	***9***
Sumner Road	2	0	1	***6***	***5***	***8***	***3***
Staffordshire Street	2	2	0	1	***6***	1	1

5.10 Generally, in roads were parking demand was observed to be greater than supply, the difference between marked bay supply and total demand tends to be quite small, only on Bellenden Road was demand observed to be greater than capacity by ten vehicles, in the majority of cases detailed above the difference between supply and demand is less than five vehicles.

5.11 The roads listed in Table 5.2 do not have any marked out parking bays with CPZ parking restrictions, but experienced parking and delivery demand during the surveys, which is possibly related to surrounding commercial uses. Meeting House Lane to the north east of the CPZ appears to attract many parked vehicles, this road runs off Peckham High Street and serves Peckham Police Station, Nell Gwynn Nursery School and the Peckham Area Housing Office, parking restrictions in place on Meeting House Lane are a combination of single yellow and red lines signifying no waiting at the specified times and 'school keep clear' markings. In the vicinity of the Copeland Road off-street car park, Consort Road (between Heaton Road and Brayard's Road), does not have marked-out parking bays but was observed to experience parking demand of up to 10 vehicles at peak times on single and double yellow line restrictions. Sandlings Close is a residential road within the CPZ that has unrestricted parking; Bournemouth Close is another residential road which has double yellow line no waiting markings and experiences some parking demand at peak times.

Table 5.2: On-street, weekday, peak parking demand on roads without marked parking bays

Road	Maximum parking demand
Meeting House Lane	22
Consort Road	10
Sandlings Close	8
Bournemouth Close	7
Mission Place	7
Sumner Avenue	7
Nutbrook Street	4
Bull Yard	3
Troy Town	1
Hanover Park	1

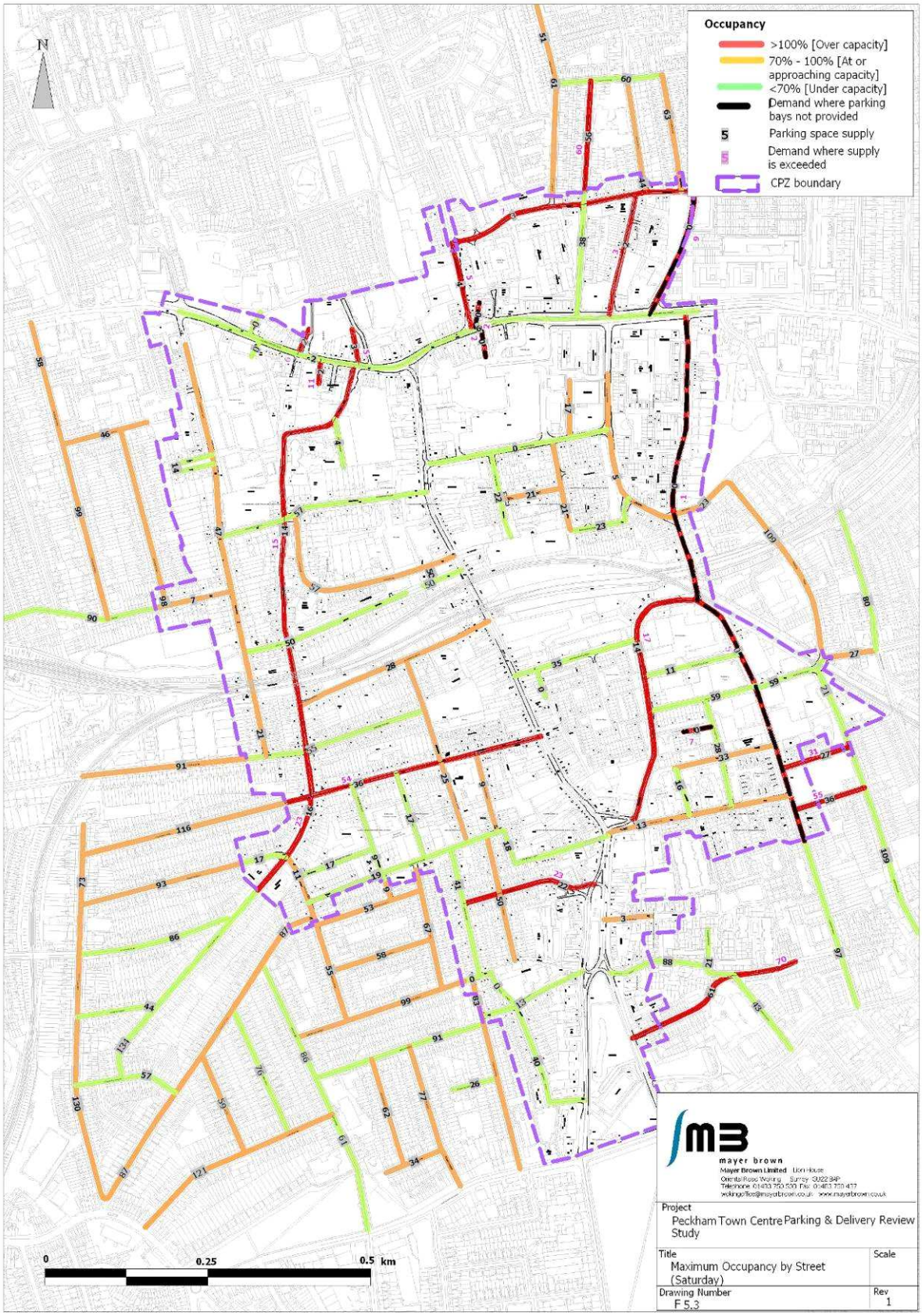
CPZ On-street Demand Surveys - Saturday

5.12 Tables comparing the supply of and demand for on-street parking spaces in the CPZ during the Saturday beat surveys are provided in APPENDIX B. A graph of change in parking demand for the CPZ as a whole for Saturday is shown in Figure 5.1. Overall, on the Saturday surveyed parking demand was between 467 and 696 vehicles. Use of on-street parking was observed to be lowest between 09:00 and 15:00 when usage was below 500 vehicles. Demand was greatest during the 21:00 beat.

5.13 Comparison of the weekday and Saturday parking demand profiles (Figure 5.1) shows that daytime (between 06:00 and 15:00) parking demand was greater on the weekday. Parking demand was observed to increase in the evening (at 18:00 and 21:00) for both weekdays and Saturday, demand was greater on Saturday evening.

5.14 Figure 5.3 shows the maximum parking space occupancy for each road during Saturday parking beat surveys. Similar hotspots of over capacity demand to those observed during the weekday were also present on Saturday to the east of the Copeland Road car park and in roads in the vicinity of the Choumert Grove car park. Differences in parking demand between the weekday and Saturday are evident when comparing Figure 5.2 with Figure 5.3. There appear to be more roads at or approaching capacity on Saturday particularly to the south west of the study area where residential parking is the most likely requirement. Parking demand along the length of Bellenden Road appears greater on Saturday.

Figure 5.3: Maximum Space Occupancy - Saturday



5.15 Table 5.3 shows the streets observed to have parking demand in excess of supply during the Saturday parking beats. The instances where demand exceeded supply are highlighted in the table. In most cases demand exceeded supply by less than 10 vehicles. The road with the greatest number of vehicles over parking capacity was Choumert Road, where demand exceeded supply by 18 vehicles during 19:00 beat, which is 50% greater than the marked out bay capacity for this road. Parking supply on Copeland Road, Bellenden Road, Choumert Grove and Nigel Road is greater than 10 marked out spaces, demand was observed to exceed supply during the 21:00 beat on these roads. Demand on Nigel Road also exceeded capacity during the 06:00 beat, which further suggests parking capacity problems on this road.

Table 5.3: CPZ on-street Saturday - Roads where demand exceeded supply

Road	Space supply	06:00	09:00	12:00	15:00	18:00	21:00
Choumert Road	36	*24*	*25*	***37***	*34*	*35*	***45***
Nigel Road	22	*22*	*10*	*10*	*12*	*19*	***23***
Bellenden Road (south)	16	*15*	*15*	***22***	*13*	*16*	***19***
Bellenden Road (north)	14	*7*	*4*	*7*	*6*	*9*	***15***
Copeland Road	14	*7*	*2*	*1*	*5*	*4*	***17***
Peckham Hill Street	4	*0*	*1*	***5***	*4*	*4*	*2*
Melon Road	3	***4***	*1*	***5***	***4***	*2*	***5***
Goldsmith Road	3	***4***	*0*	*0*	*2*	*0*	***7***
Collyer Place	2	***3***	*0*	***4***	***3***	***5***	***11***
Sumner Road	2	*0*	*0*	***3***	***6***	*0*	*2*
Staffordshire Street	2	*0*	*2*	*0*	*1*	*2*	***3***

5.16 The roads listed in Table 5.4 do not have marked out parking bays with CPZ parking restrictions, but experienced parking and delivery demand during the surveys, which is possibly related to surrounding commercial uses. Similar to the weekday situation, Meeting House Lane to the north-east of the CPZ appears to attract parked vehicles. Consort Road does not have marked-out parking bays but was observed to experience parking demand of up to 6 vehicles at peak times on single and double yellow line restrictions. Sandlings Close is a residential road within the CPZ that has unrestricted parking. Bull Yard and Mission Place are two smaller roads adjacent to Peckham High Street, which perhaps attract vehicles parking to utilise services on Peckham High Street. The roads listed attract fewer vehicles on Saturday than during the weekday.

Table 5.4: On-street, Saturday, peak parking demand on roads without marked parking bays

Road	Maximum parking demand
Meeting House Lane	9
Sandlings Close	7
Consort Road	5
Mission Place	2
Bull Yard	2
Consort Road	1

5.17 The parking demand that may be associated with faith premises within the CPZ requires particular consideration. Peak times for faith premises are associated with specific patterns of worship on Sundays and Fridays which were not days when the surveys were undertaken. It is standard practice that transport data should be collected on neutral days - Tuesday, Wednesday or Thursday within school term time in order that a representative sample of data is collected, it is accepted that travel patterns are different at weekends and that data should be collected on Saturday to obtain a representative sample of weekend transport and travel patterns. Experience suggests that Sundays and Fridays tend to experience traffic and parking conditions lower than weekdays and Saturdays so even if parking associated with faith premises is considered this is not likely to be representative of typical evening parking patterns.

5.18 CPZ restrictions are commonly not in place after 18:30 on weekdays and on Sundays when faith premises are typically in higher demand. Where there are recognised demands for visitor parking associated with faith premises the supply of suitable off-street parking maybe required to accommodate higher numbers of visitors.

CPZ Off-street Demand Surveys – Weekday

5.19 Tables comparing the supply of and demand for off-street parking spaces within the CPZ during the weekday beat surveys are provided in APPENDIX B. The Netto and Choumert Grove car parks were surveyed hourly as part of CPZ sub-region 4, other off-street parking was surveyed on a three hourly basis. The change in space occupancy over time at three hour intervals for each off-street parking site is shown in Figure 5.4.

5.20 The off-street car parks tended to be under capacity during the weekday observations. Management of the off street parking is such that there is little space for parking outside of marked bays; if vehicles do park outside of designated spaces they may incur a considerable fine. Parking volumes during the early morning (06:00) and later in the evening (21:00) were observed to be very low at between 10 and 15% of capacity at each location. By individual site, the peak of space occupancy was observed at the 12:00 at the Aylesham Centre, Copeland Road, Choumert Grove and Cerise Road and could be attributed to a traditional lunchtime peak. The peak in occupancy at the Netto and Lidl sites is 15:00; in our experience this later mid-afternoon peak at these locations is probably normal for supermarket retail sites, but could also be associated with the vicinity of these sites to nearby schools.

5.21 Figure 5.4 shows the Aylesham Centre and Netto car parks have the highest occupancy, reaching around 79% (285/360) and 90% (48/53) occupancy respectively, it is free to park at these sites and they offer a convenient, central location. The Aylesham Centre (with 360 spaces) offers a similar number of spaces to the pay and display town centre car park at Cerise Road (344 spaces), both sites are located centrally, yet Cerise Road has very low occupancy - no greater than around 10% throughout the day. This is likely to be associated with a number of factors, the fact that Cerise Road is pay and display may deter potential users because they have to drive past the free parking at the Aylesham Centre to access Cerise Road, access to the multi-storey is via quite a circuitous route and the general environment of the multi-storey is not very welcoming, lifts are dark and dirty whilst a general lack of activity adds to the unsafe feeling of the area.

5.22 Of the three Council operated pay and display sites, Copeland Road is the most popular in terms of percentage space occupancy, with a peak occupancy of 76% (48/63), the peak occupancy percentage of Choumert Grove is around 35% (44/125).

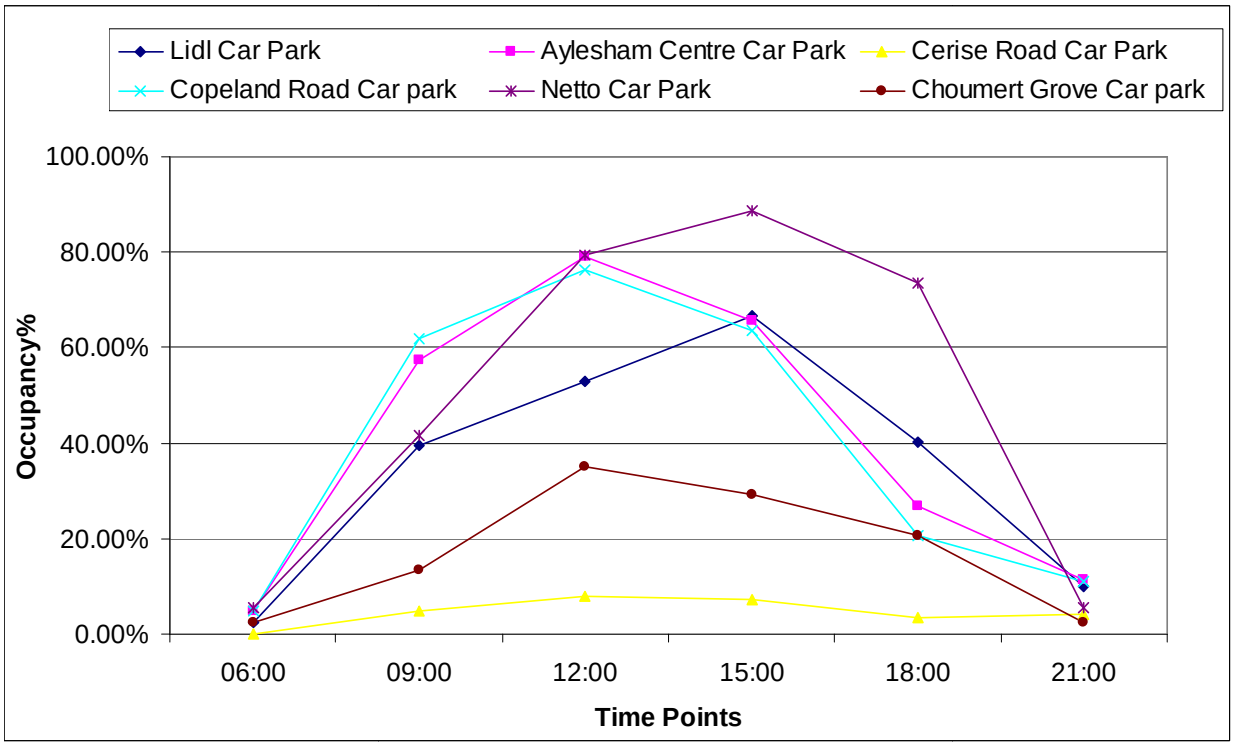
5.23 The peak occupancy at Copeland Road (76%) was observed at 12:00, as shown in Figure 5.2 the on street parking in the area surrounding this car park was under capacity throughout the weekday observations and is generally restricted to permit holders.

5.24 The Cerise Road multi-storey has particularly low levels of occupancy, the on-street parking around this area was also observed to have low levels of parking and is again restricted to permit holders. The Aylesham Centre car park is 79% occupied at peak time and may be perceived as being more convenient than Cerise Road, it is also free of charge and in closer vicinity to town centre destinations. There are also few viable on street parking options in the immediate area surrounding the Aylesham Centre.

5.25 Our observations show that Choumert Grove off-street car park tends to have low levels of parking throughout the day, with peak occupancy of 35% at 12:00 noon. In the immediate vicinity, Chadwick Grove and Blenhiem Grove primarily provide parking for permit holders. Some pay and display on-street parking is provided on Choumert Road and Choumert Grove. During the day between 06:00 and 15:00, although not observed to reach capacity, the survey shows that parking on both streets tends to be at least 50% of capacity. Permit holder only parking restrictions on Choumert Road and Choumert Grove end at 18:30, this correlates with a reduction in parking in Choumert Grove off-street car park and increase in on-street parking with 37 vehicles parked on Choumert Road at 18:00 and 34 vehicles parked on Chourmert Grove at 21:00.

5.26 The Netto Car Park has quite high occupancy throughout the day reaching a peak of 90% at 15:00. Adjacent on street parking on Alpha Street and Sternhall Lane is for permit holders only during the day and hence is not as attractive as the free off street parking at Netto - this though may purely be linked to the popularity of the store and the relatively small car park they provide. The occupancy on these streets is no more than 80% at its peak.

Figure 5.4: Weekday Off Street Parking Demand Profile



5.27 The fall in off-street parking occupancy after 18:00 and the slight rise in on-street parking demand after 18:00 (Figure 5.1) could be associated with the end of CPZ restrictions from 18:30 onwards, it is effectively free to park in CPZ bays during the evening.

5.28 Equally a portion of the peak in off-street parking during the day could be linked to the fact that off-street pay and display parking costs less than on-street pay and display during the hours of CPZ operation.

CPZ Off-street Demand Surveys - Saturday

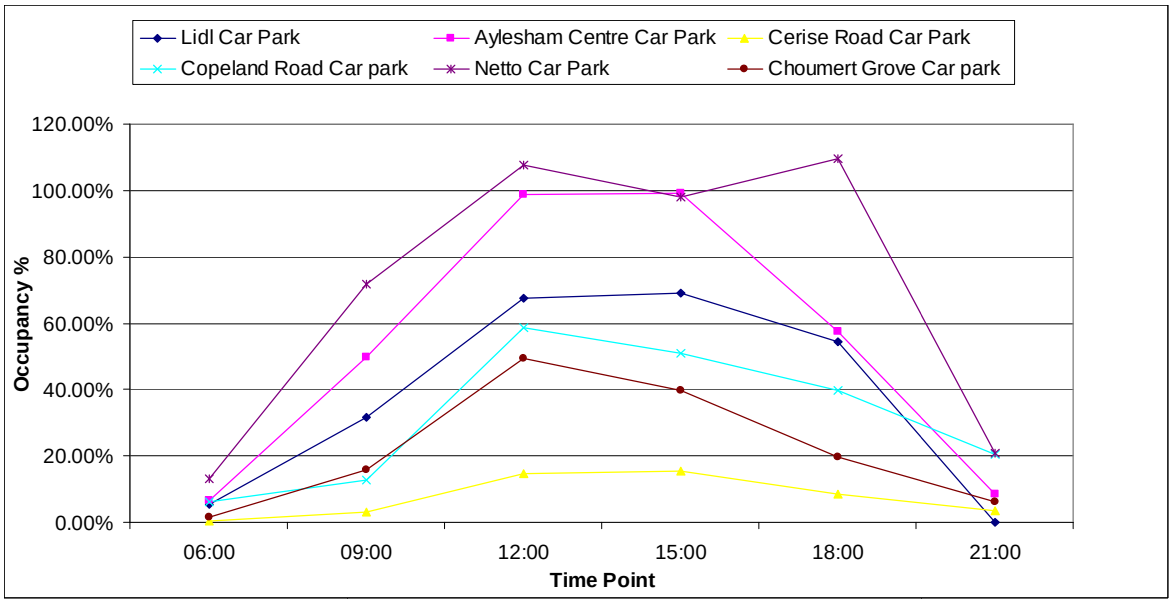
5.29 The change in occupancy levels of the car parks over time on Saturday is shown in Figure 5.5. As was observed during the weekday surveys, the Aylesham Centre and Netto car parks have the highest percentage occupancy. The Aylesham Centre car park was just under capacity during the 12:00 and 15:00 beats, at 15:00 a total of 357 vehicles were observed in the 360 capacity car park. The hourly beats suggest that Netto is over capacity at 12:00, 13:00 and 14:00 and at 17:00 and 18:00, at 12:00, 57 vehicles were observed in the 53 space capacity car park. The peak of space occupancy for other car parks was observed at 12:00. In terms of occupancy percentage, Copeland Road is again the most popular Council operated car park, Cerise Road has the lowest occupancy at no more than 20% during the Saturday surveys.

5.30 The Copeland Road car park has a peak occupancy of 60% at 12:00. On-street parking around Copeland Road was observed over capacity at 21:00 when CPZ restrictions have been lifted. The Cerise Road car park has really low occupancy. The on street parking in the vicinity of both of these car parks tends to be under capacity and is permit holder only.

5.31 During Saturday, Choumert Grove car park has generally low occupancy at no more than 55% throughout the day. Choumert Road on-street parking was over capacity at 12:00 and 21:00.

5.32 The Netto car park was over capacity during the afternoon. The on-street parking close to it on Alpha Street and Sternhall Lane is not as attractive as the free off street parking. The occupancy on both streets is no more than 80%.

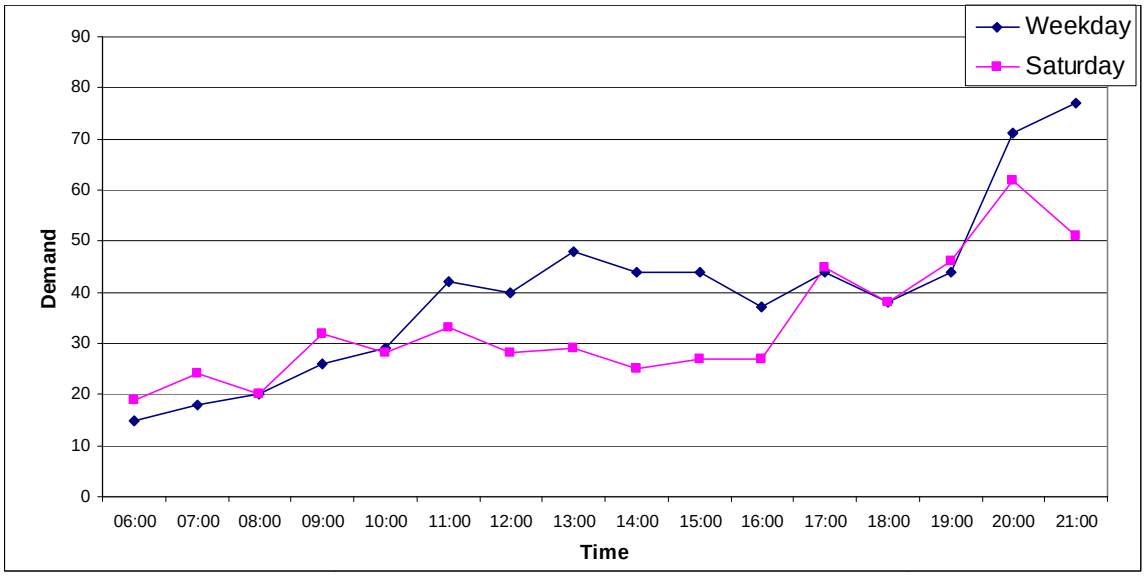
Figure 5.5: Saturday Off Street Parking Demand Profile



Rye Lane Demand Survey - Weekday and Saturday

5.33 The specific results of the parking demand surveys for Rye Lane/Peckham Rye are summarised by hour in APPENDIX B. The parking demand combines the total number of vehicles parked in marked out bays and those parked/loading on single and double yellow line or red route restrictions. As such, a road could have parking demand in excess of supply, but this does not necessarily indicate that all of the available parking bays are occupied. The change in parking demand over time for Rye Lane/Peckham Rye as a whole is shown in Figure 5.6.

Figure 5.6: Weekday & Saturday Rye Lane/Peckham Rye Parking Demand Profile



5.34 Rye Lane/Peckham Rye and its side roads provide 58 parking and delivery/loading spaces, 51 of which are located on Rye Lane/Peckham Rye. During the weekday, the lowest demand (15 vehicles) was observed at 06:00, rising steadily throughout the day to the maximum demand at 21:00 (77 vehicles). At 20:00 and 21:00 the demand for parking and delivery spaces exceeds supply.

5.35 On Saturday, the lowest demand was again observed at 06:00 (19 vehicles); the highest demand (62 vehicles) was observed at 20:00. The parking/delivery spaces on Rye Lane/Peckham Rye are mainly loading bays, Blue Badge holder bays and Pay & Display spaces. The weekday and Saturday have different demand profiles on Rye Lane; demand is greater on Saturday during the early morning (between 06:00 and 09:00) than on a weekday, this could be related to retail premises taking deliveries earlier on a Saturday. There is a peak in demand between 10:00 and 16:00 during the weekday, this may be related to retailers taking deliveries outside of the normal morning peak during the week; comparatively, demand is lower on Saturday during this mid-day period. Parking and delivery demand rises steadily between 18:00 and 20:00 for both the weekday and Saturday. On Saturday demand reduces slightly at 21:00, whereas the opposite is true during the weekday when peak demand is reached at this time.

5.36 During the weekday, parking demand on Rye Lane/Peckham Rye and adjacent side streets tended to be below the capacity provided by marked out bays. Parking demand was greater than supply at 12:00, 13:00, 20:00 and 21:00. Table 5.5 shows the parking demand on the roads that have marked out bays provided. The side roads have only a limited number of marked out bays and no more than 1 or 2 vehicles were observed parking in the 30m stretches of road surveyed. According to the duration surveys (Paragraph 5.59), most of this parking is short term and tends to be no more than 1 hour.

Table 5.5: Rye Lane/Peckham Rye weekday - parking/delivery space demand and supply

Road name		Rye Lane	Peckham Rye (E)	Holly Grove	Peckham High Street	Elm Grove
Total Supply		**34**	**17**	**4**	**2**	**1**
Time	06:00	7	7	0	0	0
	07:00	9	6	1	0	0
	08:00	11	7	1	0	0
	09:00	17	6	1	0	0
	10:00	20	5	1	0	1
	11:00	31	3	1	0	1
	12:00	***35***	2	2	0	0
	13:00	***36***	5	2	0	1
	14:00	30	5	2	0	1
	15:00	29	6	2	1	1
	16:00	26	4	1	2	1
	17:00	31	3	1	1	0
	18:00	28	4	1	0	***2***
	19:00	34	7	1	0	0
	20:00	***44***	***21***	1	1	0
	21:00	***46***	***21***	2	0	1

5.37 Table 5.6 summarises instances of parking demand on roads adjacent to Rye Lane which do not have marked out bays.

Table 5.6: Rye Lane/Peckham Rye weekday - parking/delivery activity on roads without marked bays

Road name		Highshore Road	Peckham Rye (W)	Scylla Road	Phillip Walk	Nigel Road	Atwell Road	Heaton Road	Parkstone Road	Bournemouth Road
Total Supply		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Time	06:00	0	0	0	0	0	***1***	0	0	0
	07:00	0	0	***1***	0	0	***1***	0	0	0
	08:00	0	0	0	0	0	***1***	0	0	0
	09:00	***1***	0	***1***	0	0	0	0	0	0
	10:00	0	0	0	***1***	0	***1***	0	0	0
	11:00	***1***	0	***1***	***2***	***1***	***1***	0	0	0
	12:00	0	0	0	0	0	***1***	0	0	0
	13:00	***1***	***1***	***1***	0	0	***1***	0	0	0
	14:00	***1***	0	0	***4***	0	***1***	0	0	0
	15:00	***2***	0	***1***	***1***	0	***1***	0	0	0
	16:00	0	***1***	0	***1***	0	***1***	0	0	0
	17:00	0	***1***	***1***	***5***	0	***1***	0	0	0
	18:00	0	0	0	***3***	0	0	0	0	0
	19:00	0	0	***1***	***1***	0	0	0	0	0
	20:00	0	***1***	0	***3***	0	0	0	0	0
	21:00	0	***2***	***1***	***3***	0	***1***	0	0	0

5.38 Table 5.7 shows the parking demand on a Saturday for Rye Lane/Peckham Rye and adjacent roads with marked out bay provided. Rye Lane was below capacity throughout most of the day, only having parking demand in excess of supply in the evening at 20:00 by 5 vehicles.

Table 5.7: Rye Lane/Peckham Rye Saturday - parking/delivery space demand and supply

Road Name		Rye Lane	Peckham Rye (E)	Holly Grove	Peckham High Street	Elm Grove
Total Supply		**34**	**17**	**4**	**2**	**1**
Time	06:00	12	6	0	0	0
	07:00	15	6	2	0	0
	08:00	13	5	2	0	0
	09:00	21	4	1	0	1
	10:00	20	3	2	0	1
	11:00	21	3	2	0	1
	12:00	19	3	2	0	1
	13:00	19	4	1	0	1
	14:00	16	2	0	0	***2***
	15:00	21	0	0	0	1
	16:00	18	4	0	0	1
	17:00	31	8	0	0	***4***
	18:00	22	10	2	0	***2***
	19:00	28	11	1	0	***2***
	20:00	***39***	15	1	0	1
	21:00	33	10	3	0	***2***

5.39 Table 5.8 summarises instances of parking demand on roads adjacent to Rye Lane which do not have marked out bays for Saturday.

Table 5.8: Rye Lane/Peckham Rye Saturday - parking/delivery activity on roads without marked bays

Road name		Highshore Road	Peckham Rye (W)	Scylla Road	Phillip Walk	Nigel Road	Atwell Road	Heaton Road	Parkstone Road	Bournmouth Road
Total Supply		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Time	06:00	0	0	0	0	0	***1***	0	0	0
	07:00	0	0	***1***	0	0	0	0	0	0
	08:00	0	0	0	0	0	0	0	0	0
	09:00	0	0	***1***	0	0	***1***	0	0	0
	10:00	0	0	0	***1***	0	***1***	0	0	0
	11:00	***1***	0	***1***	***3***	0	***1***	0	0	0
	12:00	***2***	0	0	0	0	***1***	0	0	0
	13:00	***2***	0	***1***	0	0	***1***	0	0	0
	14:00	***4***	0	0	0	0	***1***	0	0	0
	15:00	***3***	0	***1***	0	0	***1***	0	0	0
	16:00	***1***	0	0	0	***1***	***1***	***1***	0	0
	17:00	0	0	***1***	0	0	***1***	0	0	0
	18:00	0	0	0	***1***	0	***1***	0	0	0
	19:00	0	***1***	***1***	0	0	***2***	0	0	0
	20:00	***1***	***1***	0	***2***	0	***2***	0	0	0
	21:00	0	***1***	***1***	0	0	***1***	0	0	0

Rye Lane Detailed Parking Activity Observations - Weekday and Saturday

5.40 Detailed parking activity observations along Rye Lane were carried out between 06:00 and 21:00, during these 15 hours observations were made at 15 minute intervals, a total of 60 parking beats were recorded during the weekday and Saturday surveys. The vehicle registration number, precise location and parking classification or restriction in-place were recorded. The pay & display parking bays to the south of Rye Lane were not included in this element of the survey. Table 5.9 and Table 5.10 summarise cumulative parking and loading activity (instances of parking or loading) on Rye lane and Peckham Rye throughout the survey rather than number of individual vehicles. The survey recorded number of vehicles parked at 15 minute between 06:00 and 21:00, including location of parking. If a vehicle parked at 6:00 and 19:00 in the area, it will be counted as 2 parking instances.

5.41 Table 5.9 summarises the parking, loading and delivery activities recorded during the weekday survey. The classifications are either:

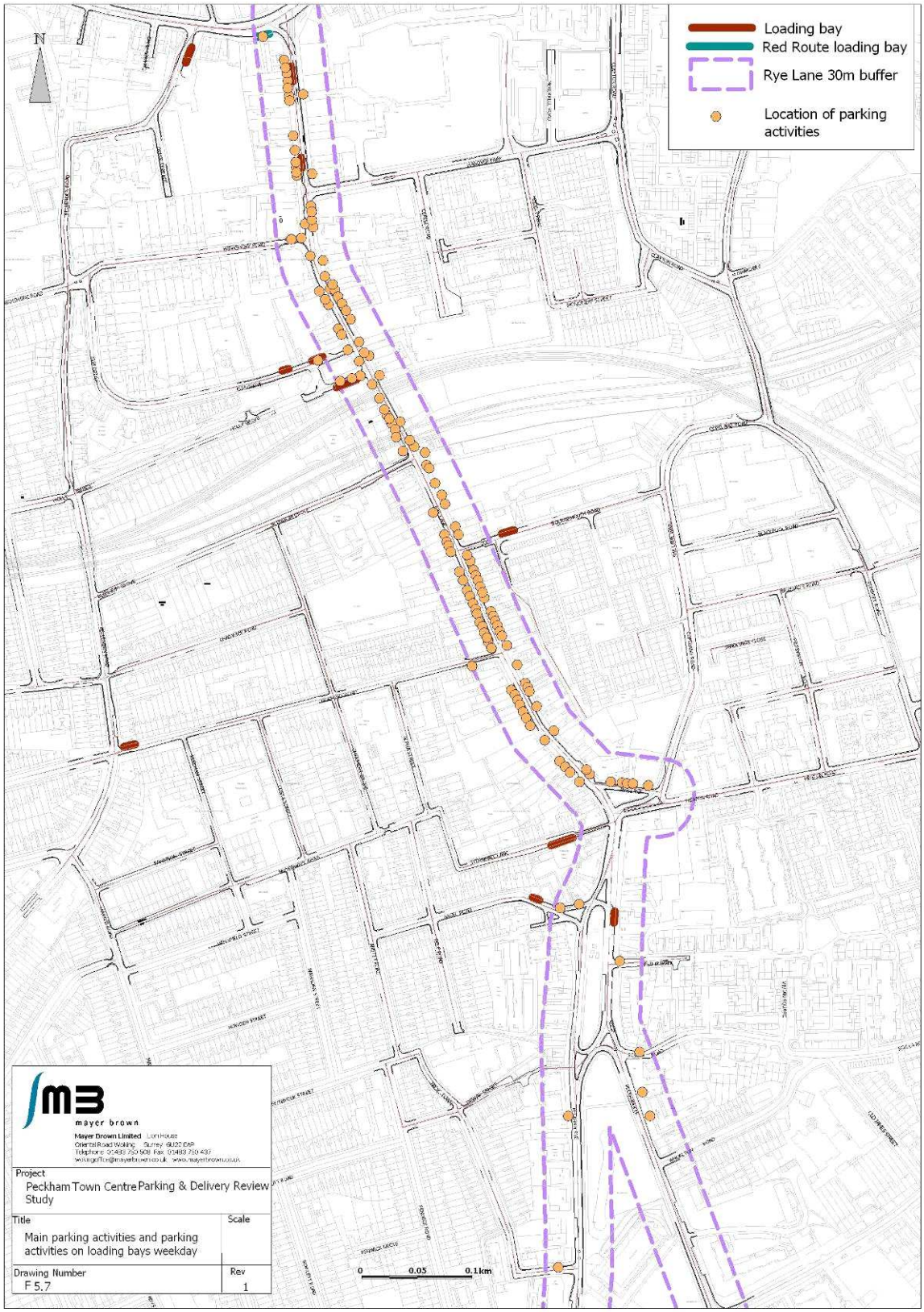
- stopped/parked in loading bay
- stopped/parked red route bay
- locations where vehicles were stopped/parked on more than 8 eight occasions
- all other parking/loading activities.

Table 5.9: Parking Activity Count Weekday

	Area Breakdown	Loading Bay	Red Route Loading	Parking count at one location>8	Others	Total
A1	Rye Lane, northern intersection with Peckham High Street to and including Highshore Road	45	18	12	24	99
A2	Rye Lane, Highshore Road south to 2nd railway bridge	31	0	23	61	115
A3	Rye Lane, bridge to (and including) Atwell Road	0	0	0	81	81
A4	Rye Lane, Atwell Road south to Sternhall Lane junction	0	0	24	83	107
A5	Rye Lane, Sternhall Lane to (and including) Scylla Road	0	0	0	5	5
A6	Peckham Rye either side of green south to East Dulwich Road	0	0	0	5	5
	Total	76	18	59	259	412

5.42 Figure 5.7 shows all the locations where parking was observed on Rye Lane during a weekday. The purple line (Rye Lane 30M buffer) specifies the area covered by Rye Lane Survey. Most parking occurs between Highshore Road and Sternhall Lane. The most attractive locations are between Highshore Road and Atwell Road, the train station is likely to be an attractive destination for users parking at these locations.

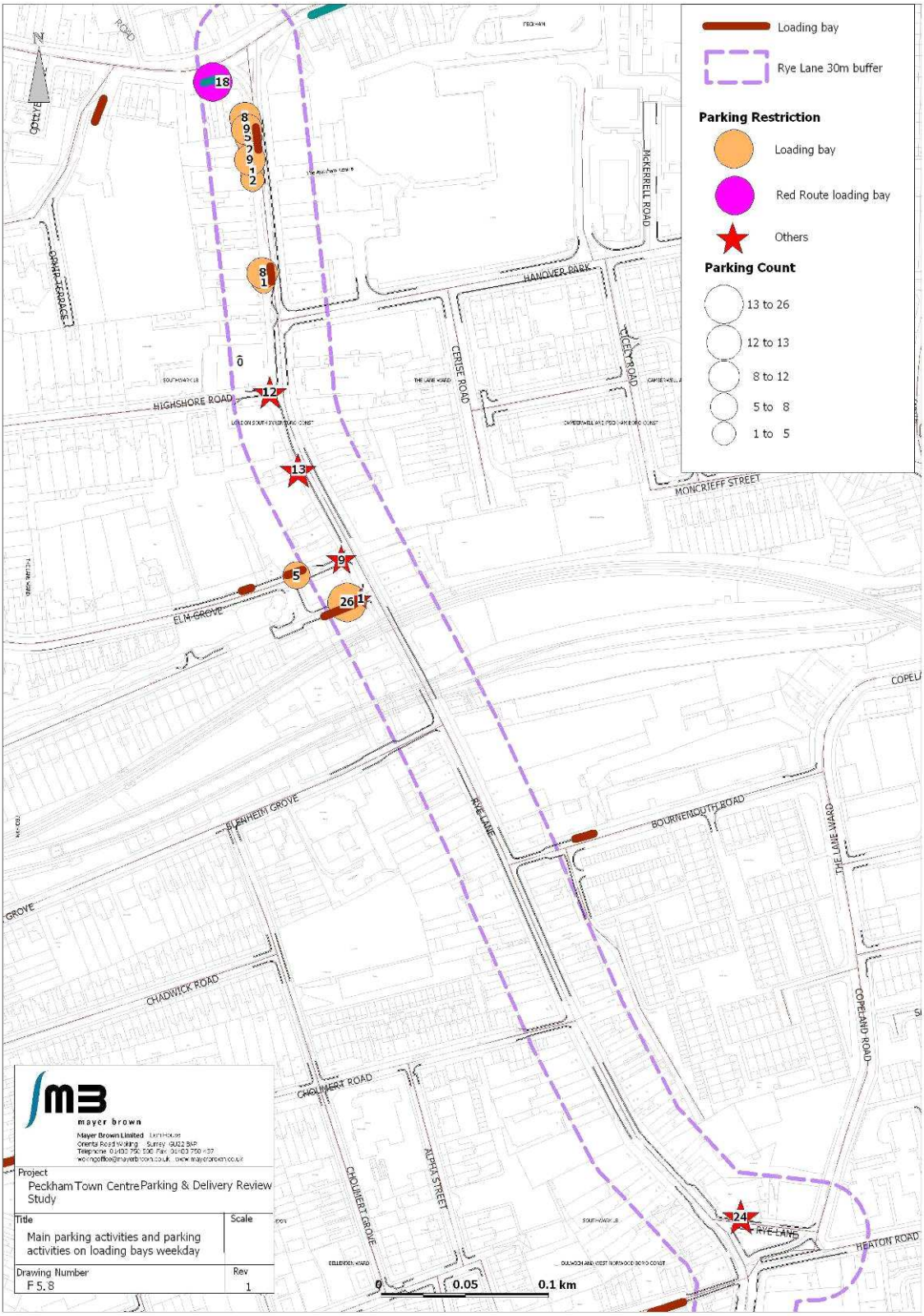
Figure 5.7: Summary of parking activity locations - Weekday



5.43 Figure 5.8 shows the location of loading and parking activities on Rye Lane during the weekday. Parking activity is greatest between Peckham High Street and Peckham Rye railway station. There are two large marked out loading bays on Rye Lane opposite the Aylesham Centre, each with a capacity of ~3 medium goods vehicles. Both of these bays are well used during the day.

5.44 Specific locations where parking/loading activities total less than 8 during the survey are not shown in Figure 5.8. The northern most loading bay on Rye Lane, immediately opposite the Aylesham Centre pedestrian entrance was observed to be in use on 36 separate occasions during the day. Activity in the loading bay just to the north of Hanover Park was less frequent, 9 instances of parking/loading were observed. The loading area on Holly Grove adjacent to the Iceland supermarket was also observed to be quite busy, a total of 26 instances of parking/loading were recorded in this bay. The loading bay on Elm Grove is less busy; only 5 parking/loading activities were recorded during the 15 hours of the survey. The red route loading bay on Peckham High Street to the immediate north of Rye Lane had 18 parking/loading activities during the survey. General loading bay occupancy is for less than 15 minutes, vehicles observed during one beat were likely to have departed by the next beat.

Figure 5.8: Summary of main parking and loading activity locations - Weekday



5.45 Loading/parking activity on Rye Lane between Highshore Road and Elm Grove was greater than at other locations without marked out bays, with 12 separate observations recorded at the end of Highshore Road, 9 at the end of Elm Grove and 13 outside of the Rye Lane Market building. The retail outlets and Peckham Rye Station could be associated with the short stay loading and pick-up and drop-off activity here. Although 81 instances of parking/loading activity to the south of the railway bridge were observed, the activity is not specific to any single location. Further along Rye Lane, adjacent to Barclays Bank, 24 instances of parking/loading activity were observed during the day. The majority of the parking/loading activity was recorded on Rye Lane, in total only 10 instances of parking/loading were recorded on Peckham Rye, all of which were parking on double or single yellow lines.

5.46 Table 5.10 summarises the parking and loading activity on Rye Lane and Peckham Rye. In total the instances of parking and loading during Saturday were fewer than during the weekday. Again, most of the parking activity is located on Rye Lane, only 6 instances of parking/loading were observed on Peckham Rye, all of which were parking on double and single yellow lines.

Table 5.10: Parking activity count Saturday

	Area Breakdown	Loading Bay	Red Route Loading	Parking count at one location>8	Others	Total
A1	Rye Lane, from top to (and including) Highshore Road	26	0	18	9	53
A2	Rye Lane, Highshore Road south to 2nd railway bridge	52	0	27	28	107
A3	Rye Lane, bridge to (and including) Atwell Road	0	0	0	99	99
A4	Rye Lane, Atwell Road south to Sternhall Lane junction	0	0	28	44	72
A5	Rye Lane, Sternhall Lane to (and including) Scylla Road	0	0	0	4	4
A6	Peckham Rye either side of green south to East Dulwich Road	0	0	0	2	2
	Total	78	0	73	186	337

5.47 Figure 5.9 shows the various locations of parking activity along Rye Lane during the Saturday survey. The greatest volume of parking occurs between Highshore Road and Sternhall Lane. From the map, the most attractive locations are to the southern end of Rye Lane, between the railway bridge and Atwell Road. Between Highshore Road and the railway there are fewer designated parking bays, but a significant volume of parking activity was recorded at some of locations. Compared to the weekday, fewer parking locations and generally less parking was recorded during Saturday along Rye Lane, and this was particularly true adjacent to the train station.

Figure 5.9: Summary of parking activity locations - Saturday

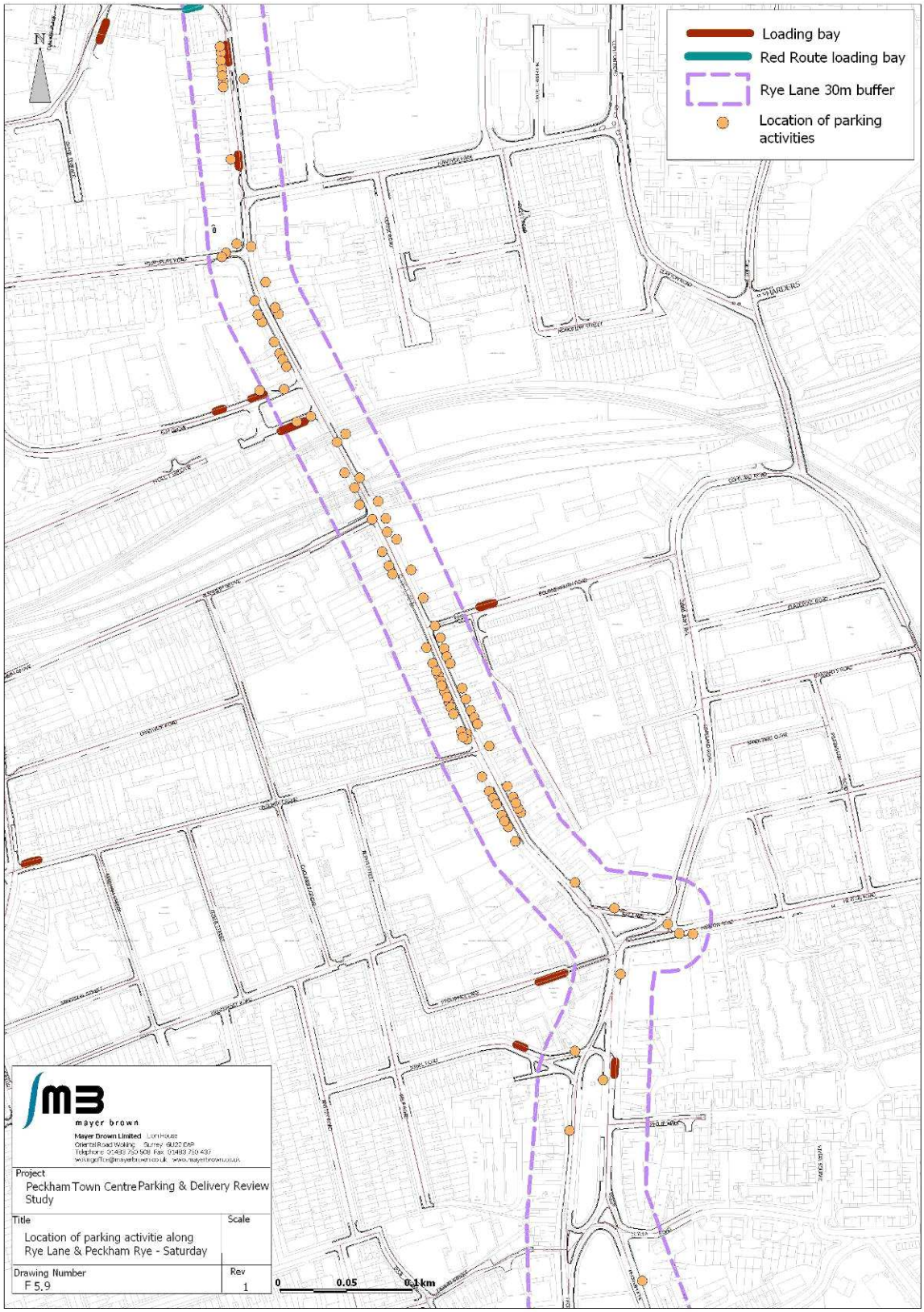
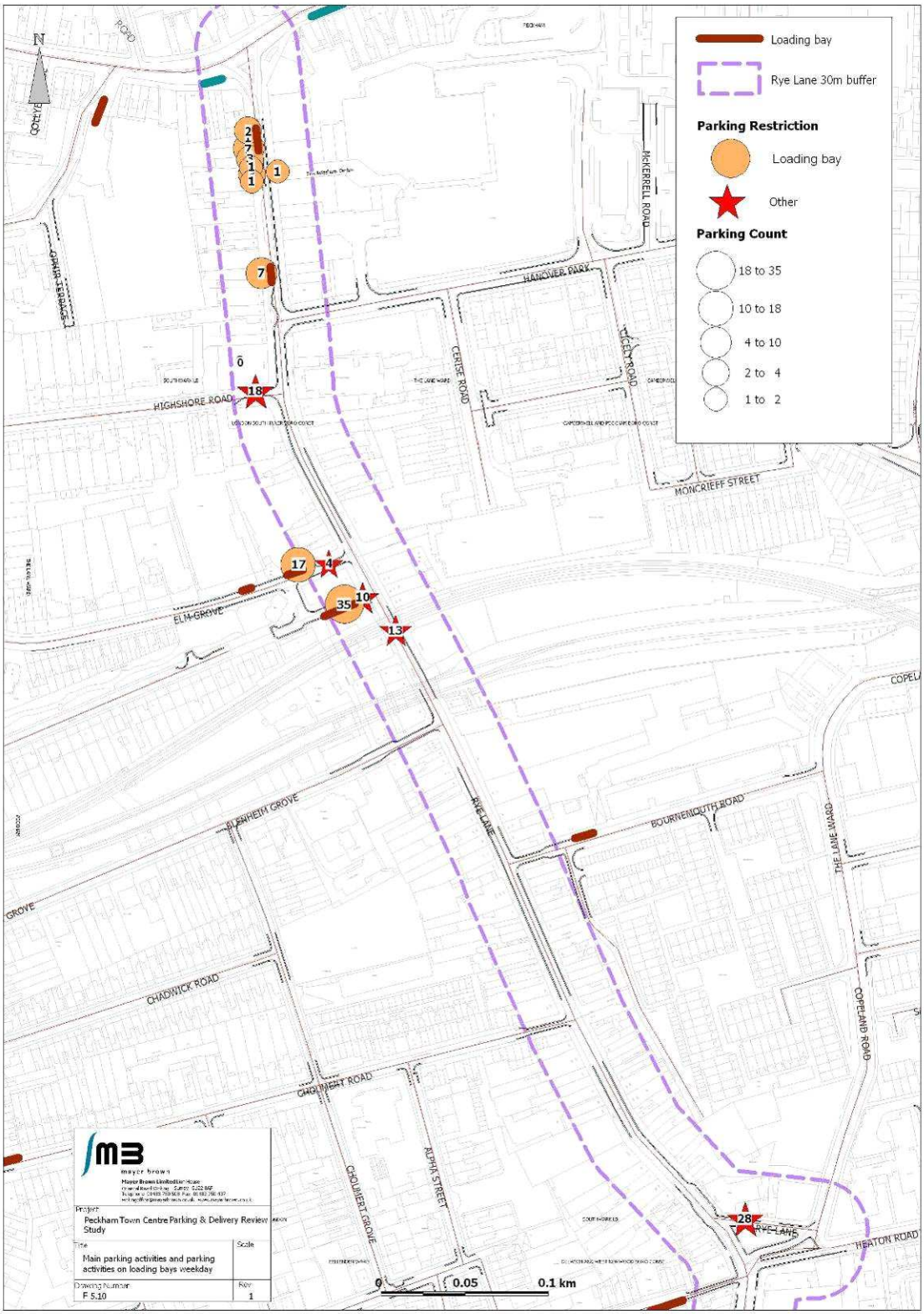


Figure 5.10: Summary of main parking and loading activity locations - Saturday



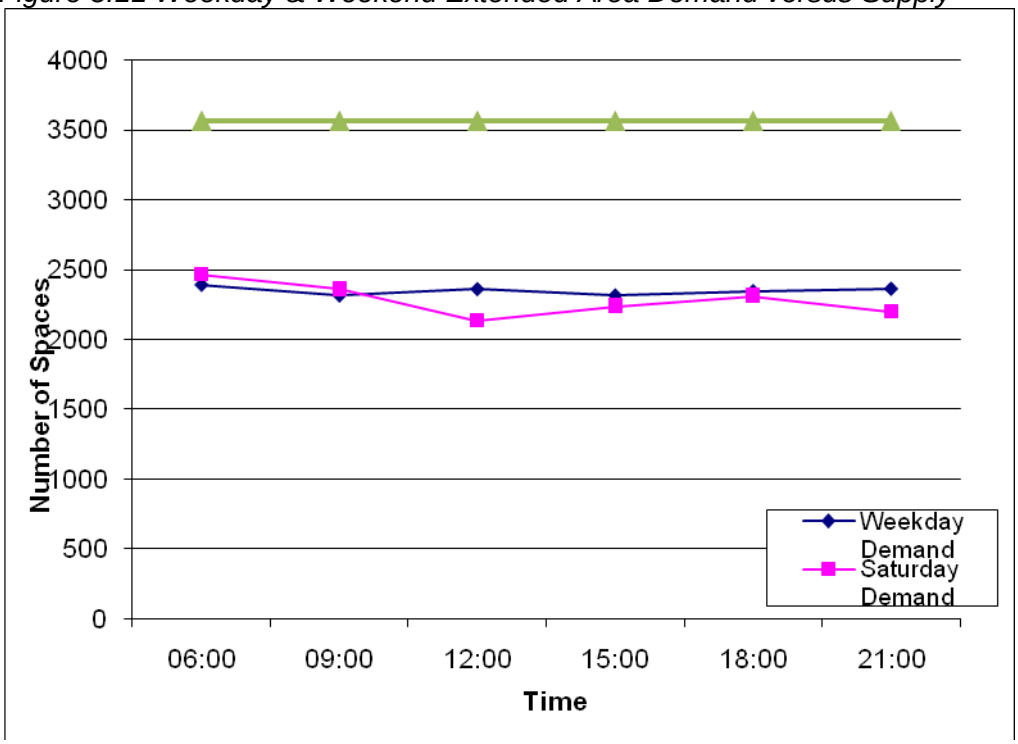
5.48 Figure 5.10 shows the location of parking and loading activity along Rye Lane during Saturday, the locations were the greatest activity was observed is similar to the weekday. Most of the parking/loading activity is on Rye lane between Peckham High Street and Peckham Rye Station. Again both of the loading bays adjacent to the Aylesham Centre on Rye Lane are well used during Saturday. A total of 19 parking/loading activities were recorded in the northern loading bay and 7 in the southern loading bay. Loading and parking activity in these bays is less than during the weekday. The loading bays on Holly Grove adjacent to Iceland and on Elm Grove are busier on Saturday. In all 35 parking/loading activities were recorded on Holly Grove, 17 on Elm Grove. Parking and loading in the red route loading bay on Peckham High Street was not observed during Saturday.

On-street Demand Surveys Outside of the CPZ - Weekday

5.49 Kerbside parking on roads surveyed outside of the CPZ is regulated in accordance with the rules of the Highway Code, parking restrictions in place are a combination of single yellow and red lines signifying no waiting at the specified times and ‘keep clear’ markings. Parking demand is the total number of vehicles parked at each beat interval.

5.50 A summary of the total number of on-street parking spaces counted in the area outside the CPZ (supply) compared with the total number of parked vehicles (demand) within the area broken down by individual road for the weekday is provided in APPENDIX B. The change in demand over-time is shown in Figure 5.11. During the weekday surveys demand tended to be around 2300, demand across the area tends to quite consistent throughout the day. The peak of demand was observed at the 06:00 beat when 2388 vehicles were parked in the area.

Figure 5.11 Weekday & Weekend Extended Area Demand versus Supply



5.51 The majority of roads were observed to be under parking capacity throughout the weekday survey, the maximum space occupancy for each road during the survey is shown in Figure 5.2. Roads immediately adjacent to the CPZ tend to have maximum parking/delivery space occupancy of between 70 - 100% of capacity.

5.52 Furley Road (south) to the north east of the CPZ and Sturdy Road to the east were the only roads outside the CPZ observed to exceed measured capacity. Table 5.11 shows the demands on these roads and the demand exceeding capacity during the weekday beats is highlighted. Furley Road (south) was 26 vehicles over calculated capacity at 06:00, which suggests residents park particularly tightly or that the resident parking supply is significantly below the requirements of this road. Sturdy Road was observed to be over measured capacity by 3 vehicles at 09:00 and 2 vehicles at 15:00.

5.53 The survey company noted that a weekday evening church service in Whorlton Road (to the south-east of the CPZ) greatly increased the amount of traffic in the South West area at 18:00 and 21:00. The parking occupancy in Whorlton Road was 32 (52.1%) at 18:00 and 44 (71.7%) at 21:00, whilst still under capacity, this is a notable increase in demand on a specific road.

Table 5.11: Roads where parking demand is greater than measured supply - Weekday

Road	Space supply	06:00	09:00	12:00	15:00	18:00	21:00
Furley Road (South)	61	***87***	57	52	50	55	53
Sturdy Road	27	24	***30***	27	***29***	24	21

On-street Demand Surveys Outside of the CPZ - Saturday

5.54 The calculated number of on-street parking spaces outside of the CPZ compared with the total number of parked vehicles by individual road for Saturday is provided in APPENDIX B. The profile of change in demand for the CPZ as a whole is shown in Figure 5.11. The peak of space demand was observed during the first beat at 06:00 when demand was 2465 this is likely to be attributable to resident parking. The lowest demand was observed at 12:00 beat when the demand was 2136.

5.55 The majority of roads were observed to be under calculated capacity throughout the day. Table 5.12 shows the roads which were observed have demand in excess of calculated supply during Saturday. Ellery Street was observed to be over capacity by 19 vehicles at 09:00 and Whorlton Road was observed to be over capacity by 9 vehicles at 21:00, which indicates the resident parking facilities are potentially below requirements on these roads. The number of vehicles greater than parking capacity on Marmont Road and Sturdy Road is less than 4 vehicles.

Table 5.12: Roads where parking demand is greater than measured supply - Saturday

Road	Space supply	06:00	09:00	12:00	15:00	18:00	21:00
Whorlton Road	**61**	35	32	30	33	33	***70***
Marmont Road	**56**	56	***60***	51	50	51	39
Ellery Street	**36**	28	***55***	27	27	24	22
Sturdy Road	**27**	27	***28***	27	***31***	25	16

5.56 Figure 5.3 reveals that maximum parking space occupancy on the majority of roads just outside the CPZ boundary tends to be between 70 and 100% of calculated capacity. This pattern is more evident on Saturday than for the weekday.

Summary of Parking Demand Observations

5.57 Surveyed parking demand observations suggest:

- The majority of roads within the CPZ and the areas adjacent to the CPZ were under parking capacity during the weekday and Saturday.
- More roads within the CPZ are over capacity than in the extended area, this is to be expected as there are no genuine restrictions within the extended area other than the kerb space available.
- Peak parking/delivery space demand for the CPZ was observed at 21:00, which is outside of the operation of CPZ parking restrictions.
- The peak of demand for the area outside the CPZ is at 06:00, but remains fairly consistent throughout the day according to the survey.

5.58 Survey observations of off-street show that:

- The CPZ on-street parking has a different demand profile to the off-street parking.
- Off-street parking experiences a genuine daytime peak in space occupancy at 12:00 and 15:00.
- The Netto and Aylesham Centre car parks were both observed to be at or marginally over capacity during the Saturday survey.
- The privately operated car parks associated with retail uses tend to have higher occupancy in percentage terms than the Council car parks.
- Of the Council operated sites, Copeland Road is the most popular in terms of occupancy percentage. The Cerise Road multi-storey car park is very lightly used, with the survey company noting that use is almost totally confined to the ground floor level, there appeared to be a general reluctance to use any of the upper floors.

CPZ On-Street Duration of Stay Surveys - Weekday

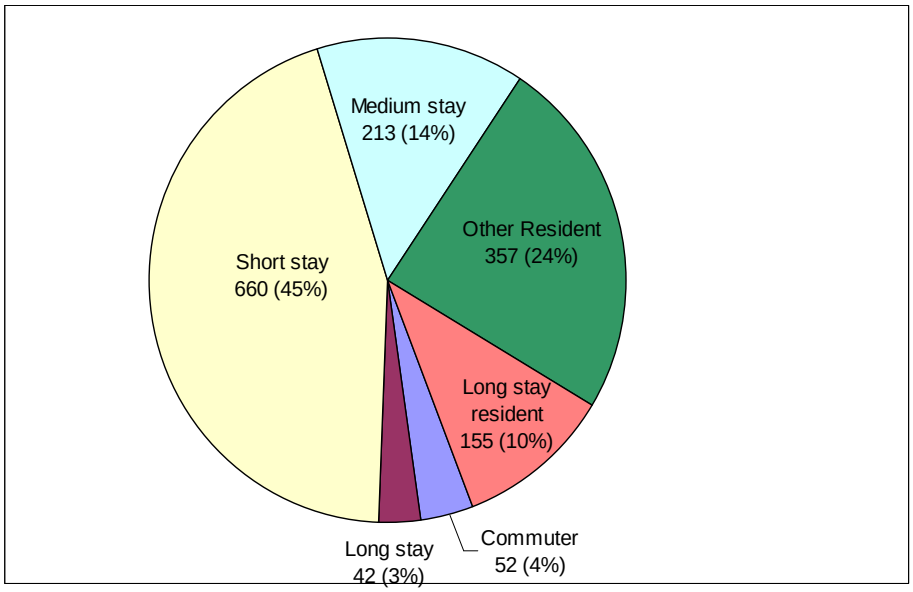
5.59 The parking beat survey was also used to classify vehicle duration of stay by identifying parking location, time and vehicle registration details. The categories used to define duration of parking are set out below:

- Resident - vehicles parked at 06:00 are assumed to be resident overnight stays.
- Long-stay resident - cars parked for 9 hours at 06:00, 09:00, 12:00 and 15:00.
- Short Stay - vehicles staying less than 3 hours counted only once at 0900, 1200, 1500 or 1800.
- Medium Stay - vehicles counted on two successive beats staying between 3 and 6 hours ie 0600 and 0900, 0900 and 1200, 1200 and 1500, 1500 and 1800 or 1800 and 2100.
- Long Stay - vehicles staying between 6 and 9 hours counted at 0900, 1200, 1500 and 1800 or vehicles counted at 1200, 1500, 1800 and 2100.
- Commuter - three kinds of commuters are specified. Vehicles counted at 0900, 1200 and 1500 staying for over 6 hours are classified as 'Morning commuters'; Vehicles counted at 1200, 1500 and 1800 staying for over 6 hours are classified as 'Lunch commuters'; Vehicles counted at 1500, 1800 and 2100 staying for over 6 hours are classified as 'Evening commuters'.

5.60 The 3-hourly beat cycle means that the duration of stay observations are quite coarse and would not record vehicles which were present for one beat, before moving and returning to the same space within the following three hours prior to the next beat. However, this does show and overall need for a particular space throughout the day enabling us to build a strategic picture of the prevailing parking demand. Equally this data collection method does not take account of vehicles staying for less than three hours.

5.61 Total parked vehicle numbers by duration of stay classification within the CPZ are shown in Figure 5.12, all vehicles parked are considered in this diagram regardless of whether they are parked in marked out bays or not. Short stay vehicles parked for less than three hours account for 45% of the total vehicles parked in the CPZ. The total number of vehicles classified as residents total just under 35% of vehicles. Vehicles parked for between three and six hours (medium stay) make-up 14% of the total vehicles. Commuter and long stay parking total less than 100 (7%) vehicles during the weekday.

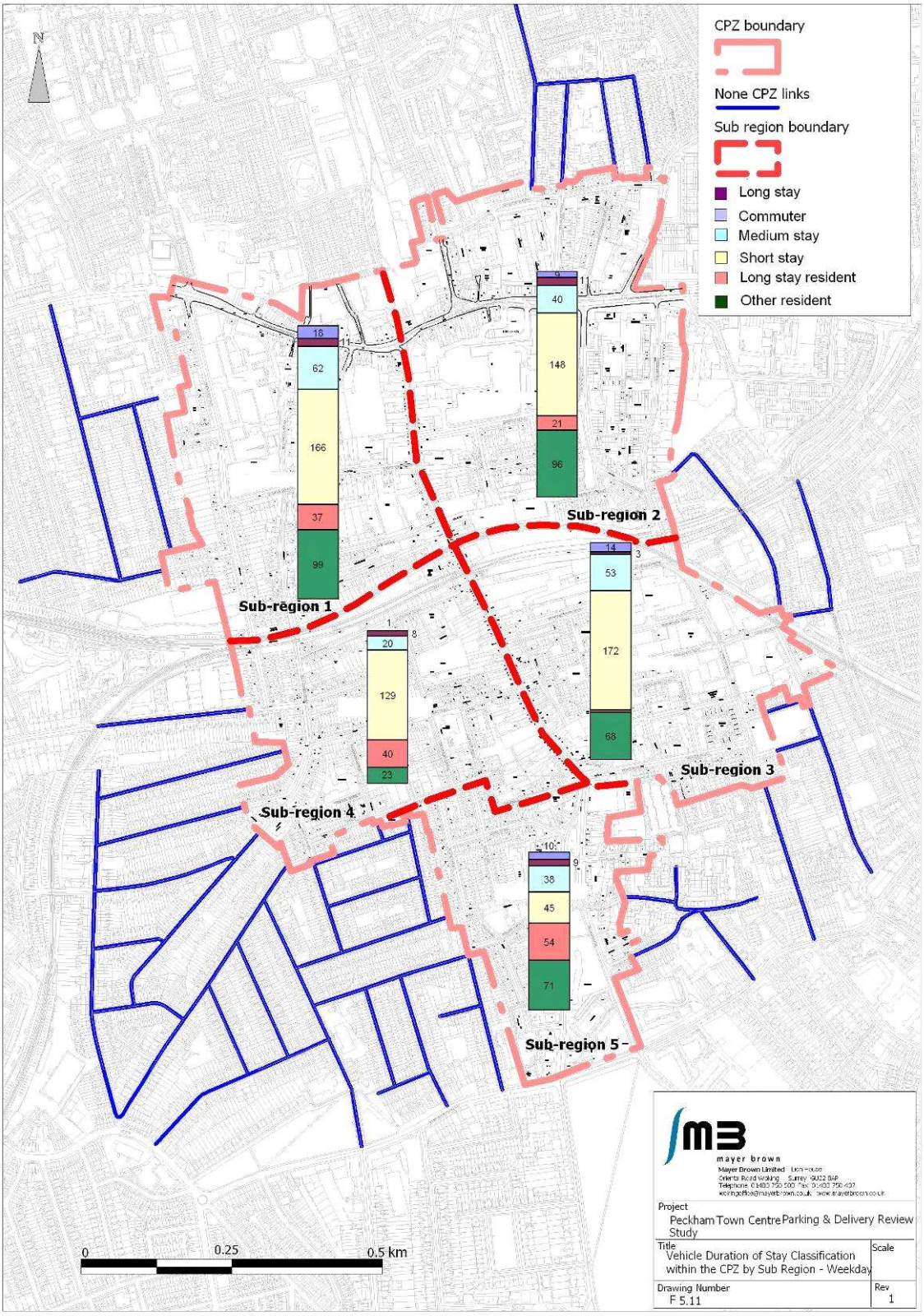
Figure 5.12: On-Street Parking Duration Composition within the CPZ – Weekday



5.62 Across the CPZ a total of 1479 vehicles were recorded parking or loading in marked bays throughout the day, an additional 338 (22.9%) vehicles were observed parking/delivering outside of marked bays. Detailed parking duration for each sub region within CPZ area is listed in APPENDIX B. As a whole, of the vehicles parked in marked out CPZ bays, 38% (432) were classified as short stay and 38% (436) were residents. Only 41 (4%) vehicles parked in marked out bays fell into the long stay category.

5.63 Figure 5.13 shows the total number of vehicles by duration of stay category for each sub region. The parking class composition of sub regions 1, 2, 3 and 4 is consistent with the composition of the whole CPZ area. In Sub region 5, over 50% (125) of the parking is resident parking. Across the CPZ, most of the parking outside of marked bays (67%, 228) is short stay; only one vehicle parked outside of a marked bay fell into the long stay category.

Figure 5.13: Vehicle Duration of Stay Classification within the CPZ by Sub Region - Weekday

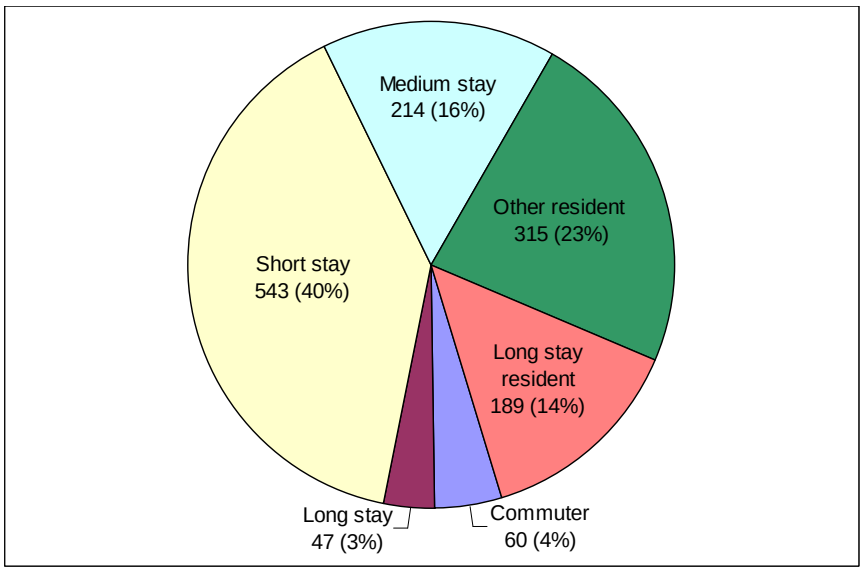


CPZ On-Street Duration of Stay Surveys - Saturday

5.64 Parked/delivery vehicle duration of stay classification within the CPZ for Saturday is shown in Figure 5.14, again all vehicles parked are considered in this diagram regardless of whether they are parked in marked out bays or not.

5.65 Short stay vehicles parked for less than three hours account for 40% of the total vehicles parked in the CPZ on Saturday. The total number of vehicles classified as residents total 37% of vehicles, slightly higher than during the weekday surveys, this could be accounted for as being drivers which commute to work before 06:00 during the week remaining parked at 06:00 on Saturday. Vehicles parked for between three and six hours (medium stay) make-up 16% of the total vehicles. Commuter and long stay parking total just over 100 (7%) vehicles during Saturday.

Figure 5.14: On-Street Parking Duration Composition within the CPZ – Saturday

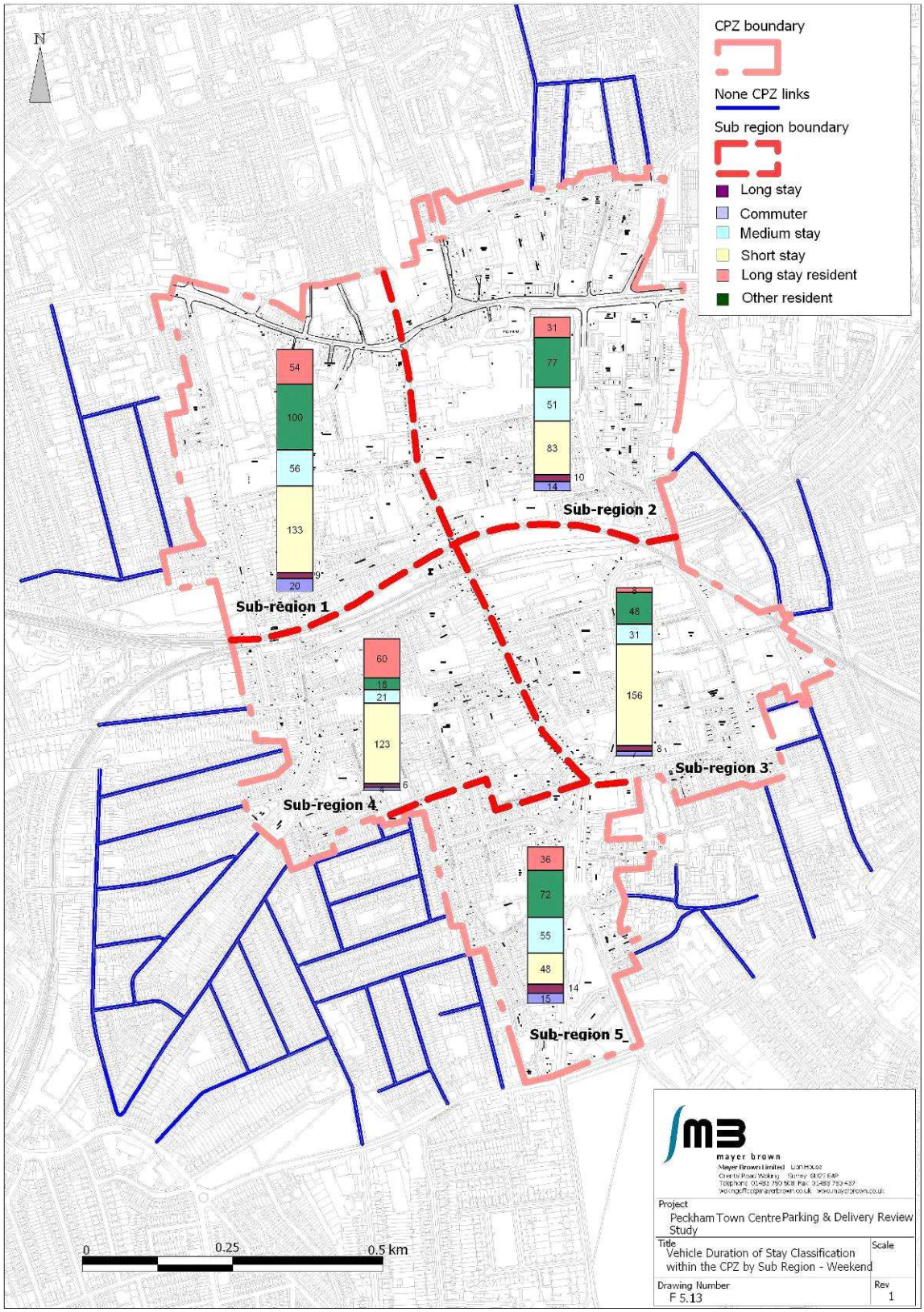


5.66 Across the CPZ a total of 1116 vehicles were recorded parking or loading in marked bays throughout the day, an additional 252 (18.4%) vehicles were observed parking/delivering outside of marked bays. Of the vehicles in marked bays, 33% (371) were short stay and 41% (454) were residents, only 4% was long stay parking. The majority of the vehicles parked outside of marked bays - 68% (172) were short stay, only 2 vehicles were classified as long stay.

5.67 Figure 5.15 shows duration classification by sub-region for both vehicles using marked out CPZ bays and vehicles parking outside of CPZ bays. Sub-region 1 has an even mix of vehicles in the short stay and resident categories, in regions 3 and 4 the greatest proportion of parking is short stay. In sub-regions 2 and 5 the greatest proportion of parking is in the resident category. Commuter and long stay vehicle numbers are similar across the CPZ, as is medium stay parking.

5.68 Observations suggest that most parking outside of marked bays by sub region is short stay. Sub-regions 1, 2 and 3 have 14, 12, and 19 residents parking outside of marked bays respectively. In sub-regions 2 and 4, 71 and 80 vehicles respectively were observed to be parked outside of marked bays, in sub region 2 there are fewer marked parking bays available.

Figure 5.15: Parking duration classification in sub region within CPZ Saturday



CPZ Off-Street Duration of Stay Surveys

5.69 The off street parking duration of stay survey results are summarised in APPENDIX B. During the weekday, a total of 1092 vehicles were observed in 6 car parks. Analysis of off-street parking within the CPZ suggests that it is predominantly short stay (889 vehicles - 82%). During the weekday, only 10 vehicles were observed to be parked outside of marked bays, 9 at Netto and 1 at Choumert Grove car park. Netto was observed over capacity at 11:00 during the survey, which is consistent with the parking outside of marked bays observed, but may be associated with building work taking place at the store. It is interesting that parking outside of a marked bay was observed at Choumert Grove since this site was observed to be under capacity throughout the survey.

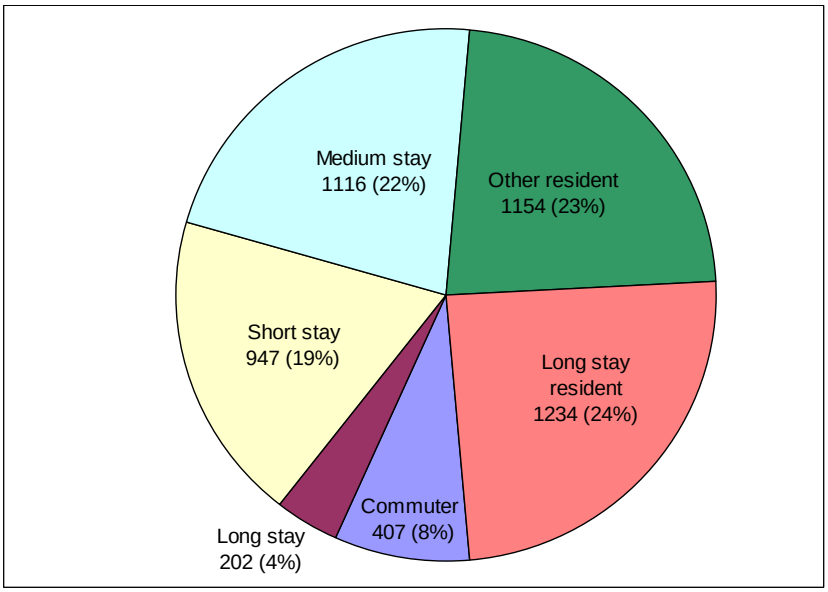
5.70 A similar pattern of duration of stay was observed on Saturday; a total of 1507 vehicles were observed in the 6 car parks, with 82% (1235) of parking falling in the short stay category. No vehicles were observed to be parked outside of marked bays.

Duration of Stay Surveys Outside of the CPZ - Weekday

5.71 A total of 5060 vehicles were observed parking outside of the CPZ during the weekday duration of stay surveys, throughout the day only 42 vehicles (0.51%) were observed parking on yellow lines or other waiting restrictions, as would be expected on roads where there are very few parking/delivery restrictions in place. Over half of these vehicles parked on waiting restrictions (25 out of 42) are short stay.

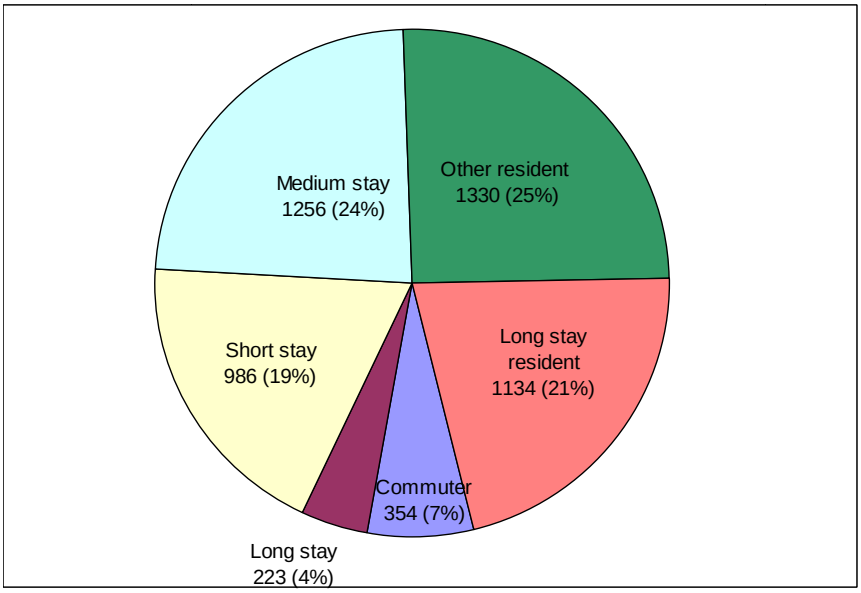
5.72 The total weekday parking duration of stay composition is shown in Figure 5.16. Outside of the CPZ 47% of parking was classified in the resident category, long stay residents account for a far greater proportion of the parking in the area immediately outside the CPZ than was observed where CPZ restrictions are in place. In percentage terms, short stay parking outside of the CPZ is over half of that inside the CPZ.

Figure 5.16: Parking duration composition outside of CPZ Weekday



5.73 The total Saturday parking duration of stay composition is shown in Figure 5.17. During Saturday, a total of 5283 vehicles were observed parking in the area surveyed outside of the CPZ, throughout the day only 30 vehicles (0.35%) were observed parking on yellow lines or other waiting restrictions. Again, over half of the vehicles parked on waiting restrictions were short stay (21 out of 30). The total number of vehicles parked outside of the CPZ was greater on Saturday, but in percentage terms the proportion of vehicles observed in each duration of stay category was very similar to that of the weekday.

Figure 5.17: Parking duration composition outside of CPZ Saturday



Rye Lane Duration of Stay Surveys

5.74 The parking/loading duration of stay for Rye Lane and Peckham Rye is summarised in Table 5.13. The most obvious characteristic of parking and loading along Rye Lane is that very few vehicles are parked for more that one hour. During the weekday survey 53% of parking/delivery activity (418 vehicles) is for less than 15 minutes, this increased to 61% (465 vehicles) on Saturday. During both the weekday and Saturday surveys around 75% of vehicles were parked/loading for less than 30 minutes. Only 13% of parking (103 vehicles) was observed to be for more than 1 hour during the weekday, on Saturday this figure was slightly less, reducing to 12% of parking (90 vehicles). Area A5 to the south of Rye Lane has the most marked out parking/loading bays and as a result experiences the greatest amount of parking activity.

Table 5.13: Weekday & Saturday Parking Duration of Stay - Rye Lane/Peckham Rye

Area	Weekday (duration of stay - hours)							
	< 0.25	**0.25 - 0.5**	**0.5 - 1**	**1 - 2**	**2 - 3**	**3 - 6**	**6 +**	**TOTAL**
A1	69	13	13	4	1	1	1	**102**
A2	80	33	11	7	1	1	2	**135**
A3	58	19	12	5	1	0	1	**96**
A4	92	19	12	5	1	0	0	**129**
A5	169	78	60	29	10	6	1	**353**
A6	19	12	11	23	5	3	2	**75**
TOTAL	**418**	**161**	**106**	**69**	**18**	**10**	**6**	**788**
%	**53.0**	**20.4**	**13.5**	**8.8**	**2.3**	**1.3**	**0.8**	**100**
	Saturday (duration of stay - hours)							
	< 0.25	**0.25 - 0.5**	**0.5 - 1**	**1 - 2**	**2 - 3**	**3 - 6**	**6 +**	**TOTAL**
A1	44	8	5	1	0	0	0	**58**
A2	66	8	5	4	1	2	0	**86**
A3	82	17	12	3	0	0	1	**115**
A4	48	9	6	3	2	6	1	**75**
A5	201	68	44	28	7	7	2	**357**
A6	24	10	11	8	9	5	2	**69**
Total	**465**	**120**	**83**	**47**	**19**	**20**	**6**	**760**
%	**61.2**	**15.8**	**10.9**	**6.2**	**2.5**	**2.6**	**0.8**	**100.0%**

5.75 Table 5.14 summarises the total number of vehicles parked/loading throughout the day by parking restriction. Around 75% of parking/loading along Rye Lane does not take place in marked out bays. The weekday surveys show 59.5% parking/loading is on double yellow lines, increasing to 64.7% on Saturday. During the weekday just under 20% of loading took place in designated loading bays, rising to 23% for Saturday.

5.76 Light good vehicles (LGV) made up around 35% of vehicles parked/loading along Rye Lane during the weekday, this reduced to around 15% on Saturday. Cars account for 44% of vehicles parked/loading on Rye Lane during the weekday, this increases significantly on Saturday to 73%, suggesting greater volumes of vehicles wish to service retail premises along Rye Lane during the weekday compared to Saturday.

Table 5.14 Weekday & Saturday Parking, Delivery and Loading by Parking Restriction - Rye Lane /Peckham Rye

Weekday								
Restriction	**CAR**	**HGV**	**LGV**	**MGV**	**MC**	**Total**	**Marked bay?**	**%**
Double yellow line	100	31	91	22	1	**245**	NO	59.5
Loading bay	29	7	33	6	1	**76**	YES	18.4
Other parking (without marked bay)	16	4	10	8	4	**42**	NO	10.2
Red route parking/loading	8	1	8	1	0	**18**	YES	4.4
Blue Badge Holder bay	22	0	3	0	0	**25**	YES	6.1
Single yellow line	5	0	1	0	0	**6**	NO	1.5
Bus stop	0	0	0	0	0	**0**	NO	0.0
Crossing	0	0	0	0	0	**0**	NO	0.0
Total	**180**	**43**	**146**	**37**	**6**	**412**		
Saturday								
Double yellow line	163	23	25	7	0	**218**	NO	64.7
Loading bay	52	2	20	4	0	**78**	YES	23.1
Other parking (without marked bay)	9	2	4	0	1	**16**	NO	4.7
Red route parking/loading	0	0	0	0	0	**0**	YES	0.0
Blue Badge Holder bay	14	0	1	0	0	**15**	YES	4.5
Single yellow line	6	0	0	0	0	**6**	NO	1.8
Bus stop	1	0	0	0	1	**2**	NO	0.6
Crossing	2	0	0	0	0	**2**	NO	0.6
Total	**247**	**27**	**50**	**11**	**2**	**337**		

5.77 The greatest proportion of vehicles surveyed tends to be short stay and park for less than 3 hours, this is perhaps because the majority of Council operated parking both on and off-street has a maximum 2 hours duration of stay. Perhaps reducing this maximum duration of stay to one hour for on-street pay and display parking may encourage drivers to use off-street parking if the maximum duration at these destinations were kept at 2 hours. Encouraging users into off-street car parks may free up some on-street capacity. Having said this a shorter maximum duration of stay could adversely affect destinations, such as restaurants, where clients are likely to stay for longer than one hour.

6.0 ANALYSIS OF ISSUES ASSOCIATED WITH USE OF PARKING & DELIVERY SPACES

6.1 This section summarises general observations of issues associated with parking and delivery spaces during data collection and site visits.

Controlled Parking Zone

6.2 It was observed that outside of the Rye Lane area, there was general adherence to the parking restrictions enforced by CPZ marked out bays. Parking outside marked bays was mainly short-term and related to unloading/picking-up in the vicinity of shops and schools. A common observation was that residents (those parked at 06:00) would park on single yellow lines overnight and be slow to move their vehicle during hours of CPZ operation.

6.3 There is a tendency for vehicles to park on yellow line areas around the market stall plots on Blenheim Grove and Choumert Road. Some vehicles were parked on these restricted areas for most of the survey day.

6.4 It was noted that parking on the single red line restriction in Meeting House Lane was common. Much of this activity was due to unmarked Police vehicles.

6.5 In Collyer Place (south of Peckham High Street) there are marked bays that have no obvious restriction or designated use. Due to the apparent lack of signage or markings, it was observed that vehicles park in the bays for extended periods. An adjacent motorcycle bay is regularly used by cars and delivery vehicles.

Outside the CPZ

6.6 A high peak-hour demand for parking in the southern section of Bellenden Road to the south west of the CPZ in the vicinity of the school and playground was observed.

6.7 Additionally, a weekday evening church service in Whorlton Road to the south east of the CPZ greatly increased the amount of traffic and parking in the area at 18:00 and 21:00.

Off-Street Parking

6.8 The multi-storey car park in Cerise Road is very lightly used, with use almost totally confined to the ground floor level only. It appeared that there was a reluctance to use any of the higher floors.

Rye Lane / Peckham Rye Area

6.9 It was observed that delivery vehicles, particularly LGVs, moved along the central sections of Rye Lane, between Hanover Park and Sternhall Lane, over a period of time and would deliver to a number of businesses in the area. Subsequent parking beats would find, for example, that a particular vehicle may have moved perhaps 100M further along Rye Lane and was unloading at a different property. Such vehicles were observed to use Rye Lane for a couple of hours or more.

6.10 Around Peckham Rye there are a number of vehicles associated with local businesses which move around during the course of the day - occupying P&D, Single Yellow and Double Yellow Line areas in rotation.

6.11 Similar migration was observed with vehicles staying for extended periods in the Holly Grove/Elm Grove area, changing their position several times over the course of the day.

6.12 As established, vehicles delivering and unloading was common on Rye Lane, with significant activity taking place on double yellow lines, on the approach to pedestrian crossings and occasionally in bus stops.

6.13 There was a notable gathering of vehicles in the late afternoon/evening outside of the Netto store and also in the vicinity of the market at 135 Rye Lane.

6.14 The designated loading bay near the southern end of Rye Lane (north of Philip Walk) was also abused fairly regularly, with vehicles using it to park and visit certain properties in the immediate vicinity, sometimes for extended periods. Philip Walk itself is well used by vehicles from a nearby minicab office and parking on single yellow and double yellow lines takes place regularly, increasing in frequency during the day.

6.15 The short section of Highshore Road accessed from Rye Lane is also an area notable for vehicles parking in it, even though parking is subject to CPZ restrictions. It was observed that vehicles tended to park and remain attended while passengers went to nearby shops.

6.16 The area around The Nag's Head public house (231 Rye Lane) had long-term parking by vehicles associated with businesses in that area. This would occasionally include abuse of the disabled parking bay in that location.

6.17 At the northern end of Rye Lane vehicles would occasionally park outside of the designated loading bays and encroach onto what is technically a footway at that point. This tended to happen with smaller vehicles including both motor cycles and cars.

6.18 The area outside of The Rye public house on Peckham Rye was another location where vehicles would accumulate on restricted parking areas, both single and double yellow lines. This occurred both on the kerbside outside of the public house frontage and also in the areas between the permit and shared use bays opposite. The volume of parking at these points, increased significantly in the late afternoon/evening.

6.19 Parking on the single yellow lines alongside the parade of shops from 38 – 68 Peckham Rye, is very common throughout all daytime hours and is likely to be associated with a mini-cab office in the vicinity.

7.0 FORECASTING OF FUTURE NEED FOR PARKING SPACES

Introduction

7.1 As set out in Sections 3.0 and 4.0 the existing on and off-street parking in the Peckham CPZ comprises predominantly short stay parking for the town centres uses and permit holders. However there are also long stay permits available for on-street parking for other uses. The other uses include blue badge holders, business permits, green badge permits and home care workers permits.

7.2 It is considered that off-street and on-street short term parking will be the most significant aspect of forecasting future need and this is addressed below. The on-street long stay permits are tightly controlled by the council and are only available in certain circumstances. The demand for on-street long stay parking is therefore unlikely to be significantly affected by the development options. However, if the number of short stay parking bays is reduced, this could have a knock on effect on the availability of long stay parking. There is currently no public provision for employees and other uses requiring long stay parking. Proposed residential units may also have long term parking demand but it is the responsibility of the developer to address transport and parking demand through the planning process. The local authority has the discretion about whether or not to issue new residents parking permits for new developments.

7.3 Currently, short stay parking is provided in the following locations:

- Public car parks
- Supermarket car parks
- Pay and display bays and the shared use bays.

7.4 The maximum possible duration of stay in these parking spaces is two hours. Existing public parking is therefore predominantly for the use of retail shoppers and other short visits to the town centre.

7.5 The forecasting exercise addresses the following issues:

- The effect of trends in car ownership and modal split including new transport infrastructure
- How short term parking will be affected by the emerging Peckham and Nunhead Area Action Plan
- Parking demand in the roads surrounding the CPZ

Trends in Car Ownership and Modal Split

7.6 In order to consider how trends in car ownership could affect future parking supply and demand, the trend in household car ownership for Greater London 1988-2007 is shown in *Table 7.1*.

Table 7.1: London Car Ownership per Household 1988-2007 (source TfL London Transport Report 2007)

Year	No car	One Car	Two or more cars
1988	40%	43%	17%
1989	39%	43%	18%
1990	39%	43%	19%
1991	38%	42%	20%
1992	37%	44%	19%
1993	38%	43%	19%
1994	39%	43%	18%
1995	39%	43%	18%
1996	39%	44%	17%
1997	39%	43%	19%
1998	36%	46%	19%
1999	36%	45%	19%
2000	37%	44%	20%
2001	34%	46%	21%
2002	39%	42%	20%
2003	36%	43%	20%
2004	39%	43%	18%
2005	35%	44%	21%
2006	34%	49%	17%
2007	41%	42%	17%
Average	**38%**	**44%**	**19%**

7.7 The data shown in *Table 7.1* indicates that household car ownership has remained quite consistent between 1998 and 2007.

7.8 Using the Census data it is possible to obtain data that is specific to Southwark. The 1991 Census indicates that 38% of households do not have access to a car. By comparison, the 2001 Census indicates that 52% of households do not have access to a car.

7.9 *Table 7.2* shows the trend in weekday trips by London residents of Inner and Central London for all journey purposes by mode.

Table 7.2: Percentage Weekday Trips by London Residents of Inner and Central London (source TfL London Transport Report 2007)

Main Mode	1991	2001	2005/2006	2006/2007	2007/2008
Rail	3.4%	3.6%	5.5%	4.1%	4.6%
Underground & DLR	10.7%	9.4%	11.8%	10.7%	11.2%
Bus (includeing tram)	15.8%	13.7%	20.3%	19.4%	18.2%
Taxi and Other	2.2%	2.2%	1.4%	2%	2%
Car driver	24%	20.6%	17.8%	16.7%	15.7%
Car Passenger	9.5%	8.3%	7.2%	7.3%	7.6%
Motorcycle	0.6%	0.7%	0.7%	0.9%	0.6%
Cycle	2.2%	2.2%	2.4%	2.9%	2.9%
Walk	31.6%	39.4%	32.9%	35.9%	37.2%
All modes	100%	100%	100%	100	100%
Number of trips (millions)	**5.3**	**6.5**	**6.6**	**7.3**	**7.4**

7.10 It can be seen in *Table 7.2* that the percentage of trips made as a car driver has shown a steady downward trend between 1991 and 2007/2008. *Table 7.3* shows the modal share percentages applied to the Number of Trips (millions).

Table 7.3: Weekday Trips by London Residents of Inner and Central London

Main Mode	1991	2001	2005/2006	2006/2007	2007/2008
Rail	0.18	0.23	0.36	0.30	0.34
Underground & DLR	0.57	0.61	0.78	0.78	0.83
Bus (includeing tram)	0.84	0.89	1.34	1.42	1.35
Taxi and Other	0.12	0.14	0.09	0.15	0.15
Car driver	1.27	1.34	1.17	1.22	1.16
Car Passenger	0.50	0.54	0.48	0.53	0.56
Motorcycle	0.03	0.05	0.05	0.07	0.04
Cycle	0.12	0.14	0.16	0.21	0.21
Walk	1.67	2.56	2.17	2.62	2.75
Number of trips (millions)	**5.3**	**6.5**	**6.6**	**7.3**	**7.4**

7.11 Allowing for the increase in the total number of trips made there is an absolute reduction in car driver trips from 1.27 million in 1991 to 1.16 million for 2007/2008. Over this period the decline in car driver trips has been off-set by an increase in rail, underground, cycling and walking trips.

7.12 The increase in travel demand is illustrated in Peckham by the growth in passenger numbers at Peckham Rye and Queens Road Peckham stations. In 2007/8 Peckham Rye Station had 2,811,004 entries and exits and Queens Road Peckham had 726,862 entries and exits. These figures represent an annual increase of nearly 10% at Peckham Rye and 5% at Queens Road Peckham based on the 2006/07 figures, this growth could be related to a range of factors such as general population growth, changing attitudes to use of public transport, increased congestion and fuel prices.[6]

7.13 On the basis of the above information it can be seen that the total trips has increased between 1991 and 2007/2008. Given the forecast increase in the number of households in Southwark (Southwark Local Implementation Plan) it is likely that the total number of trips will continue to rise in the future. On this basis it is therefore necessary to ensure that the AAP encourages and facilitates the further expansion of non-car modes of transport as car use has a downward trend according to Table 7.2 and Table 7.3.

7.14 The Peckham Town Centre Retail Survey (2008) suggests that almost 80% of those surveyed travelled to the Peckham High Street and Rye Lane areas by bus or on-foot. Overall, just fewer than 12% of the respondents travelled to the study area by car.

Proposed New Transport Infrastructure

7.15 A number of transport improvements are proposed for Peckham. The key projects referred to in the AAP are:

- East London Line Phase 2 Extension
- Refurbishment of Peckham Rye/Queens Road railway stations
- 20mph zone around Asylum Road/Pomeroy Street
- Improvements to Rye Lane north of Hanover Park
- Lighting upgrades

7.16 The Cross River Tram is not currently being progressed by TfL. Cycle Superhighway Route 5 is a planned future route which is proposed to pass through Peckham. Each of these projects has the potential to encourage change of mode away from car and potentially reduce demand for car parking.

[6] Office Rail Regulation Station Usage Report

Short Term Parking Demand and Supply within the Emerging Peckham and Nunhead Area Action Plan

7.17 The Peckham and Nunhead Area Action Plan (AAP) will identify key development sites that will accommodate most of the growth and change in the area. An issues and options paper published in March 2009 presented three growth options for sites within the Peckham town centre, with different amounts and types of development under each. This included options for development on the off-street car parks. For the purposes of forecasting car parking demand, a set of high and low estimates for growth have been prepared by LBS, using the issues and options paper as a starting point. These are set out in Appendix C and are summarised below, Table 7.4.

Table 7.4: Estimates of High and Low Growth

	High estimate	Low estimate
Residential	2,970 dwellings	1,569 dwellings
Retail	33,805sqm	13,517sqm
Arts/culture	15,425sqm	4,195sqm
Community	4,952sqm	100sqm
Employment Uses	17,826sqm	5,780sqm

Prospective Change in Parking Demand

7.18 In regards to the increase in public parking demand for the development sites set out in the AAP the following has been assumed:

- Much of Peckham is in the “Public Transport Accessibility Zone” in which the residential parking standard is a maximum of one parking space per unit and residents of new units will not be able to obtain a residental parking permit for on-street parking spaces within the CPZ. It is though assumed that whilst parking standards suggest one additional parking space per new dwelling, policy states that the majority of proposed housing will be car-free, be self-contained within the development and thus generate zero additional demand or that the proposed development will provide parking in accordance with parking demand determined as part of the scheme specific Transport Assessment (TA).

- Residential sites outside the CPZ would typically fall into the "Urban Zone" with a medium level of accessibility, which gives a maximum parking provision of 1 space per unit but with no provision over CPZs. Where overspill parking could cause a problem for existing residents the Council would seek a contribution toward the creation of a (or expansion of an existing) CPZ, for which permits will not be available to residents of the new development.

- Arts/Cultural/Community/Retail sites will generate mostly short-stay parking demand. Within the parking controlled zone developments are unlikely to be permitted to provide new off-street parking and so additional demand will need to be catered for by public short-stay parking. The Council would seek a contribution towards the provision of new public parking. It is assumed that the arts and cultural developments will have parking requirements of a retail site. We would suggest that using the retail parking demand standard for the arts and cultural and community space is an over estimation and hence provides a robust assessment of high growth demand.

- Employment sites centrally located within the parking controlled zone would be permitted to provide car parking at a rate of up to 1 space per 1000sqm. Employment sites in Suburban Zone areas would be permitted to provide spaces at a rate of up to 1 space per 600sqm. Well located sites may be encouraged to have a lower provision of parking or be car free. Employment uses are assumed to generate demand mainly for long-stay parking (ie. for employees). This would need to be accommodated on-site given parking restrictions in the town centre. Visitors to businesses can be assumed to be able to find on-street paid-for parking.

- There is the potential for employment sites to generate additional parking demand over the permitted parking standards. In this case it would be necessary to satisfy this demand through non-car modes of travel, since the provision of new long stay public car parking is inappropriate.

- Where employment sites are outside the existing CPZ and it is considered that overspill parking could be a problem a contribution may be sought towards additional parking controls.

7.19 On the basis of the above assumptions an assessment has been made to consider the additional public parking demand that would be generated through the low and high growth scenarios. This focuses on short-stay parking as it is assumed that development will be required to satisfy needs for long-stay parking on-site. As noted in section 3, existing public parking in the town centre is subject to maximum stay restrictions of generally two hours. Short-stay parking demand will need to be accommodated within the town centre, either through current surplus capacity in existing car parking or by providing new car parking in appropriate locations. A summary is set out below, *Table 7.5*. The full analysis is shown in APPENDIX C.

7.20 In accordance with the parking standards set out in the Southwark Plan, we assume that residential sites will not generate additional parking demand. Parking standards for retail are set out in table 15.2 in Appendix 15 of the Southwark Plan. Our assessment assumes that arts and cultural/community and retail uses will generate parking demand in accordance with these parking standards. If new private retail parking is proposed as part of a development this would have to be considered separately. Employment sites have been considered using a typical B1 rate of one employee per 20 sq.m. Using Census 2001 it has been calculated that 44% of people who work in the centre of Peckham travel by car.

Table 7.5: Increase in short stay parking demand

	High growth	Low growth
Residential	0	0
Retail	455	163
Arts/culture	204	55
Community	66	0
Employment Uses	0	0
Total	**725**	**218**

7.21 It can be seen in *Table 7.5* that there is likely to be an increase in parking demand in both growth scenarios but that the high growth scenario would lead to a significantly higher increase in parking demand.

7.22 *Table 7.6* summarises current parking supply within the CPZ.

Table 7.6: Existing parking supply in Peckham CPZ

	Existing supply	Observations
P&D bays	76	These bays provide short term parking similar to the public car parks. The cost of pay and display parking is typically higher than the cost of using the public car parks.
Shared bays	311	Tend to be located on the periphery of the CPZ and they are therefore less useful to serve the short term parking demand for the town centre, but this does not necessarily make the off-street car parks more attractive.
Public car parks	533	Maximum duration of stay is two hours during CPZ hours. Charges apply.
Supermarket parking spaces	523	These car parks are free and available for customer use only however the time limits allow for shoppers to visit nearby shops and facilities. Maximum stay of two hours.
Total	**1443**	

7.23 *Table 7.7* compares current supply within the CPZ against estimated need under both high and low growth estimates, taking into account current observed demand.

Table 7.7: Existing parking supply versus demand for short-stay parking

	Supply	Existing Peak Demand	Estimated demand with high growth	Estimated demand with low growth
Weekday	1,132	550	1,275	768
Weekend	1,132	670	1,395	888

7.24 It can be seen from *Table 7.7* that in the high growth option the estimated demand for short stay parking across the town centre will be higher than the current supply requiring additional provision within the town centre. Under the low growth option, current supply will still exceed demand.

7.25 *Table 7.7* compares supply to demand as if there were no losses to existing parking provision. The AAP includes options for each of the car parks to be developed, which could affect total parking supply across the town centre. *Table 7.8* summarises the amount of parking provided in each car park.

7.26 In terms of overall numbers, under the low growth option 244 spaces could be lost before demand exceeds supply. Under the high growth option, losses to overall supply could impact on the ability of the town centre to cater for existing demand as well as future demand. Consideration will need to be given to reprovision of short-stay parking within the town centre. This could be through shared car parking consolidated on a few sites or requiring reprovision as part of development of each car park.

7.27 Consideration would need to be given as to how the location or price of parking affects demand, as well as the impact of overspill onto streets surrounding individual car parks.

7.28 A 400m walking distance represents approximately five-and-a-half minutes walk for the average person. This is considered to be a maximum convenient distance that most people would be prepared to walk to access short term parking.

7.29 Any short-fall in off-street parking would need to be accommodated in on-street pay and display and shared use bays within the existing CPZ and on streets outside the CPZ. The car parking survey data collected did not look at whether shared space users were permit holders or pay and display users. Brief consideration of parking meter revenue information provided by the Council suggests that the shared use bays are mainly used by permit holders as revenues are quite low each month in meters where shared use parking bay restrictions are in place. This may indicate that whilst the existing shared use bay parking supply may be sufficient to accommodate prospective future demand under the high growth option users do seem unwilling to pay for parking.

Table 7.8: Parking supply across off-street car parks in CPZ

Public car parks	**Existing supply**
Choumert Grove	126
Copeland Road	63
Cerise Road	344
TOTAL	533
Supermarket parking spaces	
Aylesham Centre	338
Lidl	132
Netto	53
TOTAL	523

Parking Demand in the Roads Surrounding Existing Off-street Car Parks

Choumert Grove Car Park

7.30 Considering existing public car parks individually, potential loss of the Choumert Grove car park could lead to over spill into streets in the immediate surrounding area. Existing peak demand observed during the survey at Choumert Grove is 44 vehicles during the weekday and 62 vehicles on Saturday. Currently there is a mix of permit holder only (226 spaces), shared use bays (126 spaces) and pay and display bays (12 spaces) within a 400m walk distance of Choumert Grove.

7.31 Chadwick Road only has parking for permit holders; similarly the majority of parking on Alpha Street, McDermott Road, Choumert Grove and Blenheim Grove is for permit holders only and could not accommodate significant numbers of vehicles parking there instead of in Choumert Grove. It is also felt that Rye Lane to the east of the site is likely to act as a barrier to parking and we would not expect drivers to park to east of the existing car park.

7.32 Displacement of vehicles into streets surrounding the site would lead to increased on-street demand. Particular roads where increased demand could be a problem are Choumert Road and Choumert Grove itself which were observed to be over capacity particularly in the evening outside of CPZ hours of operation. Bellenden Road seems to attract vehicles throughout the day and was observed as being at or over capacity on a number of occasions during the survey. Other streets around the site could accommodate vehicles which currently utilise Choumert Grove, but this may not meet the demand, this would also require drivers to use shared use and pay and display bays on Sternhall Lane, Costa Street, Reedham Street, Sandison Street, Maxted Road, Danby Street, Holly Grove and Blenheim Grove.

Copeland Road Car Park

7.33 Potential loss of the Copeland Road car park could lead to over spill into streets in the immediate surrounding area. Existing peak demand observed during the survey at Copeland Road is 48 vehicles during the weekday and 37 vehicles on Saturday. Currently there is a mix of permit holder only (229 spaces), shared use bays (107 spaces) and pay and display bays (53 spaces) within a 400m walk distance of Copeland Road.

7.34 Claude Road, Pilkington Road and Godman Road only have parking for permit holders; similarly around half of the parking on Brayard's Road is for permit holders only and could not accommodate significant numbers of vehicles parking there instead of in Copeland Road. Again, it is felt that Rye Lane to the west of the site is likely to act as a barrier to parking and we would not expect drivers to park to west of the existing car park.

7.35 Displacement of vehicles into streets surrounding the site would lead to increased on-street demand. Particular roads where increased demand could be a problem are Copeland Road itself and Blackpool Street which were observed to be over capacity particularly in the evening outside of CPZ hours of operation. The surveys also suggest demand for parking on Sandlings Close, Consort Road, Sturdy Street and Ellery Street which do not currently have any CPZ parking bays marked. The surveys suggest that there may be insufficient space available in other streets around the site to accommodate vehicles which currently utilise Copeland Road, and may put pressure on shared use and pay and display bays on Heaton Road, Brayard's Road and Gordon Road.

Netto Car Park

7.36 Potential loss of the Netto car park is likely to have a similar impact to any redevelopment of the Choumert Grove car park and could lead to over spill into streets in the immediate surrounding area. Existing peak demand observed during the survey at Netto is 47 vehicles during the weekday and 58 vehicles on Saturday. Currently there is a mix of permit holder only (221 spaces), shared use bays (97 spaces) and pay and display bays (32 spaces) within a 400m walk distance of Netto.

7.37 Chadwick Road only has parking for permit holders; similarly the majority of parking on Alpha Street, McDermott Road, Choumert Grove, Blenheim Grove, Relf Road, Anstey Road, Nigel Road and Dewar Street is for permit holders only and could not accommodate significant numbers of vehicles parking there instead of in Netto. It is also felt that Rye Lane to the east of the site is likely to act as a barrier to parking and we would not expect drivers to park to east of the existing car park.

7.38 Displacement of vehicles into streets surrounding the site would lead to increased on-street demand. Particular roads where increased demand could be a problem are Choumert Road and Choumert Grove which were observed to be over capacity particularly in the evening outside of CPZ hours of operation and Nigel Road which was over capacity due to residential parking during the 06:00 Saturday survey. Other streets around the site could accommodate vehicles which currently utilise Netto, but this may not meet the demand particularly if combined with a removal of the Choumert Grove site which has a similar 400m catchment, this would also require drivers to use shared use and pay and display bays on Sternhall Lane, Costa Street, Reedham Street, Sandison Street, Maxted Road, Blenheim Grove and Nigel Road.

Aylesham Centre Car Park

7.39 Potential development of the Aylesham Centre car park is likely to retain a large car park serving a large retail unit plus other retail. Existing peak demand observed during the survey at the Aylesham Centre is 285 vehicles during the weekday and 357 vehicles on Saturday. Currently there is a mix of permit holder only (103 spaces) and shared use bays (21 spaces) within a 400m walk distance of the site, with no pay and display bays within the immediate vicinity.

7.40 As we have established, the demand for the Aylesham Centre is high with very limited alternative on-street parking options in the immediate surrounding area. All of the on-street parking within 400m to the south of the site is for permit holders only on Moncrieff Street, Cicely Road, Cerise Road, Raul Road, McKerrell Road and Clayton Road. There are no marked out parking bays for general use on Rye Lane, Peckham High Street or Clayton Road. With only a limited number of shared use bays on Marmont Road.

7.41 Potential displacement of vehicles into streets surrounding the site would lead to significant increased on-street demand. Other streets around the site could accommodate vehicles which currently utilise the Aylesham Centre, but this is highly unlikely to meet the existing demand particularly if significant levels of parking are not included in any development proposals for the site.

Lidl Car Park

7.42 Potential loss of the Lidl car park could lead to over spill into streets in the immediate surrounding area. Existing peak demand observed during the survey at Lidl was 88 vehicles during the weekday and 91 vehicles on Saturday. Currently there is a mix of permit holder only (56 spaces), shared use bays (61 spaces) and pay and display bays (5 spaces) within a 400m walk distance of Lidl. As a result, public parking is quite limited in this area.

7.43 Parking is limited to a mixture of disabled badge holders, loading and red route bays, particularly in the immediate vicinity of the site on Rye Lane, Peckham High Street and Bellenden Road (north). Ophir Terrace, Highshore Road and Elm Grove provide a very limited mixture of permit holder, shared use and pay and display bays, it is unlikely that these spaces could accommodate significant numbers of vehicles parking there instead of at Lidl.

7.44 Displacement of vehicles into streets surrounding the site would lead to increased on-street demand. Particular roads where increased demand could be a problem are Melon Road, Sumner Road, Sumner Avenue and Collyer Place which were observed to have a degree of parking demand in-excess of their existing low provision.

Parking Demand in the Roads Surrounding the CPZ

7.45 The roads immediately surrounding the CPZ typically have the greatest potential for overspill parking from future growth in parking demand. It can be seen in Figures 5.2 and 5.3 that most of the roads surrounding the CPZ are currently experiencing levels of peak occupancy between 70%-100%. The high occupancy is to be expected because the residential properties in the streets surrounding the CPZ typically do not have off-street parking.

7.46 Although parking levels are relatively high in the streets surrounding the CPZ the surveys indicate that most streets tend to be currently operating at below maximum capacity.

7.47 The biggest consequence of the implementation of the AAP for the roads surrounding the CPZ is the potential redevelopment of the existing car parks. In particular the potential redevelopment of Choumert Grove and Copeland Road could impact on nearby residential parking outside of the CPZ if sufficient reprovision of parking is not provided.

7.48 Choumert Grove and Copeland Road are currently offering short term parking. People do not tend to walk very far to use short term parking. A 400m walking distance represents approximately five-and-a-half minutes walk for the average person. This is considered to be a maximum convenient distance that most people would be prepared to walk to access short term parking. In the assessment below we determine the roads outside the CPZ within a 400m walk of the existing car parks and consider existing levels of parking and the prospective impact of overspill onto these roads.

Roads outside the CPZ in the Vicinity of Choumert Grove Car Park

7.49 The car park is located towards the western side of the CPZ and is accessed via Choumert Grove. The car park is approximately 200m from the existing Netto car park.

7.50 Choumert Grove car park is located within the existing CPZ. Assuming a maximum 400m walk distance from the car park most streets within the CPZ are accessible from the Choumert Grove car park. The only streets that fall outside the 400m limit are:

- Chadwick Road (approximately 100m)
- Choumert Road (approximately 100m)
- Waghorn Street (approximately 100m)
- Wingfield Street (approximately 50m)

7.51 If Choumert Grove car park is redeveloped the additional impact on these roads is likely to be relatively minor because of the walk distance to the car park. However, these four streets are currently approaching capacity at peak times and any additional parking demand could therefore put pressure on the parking amenity of existing residents (Figure 5.2 and Figure 5.3).

Roads outside the CPZ in the Vicinity of Copeland Road Car Park

7.52 The car park is located at the south-eastern corner of the CPZ and is accessed via Copeland Road. Within the existing CPZ. Assuming a maximum 400m walk distance from the car park most streets within the CPZ are accessible from the Copeland Road car park. The only streets that fall outside the 400m limit are:

- Scylla Road (approximately 50m)
- Consort Road (approximately 50m)
- Ellert Street (approximately 50m)
- Sturdy Road (approximately 50m)

7.53 If Copeland Road car park is redeveloped the additional impact on these roads is likely to be relatively minor because of the walk distance to the car park. However, some of these streets are currently approaching capacity at peak times, Sturdy Street and Ellery Road were recorded as being over capacity at certain times and any additional parking demand could therefore put significant pressure on the parking amenity of existing residents (Figure 5.2 and Figure 5.3).

7.54 The Cerise Road car park currently experiences very low demand and if this site were redeveloped the impacts on surrounding streets would be minimal.

Roads outside the CPZ in the vicinity of existing supermarket parking

7.55 Assuming a maximum 400m walk distance from the supermarket car parks most streets within the CPZ are accessible from the existing Lidl, Aylesham Centre and Netto car parks.

7.56 The only surveyed streets that fall outside the 400m limit for the Aylesham Centre are short stretches of:

- Furley Road (approximately 50m)
- Marmont Road (approximately 100m)
- Friary Road (approximately 50m)
- Harders Road (approximately 50m)

7.57 If the Aylesham Centre car park is redeveloped the additional impact on these roads is likely to be relatively minor because of the walk distance to the car park. However, these streets are currently approaching capacity at peak times, Furley Road and Marmont Road were actually recorded to be over measured capacity at certain times and any additional parking demand could therefore put significant pressure on the parking amenity of existing residents (Figure 5.2 and Figure 5.3).

7.58 The surveyed streets that fall outside the 400m limit for the Netto car park are short stretches of:

- Glander Road (approximately 50m)
- Maxted Road (approximately 50m)
- Waghorn Street (approximately 200m)
- Wingfield Street (approximately 200m)
- Howden Street (approximately 200m)
- Nutbrook Street (approximately 100m)
- Amott Road (approximately 50m)

7.59 Again, if the Netto car park is redeveloped the additional impact on these roads is likely to be relatively minor because of the walk distance to the car park and the relatively small size of the existing site. However, these streets are currently approaching peak capacity at peak times and any additional parking demand could therefore put pressure on the parking amenity of existing residents (Figure 5.2 and Figure 5.3).

7.60 If the Lidl car park is redeveloped it is unlikely to have any impact on roads outside of the CPZ based on the 400m walk distance criteria.

Summary

7.61 Analysis has shown a general reduction in car ownership and usage over time at both a regional (London) and local level. Coupled with this there are a number of proposed transport infrastructure schemes adjacent to Peckham town centre which could have an impact upon levels of car use.

7.62 We have summarised the current supply of off and on-street parking spaces and reviewed the prospective additional parking demand that may be required based on estimates of high and low growth. Our analysis shows a potential increase in demand in short stay parking demand associated with retail, cultural, arts and community uses and likely additional long stay demand linked to proposed employment sites. The borough does not expect to provide any additional long stay parking as part of the AAP.

7.63 We have also reviewed the potential impacts of a reduction in off-street parking provision on roads outside of the CPZ and concluded that although this may have impact on roads in the immediate vicinity of existing parking, the walking distance from roads on the outside edge of the CPZ to destinations in the CPZ is likely to deter drivers from parking on these streets.

8.0 RECOMMENDATIONS FOR PARKING PROVISION IN PECKHAM TOWN CENTRE

8.1 The following recommendations are made based on this study:

- Some additional short stay public parking should be provided in the high growth development option. The existing short stay parking provision is under used however the high growth option would result in demand higher than current supply. Loss of existing off-street parking without sufficient reprovision will reduce the ability of the town centre to accommodate existing and future demands for short-stay parking, particularly under the high growth scenario.

- The parking demand assessment results shown in Figure 5.8 and Figure 5.10 indicate that parking demand is strongest on Peckham Rye and adjacent streets in the vicinity of Peckham Rye Station. Additional public parking should therefore be considered as part of a redevelopment of the Aylesham Centre or through a redevelopment of the Cerise Road car park. A redevelopment of the Cerise Road site would need to address pricing, security and environmental concerns in order to be attractive to users.

- The possibility of extending the existing CPZ to the south west and south east could be considered to accommodate any additional demand associated with development of existing public car parks at Copeland Road and Choumert Grove.

- The possibility of extending the time period covered by the existing CPZ later into the evening and on Sundays could also be considered particularly where residents feel that visitors take advantage of parking on-street outside of CPZ hours. This would need to be combined with the provision of sufficient short stay off-street parking in the vicinity of known visitor attractions.

- Consider the provision of marked out bays for permit holders and possibly pay and display on roads that currently do not have marked out parking bays at Bellenden Road (north), Meeting House Lane, Consort Road, Sandlings Close, Bull Yard and Mission Place.

- The planning process should ensure that proposed developments comply with parking provision guidelines. Where parking demand is likely to exceed supply, restrictions should be imposed on the issue of parking permits to new developments, with travel plans encouraging the use of alternative modes.

- Shared parking facilities should be encouraged where prospective developments attract visitors at different times of day. For instance where residential users may only require parking at evenings and weekends, spaces could be used by businesses and employment sites during the day.

- A Peckham Town Centre Cycle Parking Strategy, to include secure cycle parking amongst other initiatives, would complement the AAP's vision for Peckham that it should be a vibrant centre which is easily accessible by all modes of transport, enabling further economic growth without necessarily needing to provide additional transport infrastructure and car parking. Such a strategy would be available to the borough to inform LIP funded schemes as well as a tool to aid planners when negotiating with potential developers.

- A Peckham Town Centre Loading Strategy, this study has identified a significant problem of loading and unloading in the town centre outside of designated marked bays, particularly along Rye Lane. Specific engagement with local traders and businesses would provide a detailed picture of current loading demand and would identify necessary provision and preferred hours of operation for enforcement purposes. The result of such a study would be improved loading facilities and a new enforcement regime to ensure that loading no longer has the potential to disrupt the town centre.

- Redevelopment of large sites within the town centre should incorporate sufficient provision for loading and servicing.

Appendix A

Parking and Delivery Supply Plan

Appendix B

Parking and Delivery Review Survey Tables

Table A1: CPZ Parking and delivery Space Supply and Demand by Road - Weekday

Road Name	Space Supply	Time											
		06:00		09:00		12:00		15:00		18:00		21:00	
		Demand	%	Demand	%	Demand	%	Demand	%	Demand	%	Demand	%
Sub- region 1													
Peckham High Street	**2**	**0**	0.0	**0**	0.0	**0**	0.0	**0**	0.0	**0**	0.0	**0**	0.0
Basing Court	**0**	**0**		**0**		**0**		**0**		**0**		**0**	
Holly Grove	**50**	**26**	52.0	**18**	36.0	**20**	40.0	**20**	40.0	**23**	46.0	**37**	74.0
Bellenden Road	**14**	**12**	85.7	**8**	57.1	**8**	57.1	**6**	42.9	**5**	35.7	**11**	78.6
Lyndhurst Way	**47**	**15**	31.9	**8**	17.0	**21**	44.7	**18**	38.3	**21**	44.7	**32**	68.1
Lyndhurst Grove	**7**	**15**	214.3	**4**	57.1	**4**	57.1	**4**	57.1	**4**	57.1	**5**	71.4
Highshore Road	**57**	**14**	24.6	**21**	36.8	**25**	43.9	**15**	26.3	**15**	26.3	**12**	21.1
Lyndhurst Square	**14**	**9**	64.3	**22**	157.1	**5**	35.7	**6**	42.9	**6**	42.9	**7**	50.0
Collyer Place	**2**	**4**	200.0	**5**	250.0	**5**	250.0	**8**	400.0	**4**	200.0	**9**	450.0
Elm Grove	**57**	**39**	68.4	**36**	63.2	**30**	52.6	**34**	59.6	**37**	64.9	**36**	63.2
Sumner Avenue	**0**	**0**		**1**		**0**		**0**		**0**		**7**	
Sumner Road	**2**	**0**	0.0	**1**	50.0	**6**	300.0	**5**	250.0	**8**	400.0	**3**	150.0
Melon Road	**3**	**0**	0.0	**5**	166.7	**3**	100.0	**0**	0.0	**8**	266.7	**3**	100.0
Ophir Terrace	**4**	**0**	0.0	**1**	25.0	**2**	50.0	**0**	0.0	**0**	0.0	**0**	0.0
Total	**259**	**134**	**51.7**	**130**	**50.2**	**129**	**49.8**	**116**	**44.8**	**131**	**50.6**	**162**	**62.5**

Table A1 (cont'd): CPZ Parking and delivery Space Supply and Demand by Road - Weekday

Road Name	Space Supply	Time											
		06:00		09:00		12:00		15:00		18:00		21:00	
		Demand	%	Demand	%	Demand	%	Demand	%	Demand	%	Demand	%
Sub- region 2													
Raul Road	**21**	20	95.2	21	100.0	11	52.4	11	52.4	15	71.4	18	85.7
Cicely Road	**21**	8	38.1	15	71.4	7	33.3	8	38.1	6	28.6	8	38.1
Cerise Road	**23**	14	60.9	6	26.1	4	17.4	4	17.4	13	56.5	11	47.8
Mckerrell Road	**17**	16	94.1	10	58.8	10	58.8	8	47.1	9	52.9	13	76.5
Peckham High Street	**6**	2	33.3	1	16.7	0	0.0	1	16.7	0	0.0	0	0.0
Marmont Road	**38**	23	60.5	21	55.3	25	65.8	27	71.1	16	42.1	27	71.1
Mission Place	**0**	1		0		1		0		5		7	
Staffordshire Street	**2**	2	100.0	0	0.0	1	50.0	6	300.0	1	50.0	1	50.0
Goldsmith Road	**3**	2	66.7	3	100.0	6	200.0	2	66.7	2	66.7	5	166.7
Meeting House Lane	**0**	22		5		3		8		10		5	
Pennethorne Road	**0**	0		2		0		0		0		0	
Ball Yard	**0**	0		2		3		3		3		1	
Peckham Hill Street	**4**	0	0.0	0	0.0	7	175.0	0	0.0	0	0.0	0	0.0
Consort Road	**0**	0		0		0		0		0		0	
Clayton Road	**5**	3	60.0	3	60.0	3	60.0	2	40.0	3	60.0	3	60.0
Hanover Park	**0**	1		0		0		0		0		0	
Cerise Road	**22**	4	18.2	0	0.0	19	86.4	9	40.9	0	0.0	12	54.5
Total	**162**	**118**	**72.8**	**89**	**54.9**	**100**	**61.7**	**89**	**54.9**	**83**	**51.2**	**111**	**68.5**

Table A1 (cont'd): CPZ Parking and delivery Space Supply and Demand by Road - Weekday

Road Name	Space Supply	Time											
		06:00		09:00		12:00		15:00		18:00		21:00	
		Demand	%	Demand	%	Demand	%	Demand	%	Demand	%	Demand	%
Sub- region 3													
Bournemouth Road	**35**	3	8.6	17	48.6	20	57.1	28	80.0	10	28.6	11	31.4
Bournemouth Close	**0**	0		1		3		1		7		3	
Copeland Road	**14**	13	92.9	6	42.9	5	35.7	6	42.9	2	14.3	14	100.0
Consort Road	**0**	0		4		3		4		2		10	
Blackpool Road	**11**	9	81.8	12	109.1	13	118.2	11	100.0	5	45.5	9	81.8
Brayards Road	**59**	15	25.4	10	16.9	9	15.3	12	20.3	15	25.4	16	27.1
Heaton Road	**13**	8	61.5	5	38.5	5	38.5	5	38.5	9	69.2	13	100.0
Pilkington Road	**28**	1	3.6	2	7.1	1	3.6	6	21.4	0	0.0	0	0.0
Claude Road	**16**	3	18.8	1	6.3	1	6.3	1	6.3	1	6.3	3	18.8
Godman Road	**33**	19	57.6	0	0.0	26	78.8	26	78.8	14	42.4	16	48.5
Sandlings Close	**0**	0		0		6		7		8		0	
Gordon Road	**21**	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Total	**230**	**71**	**30.9**	**58**	**25.2**	**92**	**40.0**	**107**	**46.5**	**73**	**31.7**	**95**	**41.3**

Table A1 (cont'd): CPZ Parking and delivery Space Supply and Demand by Road - Weekday

Road Name	Space Supply	Time											
		06:00		09:00		12:00		15:00		18:00		21:00	
		Demand	%	Demand	%	Demand	%	Demand	%	Demand	%	Demand	%
Sub- region 4													
Sternhall Lane	**18**	11	61.1	7	38.9	9	50.0	8	44.4	7	38.9	11	61.1
Alpha Street	**9**	4	44.4	1	11.1	1	11.1	2	22.2	1	11.1	1	11.1
Choumert Road	**36**	22	61.1	28	77.8	25	69.4	27	75.0	37	102.8	0	0.0
Bellenden Road	**16**	19	118.8	11	68.8	18	112.5	18	112.5	7	43.8	26	162.5
Blenheim Grove	**28**	12	42.9	13	46.4	13	46.4	24	85.7	16	57.1	19	67.9
Choumert Grove	**25**	13	52.0	11	44.0	12	48.0	10	40.0	19	76.0	34	136.0
Chadwick Road	**55**	27	49.1	19	34.5	17	30.9	24	43.6	26	47.3	23	41.8
Mcdermott Road	**19**	3	15.8	1	5.3	1	5.3	1	5.3	1	5.3	3	15.8
Sandison Street	**17**	0	0.0	2	11.8	1	5.9	2	11.8	8	47.1	0	0.0
Maxted Road	**11**	5	45.5	4	36.4	4	36.4	5	45.5	7	63.6	5	45.5
Reedham Street	**9**	3	33.3	4	44.4	2	22.2	4	44.4	4	44.4	3	33.3
Costa Street	**17**	6	35.3	5	29.4	6	35.3	7	41.2	8	47.1	9	52.9
Danby Street	**17**	0	0.0	5	29.4	5	29.4	7	41.2	5	29.4	7	41.2
Lyndhurst Way	**21**	0	0.0	9	42.9	6	28.6	10	47.6	11	52.4	11	52.4
Total	**298**	**125**	**41.9**	**120**	**40.3**	**120**	**40.3**	**149**	**50.0**	**157**	**52.7**	**152**	**51.0**
Sub- region 5													
Relf Road	**50**	43	86.0	35	70.0	33	66.0	32	64.0	35	70.0	43	86.0
Anstey Road	**41**	29	70.7	21	51.2	20	48.8	18	43.9	25	61.0	34	82.9
Nigel Road	**22**	16	72.7	11	50.0	15	68.2	13	59.1	12	54.5	16	72.7
Philip Walk	**3**	2	66.7	2	66.7	5	166.7	3	100.0	6	200.0	4	133.3
Dewar Street	**13**	6	46.2	7	53.8	5	38.5	4	30.8	4	30.8	6	46.2
Kinsale Road	**40**	23	57.5	18	45.0	17	42.5	18	45.0	19	47.5	25	62.5
Troy Town	**0**	1		0		0		0		0		0	
Nutbrook Street	**0**	4		0		0		0		0		0	
Total	**169**	**124**	**73.4**	**94**	**55.6**	**95**	**56.2**	**88**	**52.1**	**101**	**59.8**	**128**	**75.7**
CPZ Total	**1118**	**572**	**51.2**	**491**	**43.9**	**536**	**47.9**	**549**	**49.1**	**545**	**48.7**	**648**	**58.0**

Table A2: CPZ Parking and delivery Space Supply and Demand by Road - Saturday

Road Name	Space Supply	Time											
		06:00		09:00		12:00		15:00		18:00		21:00	
		Demand	%	Demand	%	Demand	%	Demand	%	Demand	%	Demand	%
Sub- region 1													
Peckham High Street	**2**	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Basing Court	**0**	0		0		0		0		0		0	
Holly Grove	**50**	30	60.0	23	46.0	27	54.0	27	54.0	32	64.0	34	68.0
Bellenden Road	**14**	7	50.0	4	28.6	7	50.0	6	42.9	9	64.3	15	107.1
Lyndhurst Way	**47**	31	66.0	21	44.7	16	34.0	20	42.6	27	57.4	39	83.0
Lyndhurst Grove	**7**	6	85.7	5	71.4	4	57.1	3	42.9	5	71.4	5	71.4
Highshore Road	**57**	17	29.8	15	26.3	19	33.3	20	35.1	14	24.6	17	29.8
Lyndhurst Square	**14**	7	50.0	7	50.0	6	42.9	6	42.9	6	42.9	7	50.0
Collyer Place	**2**	9	450.0	0	0.0	4	200.0	3	150.0	5	250.0	11	550.0
Elm Grove	**57**	43	75.4	43	75.4	36	63.2	39	68.4	50	87.7	53	93.0
Sumner Avenue	**0**	0		0		0		0		0		0	
Sumner Road	**2**	0	0.0	0	0.0	3	150.0	6	300.0	0	0.0	2	100.0
Melon Road	**3**	4	133.3	1	33.3	5	166.7	4	133.3	2	66.7	5	166.7
Ophir Terrace	**4**	0	0.0	0	0.0	2	50.0	0	0.0	0	0.0	1	25.0
Total	**259**	**154**	**59.5**	**119**	**45.9**	**129**	**49.8**	**134**	**51.7**	**150**	**57.9**	**189**	**73.0**

Table A2 (cont'd): CPZ Parking and delivery Space Supply and Demand by Road - Saturday

Road Name	Space Supply	Time											
		06:00		09:00		12:00		15:00		18:00		21:00	
		Demand	%	Demand	%	Demand	%	Demand	%	Demand	%	Demand	%
Sub- region 2													
Raul Road	**21**	18	85.7	16	76.2	14	66.7	13	61.9	16	76.2	19	90.5
Cicely Road	**21**	13	61.9	7	33.3	6	28.6	6	28.6	8	38.1	18	85.7
Cerise Road	**23**	16	69.6	10	43.5	9	39.1	9	39.1	10	43.5	12	52.2
Mckerrell Road	**17**	14	82.4	11	64.7	9	52.9	9	52.9	11	64.7	14	82.4
Peckham High Street	**6**	0	0.0	0	0.0	2	33.3	3	50.0	1	16.7	3	50.0
Marmont Road	**38**	22	57.9	16	42.1	12	31.6	17	44.7	17	44.7	25	65.8
Mission Place	**0**	1		0		0		0		2		2	
Staffordshire Street	**2**	0	0.0	2	100.0	0	0.0	1	50.0	2	100.0	3	150.0
Goldsmith Road	**3**	4	133.3	0	0.0	0	0.0	2	66.7	0	0.0	7	233.3
Meeting House Lane	**0**	5		8		5		5		9		8	
Pennethorne Road	**0**	0		0		0		0		0		0	
Ball Yard	**0**	0		2		0		0		0		1	
Peckham Hill Street	**4**	0	0.0	1	25.0	5	125.0	4	100.0	4	100.0	2	50.0
Consort Road	**0**	0		1		1		0		0		1	
Clayton Road	**5**	3	60.0	3	60.0	3	60.0	5	100.0	5	100.0	3	60.0
Hanover Park	**0**	0		0		0		0		0		0	
Cerise Road	**22**	13	59.1	13	59.1	15	68.2	11	50.0	15	68.2	15	68.2
Total	**162**	**109**	**67.3**	**90**	**55.6**	**81**	**50.0**	**85**	**52.5**	**100**	**61.7**	**133**	**82.1**

Table A2 (cont'd): CPZ Parking and delivery Space Supply and Demand by Road - Saturday

Road Name	Space Supply	Time											
		06:00		09:00		12:00		15:00		18:00		21:00	
		Demand	%	Demand	%	Demand	%	Demand	%	Demand	%	Demand	%
Sub- region 3													
Bournemouth Road	**35**	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Bournemouth Close	**0**	0		0		0		0		0		0	
Copeland Road	**14**	7	50.0	2	14.3	1	7.1	5	35.7	4	28.6	17	121.4
Consort Road	**0**	0		1		1		0		0		5	
Blackpool Road	**11**	2	18.2	6	54.5	4	36.4	2	18.2	1	9.1	3	27.3
Brayards Road	**59**	15	25.4	12	20.3	11	18.6	13	22.0	23	39.0	20	33.9
Heaton Road	**13**	5	38.5	6	46.2	4	30.8	3	23.1	9	69.2	12	92.3
Pilkington Road	**28**	0	0.0	0	0.0	0	0.0	0	0.0	3	10.7	2	7.1
Claude Road	**16**	3	18.8	2	12.5	2	12.5	2	12.5	2	12.5	4	25.0
Godman Road	**33**	17	51.5	24	72.7	10	30.3	14	42.4	16	48.5	13	39.4
Sandlings Close	**0**	0		5		6		7		6		0	
Gordon Road	**21**	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Total	**230**	**49**	**21.3**	**58**	**25.2**	**39**	**17.0**	**46**	**20.0**	**64**	**27.8**	**76**	**33.0**

Table A2 (cont'd): CPZ Parking and delivery Space Supply and Demand by Road - Saturday

Road Name	Space Supply	Time											
		06:00		09:00		12:00		15:00		18:00		21:00	
		Demand	%	Demand	%	Demand	%	Demand	%	Demand	%	Demand	%
Sub- region 4													
Sternhall Lane	**18**	8	44.4	6	33.3	6	33.3	7	38.9	7	38.9	8	44.4
Alpha Street	**9**	3	33.3	1	11.1	4	44.4	2	22.2	6	66.7	6	66.7
Choumert Road	**36**	24	66.7	25	69.4	37	102.8	34	94.4	35	97.2	45	125.0
Bellenden Road	**16**	15	93.8	15	93.8	22	137.5	13	81.3	16	100.0	19	118.8
Blenheim Grove	**28**	10	35.7	8	28.6	14	50.0	12	42.9	14	50.0	19	67.9
Choumert Grove	**25**	14	56.0	9	36.0	9	36.0	7	28.0	15	60.0	23	92.0
Chadwick Road	**55**	26	47.3	20	36.4	21	38.2	24	43.6	29	52.7	30	54.5
Mcdermott Road	**19**	2	10.5	2	10.5	0	0.0	2	10.5	3	15.8	3	15.8
Sandison Street	**17**	0	0.0	0	0.0	0	0.0	3	17.6	0	0.0	1	5.9
Maxted Road	**11**	5	45.5	3	27.3	2	18.2	3	27.3	8	72.7	6	54.5
Reedham Street	**9**	2	22.2	3	33.3	4	44.4	3	33.3	3	33.3	4	44.4
Costa Street	**17**	5	29.4	4	23.5	7	41.2	0	0.0	6	35.3	6	35.3
Danby Street	**17**	2	11.8	1	5.9	8	47.1	5	29.4	3	17.6	1	5.9
Lyndhurst Way	**21**	17	81.0	14	66.7	17	81.0	13	61.9	13	61.9	17	81.0
Total	**298**	**133**	**44.6**	**111**	**37.2**	**151**	**50.7**	**128**	**43.0**	**158**	**53.0**	**188**	**63.1**
Sub- region 5													
Relf Road	**50**	38	76.0	34	68.0	33	66.0	28	56.0	36	72.0	33	66.0
Anstey Road	**41**	22	53.7	25	61.0	20	48.8	21	51.2	25	61.0	25	61.0
Nigel Road	**22**	22	100.0	10	45.5	10	45.5	12	54.5	19	86.4	23	104.5
Philip Walk	**3**	0	0.0	2	66.7	2	66.7	3	100.0	2	66.7	3	100.0
Dewar Street	**13**	7	53.8	4	30.8	3	23.1	3	23.1	5	38.5	8	61.5
Kinsale Road	**40**	19	47.5	14	35.0	13	32.5	13	32.5	18	45.0	18	45.0
Troy Town	**0**	0		0		0		0		0		0	
Nutbrook Street	**0**	0		0		0		0		0		0	
Total	**169**	**108**	**63.9**	**89**	**52.7**	**81**	**47.9**	**80**	**47.3**	**105**	**62.1**	**110**	**65.1**
CPZ Total	**1118**	**572**		**491**		**536**		**549**		**545**		**648**	

Table A3: On-street Extended Study Area Parking and Delivery Supply Versus Demand - Weekday

Road Name	Space Supply	Time											
		06:00		09:00		12:00		15:00		18:00		21:00	
		N	%	N	%	N	%	N	%	N	%	N	%
North Extended Area													
PENNETHORNE ROAD	**63**	46	73.5	52	83.1	51	81.5	55	87.9	50	79.9	50	79.9
FRIARY ROAD	**44**	29	66.5	28	64.2	32	73.4	34	77.9	26	59.6	31	71.1
FENHAM ROAD	**60**	6	10.1	41	68.9	41	68.9	36	60.5	45	75.6	37	62.2
MARMONT ROAD	**56**	49	87.0	52	92.3	56	99.4	55	97.6	53	94.1	48	85.2
FURLEY ROAD (SOUTH)	**61**	87	142.4	57	93.3	52	85.1	50	81.8	55	90.0	53	86.8
FURLEY ROAD (NORTH)	**51**	36	70.6	36	70.6	39	76.5	32	62.8	31	60.8	33	64.7
TOTAL	**334**	**253**	75.7	**266**	79.6	**271**	81.1	**262**	78.4	**260**	77.8	**252**	75.4
NORTH WEST EXTENDED AREA													
DENMAN ROAD	**98**	86	88.1	77	78.9	75	76.8	74	75.8	83	85.0	86	88.1
LYNDHURST GROVE	**90**	33	36.8	46	51.3	47	52.4	43	47.9	35	39.0	35	39.0
TALFOURD PLACE	**46**	38	83.5	38	83.5	36	79.1	31	68.1	38	83.5	36	79.1
TALFOURD ROAD (NORTH)	**58**	39	67.0	33	56.7	34	58.4	31	53.3	35	60.2	35	60.2
TALFOURD ROAD (SOUTH)	**99**	80	80.8	72	72.7	74	74.8	67	67.7	73	73.8	77	77.8
Total	**390**	**276**	**70.8**	**266**	**68.2**	**266**	**68.2**	**246**	**63.1**	**264**	**67.7**	**269**	**69.0**

Table A3 (Cont'd): On-street Extended Study Area Parking and Delivery Supply Versus Demand - Weekday

NORTH EAST EXTENDED AREA													
HARDERS ROAD	**23**	16	69.0	18	77.6	20	86.2	18	77.6	20	86.2	15	64.7
GORDON ROAD	**109**	81	74.2	83	76.0	86	78.8	73	66.9	76	69.6	75	68.7
BRAYARDS ROAD	**27**	18	67.2	19	70.9	20	74.6	19	70.9	19	70.9	19	70.9
KIRKWOOD ROAD	**80**	56	69.8	54	67.3	53	66.0	51	63.5	48	59.8	49	61.1
Total	**239**	**171**	**71.4**	**174**	**72.7**	**179**	**74.8**	**161**	**67.3**	**163**	**68.1**	**158**	**66.0**
South Extended Area													
WAGHORN STREET	**67**	49	72.8	51	75.8	52	77.3	52	77.3	51	75.8	45	66.9
REEDHAM STREET	**9**	8	93.9	8	93.9	9	100.0	9	100.0	9	100.0	9	100.0
WINGFIELD STREET	**53**	38	71.9	42	79.5	40	75.7	38	71.9	41	77.6	36	68.1
MAXTED ROAD	**55**	37	66.7	36	64.9	34	61.3	34	61.3	38	68.5	34	61.3
NUTBROOK STREET	**99**	60	60.8	53	53.7	54	54.7	55	55.7	67	67.8	65	65.8
AMOTT ROAD	**91**	53	58.5	51	56.3	55	60.7	55	60.7	61	67.4	71	78.4
KESTON ROAD	**62**	50	80.7	43	69.4	41	66.2	46	74.3	51	82.4	52	84.0
GOWLETT ROAD	**77**	50	64.9	39	50.6	47	61.0	44	57.1	46	59.7	49	63.6
HINCKLEY ROAD	**34**	24	71.4	22	65.4	25	74.3	26	77.3	25	74.3	25	74.3
FENWICK ROAD	**83**	55	65.9	56	67.1	56	67.1	56	67.1	57	68.3	50	59.9
FENWICK GROVE	**26**	14	54.5	12	46.7	10	38.9	12	46.7	12	46.7	14	54.5
HOWDEN STREET	**58**	46	78.7	39	66.7	44	75.3	50	85.6	48	82.1	44	75.3
Total	**714**	**139**	**19.5**	**129**	**18.1**	**332**	**46.5**	**333**	**46.7**	**364**	**51.0**	**361**	**50.6**
South East Extended Area													
OLD JAMES STREET	**43**	49	72.8	51	75.8	52	77.3	52	77.3	51	75.8	45	66.9
SCYLLA ROAD	**88**	8	93.9	8	93.9	9	100.0	9	100.0	9	100.0	9	100.0
WHORLTON ROAD	**61**	38	71.9	42	79.5	40	75.7	38	71.9	41	77.6	36	68.1
VIVIAN SQUARE	**21**	37	66.7	36	64.9	34	61.3	34	61.3	38	68.5	34	61.3
CONSORT ROAD	**97**	60	60.8	53	53.7	54	54.7	55	55.7	67	67.8	65	65.8
ELLERY STREET	**36**	53	58.5	51	56.3	55	60.7	55	60.7	61	67.4	71	78.4
STURDY ROAD	**27**	50	80.7	43	69.4	41	66.2	46	74.3	51	82.4	52	84.0
GORDON ROAD	**109**	50	64.9	39	50.6	47	61.0	44	57.1	46	59.7	49	63.6
Total	**483**	24	71.4	22	65.4	25	74.3	26	77.3	25	74.3	25	74.3

Table A3 (Cont'd): On-street Extended Study Area Parking and Delivery Supply Versus Demand - Weekday

South West Extended Area													
CHADWICK ROAD	**91**	68	74.3	82	89.6	73	79.8	82	89.6	73	79.8	68	74.3
CHOUMERT ROAD	**116**	104	89.4	88	75.6	89	76.5	85	73.0	99	85.1	98	84.2
DANBY STREET	**93**	68	73.3	60	64.7	67	72.2	67	72.2	67	72.2	63	67.9
AVONDALE RISE	**86**	35	40.7	31	36.0	32	37.2	26	30.2	29	33.7	35	40.7
SOAMES STREET	**44**	30	68.6	21	48.0	23	52.6	20	45.7	24	54.9	30	68.6
BELLENDEN ROAD	**134**	84	62.9	78	58.4	86	64.4	71	53.1	79	59.1	73	54.6
OXENFORD STREET	**57**	30	52.2	29	50.4	32	55.7	23	40.0	27	47.0	25	43.5
ONDINE ROAD	**121**	95	78.4	88	72.6	93	76.7	92	75.9	85	70.1	87	71.8
MUSCHAMP ROAD	**76**	54	70.8	40	52.4	41	53.7	43	56.4	46	60.3	52	68.2
MARSDEN ROAD	**59**	45	75.9	38	64.1	41	69.2	40	67.5	42	70.9	46	77.6
ADYS ROAD (NORTH)	**86**	57	66.4	53	61.7	50	58.2	58	67.6	47	54.7	55	64.1
ADYS ROAD (SOUTH)	**61**	16	26.1	29	47.4	31	50.7	40	65.4	31	50.7	22	35.9
COPLESTON ROAD (NORTH)	**73**	48	66.0	37	50.9	36	49.5	41	56.4	47	64.6	45	61.9
COPLESTON ROAD (SOUTH)	**130**	102	78.5	88	67.7	95	73.1	92	70.8	97	74.6	101	77.7
OGLANDER ROAD (NORTH)	**87**	58	66.7	52	59.8	52	59.8	56	64.4	58	66.7	54	62.1
OGLANDER ROAD (SOUTH)	**87**	73	84.0	63	72.5	70	80.6	67	77.1	67	77.1	61	70.2
Total	**1402**	**967**	**69.0**	**877**	**62.6**	**911**	**65.0**	**903**	**64.4**	**918**	**65.5**	**915**	**65.3**
Extended Area Total	**3562**	**2388**	**67.0**	**2312**	**64.9**	**2358**	**66.2**	**2313**	**64.9**	**2343**	**65.8**	**2360**	**66.3**

Table A4: On-street Extended Study Area Parking and Delivery Supply Versus Demand -Saturday

Road Name	Space Supply	Time											
		06:00		09:00		12:00		15:00		18:00		21:00	
		N	%	N	%	N	%	N	%	N	%	N	%
North Extended Area													
PENNETHORNE ROAD	**63**	49	78.3	38	60.8	40	64.0	42	67.2	41	65.6	46	73.5
FRIARY ROAD	**44**	34	77.9	33	75.7	26	59.6	29	66.5	26	59.6	21	48.1
FENHAM ROAD	**60**	35	58.8	34	57.1	30	50.4	35	58.8	32	53.8	30	50.4
MARMONT ROAD	**56**	56	99.4	60	106.5	51	90.5	50	88.8	51	90.5	39	69.2
FURLEY ROAD (SOUTH)	**61**	58	94.9	58	94.9	50	81.8	56	91.7	57	93.3	54	88.4
FURLEY ROAD (NORTH)	**51**	38	74.5	37	72.6	33	64.7	37	72.6	40	78.5	37	72.6
AREA TOTAL	**334**	**270**	**80.8**	**260**	**77.8**	**230**	**68.8**	**249**	**74.5**	**247**	**73.9**	**227**	**67.9**
NORTH WEST EXTENDED AREA													
DENMAN ROAD	**98**	89	91.2	79	80.9	70	71.7	79	80.9	82	84.0	81	83.0
LYNDHURST GROVE	**90**	31	34.5	33	36.8	29	32.3	32	35.7	33	36.8	35	39.0
TALFOURD PLACE	**46**	38	83.5	36	79.1	28	61.5	28	61.5	38	83.5	32	70.3
TALFOURD ROAD (NORTH)	**58**	41	70.5	38	65.3	34	58.4	31	53.3	30	51.6	28	48.1
TALFOURD ROAD (SOUTH)	**99**	83	83.9	73	73.8	71	71.7	72	72.7	76	76.8	75	75.8
Total	**390**	**282**	**72.3**	**259**	**66.4**	**232**	**59.5**	**242**	**62.0**	**259**	**66.4**	**251**	**64.4**
NORTH EAST EXTENDED AREA													
HARDERS ROAD	**23**	17	73.3	18	77.6	15	64.7	19	81.9	17	73.3	17	73.3
GORDON ROAD	**109**	80	73.3	81	74.2	69	63.2	75	68.7	64	58.6	65	59.6
BRAYARDS ROAD	**27**	18	67.2	18	67.2	17	63.4	19	70.9	20	74.6	18	67.2
KIRKWOOD ROAD	**80**	53	66.0	50	62.3	50	62.3	51	63.5	49	61.1	50	62.3
Total	**239**	**168**	**70.2**	**167**	**69.8**	**151**	**63.1**	**164**	**68.5**	**150**	**62.7**	**150**	**62.7**

Table A4 (Cont'd): On-street Extended Study Area Parking and Delivery Supply Versus Demand -Saturday

South Extended Area													
WAGHORN STREET	**67**	45	45	66.9	57	84.7	53	78.8	48	71.4	50	74.3	49
REEDHAM STREET	**9**	8	8	93.9	8	93.9	7	82.2	7	82.2	9	100.0	6
WINGFIELD STREET	**53**	42	42	79.5	40	75.7	38	71.9	37	70.	40	75.7	38
MAXTED ROAD	**55**	46	46	83.0	38	68.5	32	57.7	38	68.5	39	70.3	0
NUTBROOK STREET	**99**	72	72	72.9	65	65.8	55	55.7	61	61.8	61	61.8	66
AMOTT ROAD	**91**	56	56	61.8	53	58.5	47	51.9	63	69.6	60	66.3	59
KESTON ROAD	**62**	50	50	80.7	45	72.7	43	69.4	49	79.1	49	79.1	50
GOWLETT ROAD	**77**	60	60	77.9	53	68.8	54	70.1	53	68.8	61	79.2	53
HINCKLEY ROAD	**34**	26	26	77.3	26	77.3	24	71.4	24	71.4	18	53.5	21
FENWICK ROAD	**83**	59	59	70.7	61	73.1	55	65.9	53	63.5	50	59.9	46
FENWICK GROVE	**26**	16	16	62.3	8	31.1	10	38.9	10	38.9	12	46.7	12
HOWDEN STREET	**58**	41	41	70.2	43	73.6	43	73.6	39	66.7	42	71.9	40
Total	**714**	**142**	**19.9**	**157**	**22.0**	**329**	**46.1**	**356**	**49.9**	**369**	**51.7**	**321**	**45.0**
South East Extended Area													
OLD JAMES STREET	**43**	26	60.2	21	48.7	15	34.8	14	32.4	30	69.5	16	37.1
SCYLLA ROAD	**88**	43	48.9	45	51.2	44	50.1	42	47.8	56	63.7	29	33.0
WHORLTON ROAD	**61**	35	57.0	32	52.1	30	48.9	33	53.8	33	53.8	70	114.0
VIVIAN SQUARE	**21**	3	14.1	3	14.1	3	14.1	2	9.4	1	4.7	2	9.4
CONSORT ROAD	**97**	40	41.3	42	43.4	40	41.3	39	40.3	46	47.5	43	44.4
ELLERY STREET	**36**	28	78.7	55	154.7	27	75.9	27	75.9	24	67.5	22	61.9
STURDY ROAD	**27**	27	98.5	28	102.2	27	98.5	31	113.1	25	91.2	16	58.4
GORDON ROAD	**109**	56	51.2	58	53.0	53	48.4	54	49.3	63	57.6	57	52.1
Total	**483**	**258**	**53.4**	**284**	**58.8**	**239**	**49.5**	**242**	**50.1**	**278**	**57.6**	**255**	**52.8**

Table A4 (Cont'd): On-street Extended Study Area Parking and Delivery Supply Versus Demand -Saturday

South West Extended Area													
CHADWICK ROAD	**91**	73	79.8	72	78.7	70	76.5	67	73.2	74	80.9	76	83.1
CHOUMERT ROAD	**116**	110	94.5	103	88.5	98	84.2	96	82.5	96	82.5	90	77.3
DANBY STREET	**93**	70	75.5	64	69.0	60	64.7	64	69.0	73	78.7	66	71.1
AVONDALE RISE	**86**	39	45.3	38	44.2	40	46.5	44	51.2	47	54.6	35	40.7
SOAMES STREET	**44**	30	68.6	26	59.4	19	43.4	18	41.1	18	41.1	22	50.3
BELLENDEN ROAD	**134**	76	56.9	79	59.1	67	50.1	69	51.6	67	50.1	68	50.9
OXENFORD STREET	**57**	26	45.2	24	41.7	21	36.5	23	40.0	19	33.0	23	40.0
ONDINE ROAD	**121**	94	77.5	84	69.3	82	67.6	87	71.8	91	75.1	94	77.5
MUSCHAMP ROAD	**76**	51	66.8	40	52.4	34	44.6	39	51.1	40	52.4	42	55.1
MARSDEN ROAD	**59**	46	77.6	35	59.0	36	60.7	38	64.1	38	64.1	45	75.9
ADYS ROAD (NORTH) to Ondine Road junction	**86**	55	64.1	53	61.7	47	54.7	45	52.4	47	54.7	54	62.9
ADYS ROAD (SOUTH) South of Ondine Road junction	**61**	20	32.7	34	55.6	25	40.8	26	42.5	26	42.5	18	29.4
COPLESTON ROAD (NORTH)North of Avondale Rise junction	**73**	50	68.8	47	64.6	36	49.5	53	72.9	51	70.1	41	56.4
COPLESTON ROAD (SOUTH) South of Avondale Rise junction	**130**	100	76.9	95	73.1	85	65.4	91	70.0	88	67.7	94	72.3
OGLANDER ROAD (NORTH) North of Marsden Road junction	**87**	55	63.3	52	59.8	76	87.4	74	85.1	53	61.0	50	57.5
OGLANDER ROAD (SOUTH) South of Marsden Road junction	**87**	71	81.7	49	56.4	27	31.1	28	32.2	60	69.1	55	63.3
Total	**1402**	**966**	**68.9**	**895**	**63.8**	**823**	**58.7**	**862**	**61.5**	**888**	**63.3**	**873**	**62.3**
Extended Area Total	**3562**	**2465**	**69.2**	**2362**	**66.3**	**2136**	**60%**	**2241**	**62.9**	**2313**	**64.9**	**2196**	**61.7**

Table A5: Off-street Parking Supply Versus Demand (N=number; %=percentage occupancy)

Weekday													
Car Park Name	**Space supply**	**Time**											
		06:00		**09:00**		**12:00**		**15:00**		**18:00**		**21:00**	
		N	**%**	**N**	**%**	**N**	**%**	**N**	**%**	**N**	**%**	**N**	**%**
Lidl Car Park	**132**	3	2.3	52	39.4	70	53.0	88	66.7	53	40.2	13	9.8
Morrisons Car park	**360**	17	4.7	206	57.2	285	79.2	236	65.6	96	26.7	41	11.4
CERISE ROAD CAR PARK	**344**	0	0.0	17	4.9	27	7.8	25	7.3	12	3.5	14	4.1
Copeland Road Car park	**63**	3	4.8	39	61.9	48	76.2	40	63.5	13	20.6	7	11.1
Netto Car Park	**53**	3	5.7	22	41.5	42	79.2	47	88.7	39	73.6	3	5.7
Choumert Grove Car park	**126**	3	2.4	17	13.5	44	34.9	37	29.4	26	20.6	3	2.4

Weekend													
Car Park Name	**Space supply**	**Time**											
		06:00		**09:00**		**12:00**		**15:00**		**18:00**		**21:00**	
		N	**%**	**N**	**%**	**N**	**%**	**N**	**%**	**N**	**%**	**N**	**%**
Lidl Car Park	**132**	7	5.3	42	31.8	89	67.4	91	68.9	72	54.5	0	0.0
Morrisons Car park	**360**	23	6.4	179	50.0	355	98.6	357	99.2	207	57.5	30	8.3
CERISE ROAD CAR PARK	**344**	1	0.3	11	3.2	51	14.8	53	15.4	29	8.4	12	3.5
Copeland Road Car park	**63**	4	6.3	8	12.7	37	58.7	32	50.8	25	39.7	13	20.6
Netto Car Park	**53**	7	13.2	38	71.7	57	107.5	52	98.1	58	109.4	11	20.8
Choumert Grove Car park	**126**	2	1.6	20	15.9	62	49.2	50	39.7	25	19.8	8	6.3

Table A6: CPZ On Street Parking and Loading - Duration of stay (MB = parked in marked bay, OMB = parked outside marked bay

Weekday								
Sub Region	**Marked bay?**	**Other Resident**	**Long Stay Resident**	**Short Stay**	**Medium Stay**	**Long Stay**	**Commuter**	**Total**
Sub Region 1	MB	76	37	118	52	10	17	**310**
	OMB	23	0	48	10	1	1	**83**
	Total	**99**	**37**	**166**	**62**	**11**	**18**	**393**
Sub Region 2	MB	79	21	71	29	11	7	**218**
	OMB	17	0	77	11	0	2	**107**
	Total	**96**	**21**	**148**	**40**	**11**	**9**	**325**
Sub Region 3	MB	46	3	143	51	3	13	**259**
	OMB	22	0	29	2	0	1	**54**
	Total	**68**	**3**	**172**	**53**	**3**	**14**	**313**
Sub Region 4	MB	15	40	70	16	8	1	**150**
	OMB	8	0	59	4	0	0	**71**
	Total	**23**	**40**	**129**	**20**	**8**	**1**	**221**
Sub Region 5	MB	65	54	30	37	9	9	**204**
	OMB	6	0	15	1	0	1	**23**
	Total	**71**	**54**	**45**	**38**	**9**	**10**	**227**
Saturday								
Sub Region	**Marked bay?**	**Other Resident**	**Long Stay Resident**	**Short Stay**	**Medium Stay**	**Long Stay**	**Commuter**	**Total**
Sub Region 1	MB	86	54	99	54	9	19	**321**
	OMB	14	0	34	2	0	1	**51**
	Total	**100**	**54**	**133**	**56**	**9**	**20**	**372**
Sub Region 2	MB	65	29	43	37	10	11	**195**
	OMB	12	2	40	14	0	3	**71**
	Total	**77**	**31**	**83**	**51**	**10**	**14**	**266**
Sub Region 3	MB	29	8	134	29	7	7	**214**
	OMB	19	0	22	2	1	0	**44**
	Total	**48**	**8**	**156**	**31**	**8**	**7**	**258**
Sub Region 4	MB	17	58	50	18	5	4	**152**
	OMB	1	2	73	3	1	0	**80**
	Total	**18**	**60**	**123**	**21**	**6**	**4**	**232**
Sub Region 5	MB	72	36	45	52	14	15	**234**
	OMB	0	0	3	3	0	0	**6**
	Total	**72**	**36**	**48**	**55**	**14**	**15**	**240**

Table A7: CPZ Off Street Parking and Loading - Duration of stay (MB = parked in marked bay, OMB = parked outside marked bay

Car park name	Marked bay?	Resident	Long Stay Resident	Short Stay	Medium Stay	Commuter	Long Stay	Total
Weekday								
Lidl	MB	0	3	202	20	1	2	**228**
	OMB	0	0	0	0	0	0	**0**
	Total	**0**	**3**	**202**	**20**	1	**2**	**228**
Morrisons	MB	12	5	519	69	13	8	**626**
	OMB	0	0	0	0	0	0	**0**
	Total	**12**	**5**	**519**	**69**	13	**8**	**626**
Cerise Road	MB	0	0	25	12	9	2	**48**
	OMB	0	0	0	0	0	0	**0**
	Total	**0**	**0**	**25**	**12**	9	**2**	**48**
Copeland Road	MB	2	1	51	14	14	4	**86**
	OMB	0	0	0	0	0	0	**0**
	Total	**2**	**1**	**51**	**14**	14	**4**	**86**
Netto	MB	1	1	45	1	0	2	**50**
	OMB	0	0	8	1	0	0	**9**
	Total	1	**1**	**53**	**2**	0	**2**	**59**
Choumert Grove	MB	0	2	38	2	1	1	**44**
	OMB	0	0	1	0	0	0	**1**
	Total	0	**2**	**39**	**2**	1	**1**	**45**
Saturday								
Lidl	MB	4	3	226	20	5	1	**259**
	OMB	0	0	0	0	0	0	**0**
	Total	**4**	**3**	**226**	**20**	**5**	**1**	**259**
Morrisons	MB	9	14	720	122	20	7	**892**
	OMB	0	0	0	0	0	0	**0**
	Total	**9**	**14**	**720**	**122**	**20**	**7**	**892**
Cerise Road	MB	0	1	81	20	4	3	**109**
	OMB	0	0	0	0	0	0	**0**
	Total	**0**	**1**	**81**	**20**	**4**	**3**	**109**
Copeland Road	MB	4	0	70	14	3	0	**91**
	OMB	0	0	0	0	0	0	**0**
	Total	**4**	**0**	**70**	**14**	**3**	**0**	**91**
Netto	MB	1	2	72	6	0	1	**82**
	OMB	1	0	14	2	0	0	**17**
	Total	**2**	**2**	**86**	**8**	**0**	**1**	**99**
Choumert Grove	MB	0	2	52	2	0	1	**57**
	OMB	0	0	0	0	0	0	**0**
	Total	**0**	**2**	**52**	**2**	**0**	**1**	**57**

Table A8: Outside CPZ On Street Parking and Loading - Duration of stay - Weekday (MB = parked in marked bay, OMB = parked outside marked bay

		Other Resident	Long Stay Resident	Short Stay	Medium Stay	Long Stay	Commuter	Total
North	MB	191	61	207	209	31	76	**775**
	OMB	0	0	0	0	0	0	**0**
	Total	**191**	**61**	**207**	**209**	**31**	**76**	**775**
NorthEast	MB	66	104	55	69	12	18	**324**
	OMB	0	0	0	0	0	0	**0**
	Total	**66**	**104**	**55**	**69**	**12**	**18**	**324**
NorthWest	MB	128	148	87	111	22	42	**538**
	OMB	0	0	2	0	0	0	**2**
	Total	**128**	**148**	**89**	**111**	**22**	**42**	**540**
South	MB	193	290	158	212	27	67	**947**
	OMB	1	0	6	1	1	1	**10**
	Total	**194**	**290**	**164**	**213**	**28**	**68**	**957**
SouthEast	MB	119	112	81	139	24	70	**545**
	OMB	5	1	11	2	0	0	**19**
	Total	**124**	**113**	**92**	**141**	**24**	**70**	**564**
SouthWest	MB	450	516	334	372	85	132	**1889**
	OMB	1	2	6	1	0	1	**11**
	Total	**451**	**518**	**340**	**373**	**85**	**133**	**1900**
Total	**MB**	**1147**	**1231**	**922**	**1112**	**201**	**405**	**5018**
	OMB	**7**	**3**	**25**	**4**	**1**	**2**	**42**

Table A8: Outside CPZ On Street Parking and Loading - Duration of stay - Saturday (MB = parked in marked bay, OMB = parked outside marked bay

		Other Resident	Long Stay Resident	Short Stay	Medium Stay	Long Stay	Commuter	Total
North	MB	177	92	124	173	25	50	**641**
	OMB	0	0	0	0	0	0	**0**
	Total	**177**	**92**	**124**	**173**	**25**	**50**	**641**
NorthEast	MB	88	80	56	78	25	15	**342**
	OMB	0	0	0	0	0	0	**0**
	Total	**88**	**80**	**56**	**78**	**25**	**15**	**342**
NorthWest	MB	140	142	64	133	23	41	**543**
	OMB	0	0	0	0	0	0	**0**
	Total	**140**	**142**	**64**	**133**	**23**	**41**	**543**
South	MB	279	240	250	224	56	77	**1126**
	OMB	2	0	2	0	0	0	**4**
	Total	**281**	**240**	**252**	**224**	**56**	**77**	**1130**
SouthEast	MB	138	118	153	132	24	46	**611**
	OMB	2	0	15	1	0	0	**18**
	Total	**140**	**118**	**168**	**133**	**24**	**46**	**629**
SouthWest	MB	502	462	318	514	70	124	**1990**
	OMB	2	0	4	1	0	1	**8**
	Total	**504**	**462**	**322**	**515**	**70**	**125**	**1998**
Total	MB	1324	1134	965	1254	223	353	**5253**
	OMB	6	0	21	2	0	1	**30**

Table A9: Parking and delivery supply Rye Lane\Peckham Rye and side roads supply versus demand by hour - Weekday

Road Name	Space Supply	Time											
		06:00		07:00		08:00		09:00		10:00		11:00	
		N	%	N	%	N	%	N	%	N	%	N	%
HOLLY GROVE	**4**	0	0.0%	1	25.0%	1	25.0%	1	25.0%	1	25.0%	1	25.0%
RYE LANE	**34**	7	20.6%	9	26.5%	11	32.4%	17	50.0%	20	58.8%	31	91.2%
HIGHSHORE ROAD		0		0		0		1		0		1	
PECKHAM HIGH STREET	**2**	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
PECKHAM RYE (EAST)	**17**	7	41.2%	6	35.3%	7	41.2%	6	35.3%	5	29.4%	3	17.6%
PECKHAM RYE (WEST)	**0**	0		0		0		0		0		0	
SCYLLA ROAD		0		1		0		1		0		1	
PHILLIP WALK		0		0		0		0		1		2	
NIGEL ROAD		0		0		0		0		0		1	
ATWELL ROAD		1		1		1		0		1		1	
HEATON ROAD		0		0		0		0		0		0	
PARKSTONE ROAD		0		0		0		0		0		0	
BOURNEMOUTH ROAD		0		0		0		0		0		0	
ELM GROVE	**1**	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	100.0%	1	100.0%
Total	**58**	**15**	**25.9%**	**18**	**31.0%**	**20**	**34.5%**	**26**	**44.8%**	**29**	**50.0%**	**42**	**72.4%**

Table A9 (Cont'd): Parking and delivery supply Rye Lane\Peckham Rye and side roads supply versus demand by hour - Weekday

Road Name	**Space Supply**	**12:00**		**13:00**		**14:00**		**15:00**		**16:00**		**17:00**	
		N	**%**	**N**	**%**	**N**	**%**	**N**	**%**	**N**	**%**	**N**	**%**
HOLLY GROVE	**4**	2	50.0%	2	50.0%	2	50.0%	2	50.0%	1	25.0%	1	25.0%
RYE LANE	**34**	35	102.9%	36	105.9%	30	88.2%	29	85.3%	26	76.5%	31	91.2%
HIGHSHORE ROAD		0		1		1		2		0		0	
PECKHAM HIGH STREET	**2**	0	0.0%	0	0.0%	0	0.0%	1	50.0%	2	100.0%	1	50.0%
PECKHAM RYE (EAST)	**17**	2	11.8%	5	29.4%	5	29.4%	6	35.3%	4	23.5%	3	17.6%
PECKHAM RYE (WEST)	**0**	0		1		0		0		1		1	
SCYLLA ROAD		0		1		0		1		0		1	
PHILLIP WALK		0		0		4		1		1		5	
NIGEL ROAD		0		0		0		0		0		0	
ATWELL ROAD		1		1		1		1		1		1	
HEATON ROAD		0		0		0		0		0		0	
PARKSTONE ROAD		0		0		0		0		0		0	
BOURNEMOUTH ROAD		0		0		0		0		0		0	
ELM GROVE	**1**	0	0.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%	0	0.0%
Total	**58**	**40**	**69.0%**	**48**	82.8%	**44**	**75.9%**	**44**	**75.9%**	**37**	**63.8%**	**44**	**75.9%**

Table A9 (Cont'd): Parking and delivery supply Rye Lane\Peckham Rye and side roads supply versus demand by hour - Weekday

Road Name	**Space Supply**	Time							
		18:00		**19:00**		**20:00**		**21:00**	
		N	**%**	**N**	**%**	**N**	**%**	**N**	**%**
HOLLY GROVE	**4**	1	25.0%	1	25.0%	1	25.0%	2	50.0%
RYE LANE	**34**	28	82.4%	34	100.0%	44	129.4%	46	135.3%
HIGHSHORE ROAD		0		0		0		0	
PECKHAM HIGH STREET	**2**	0	0.0%	0	0.0%	1	50.0%	0	0.0%
PECKHAM RYE (EAST)	**17**	4	23.5%	7	41.2%	21	123.5%	21	123.5%
PECKHAM RYE (WEST)	**0**	0		0		1		2	
SCYLLA ROAD		0		1		0		1	
PHILLIP WALK		3		1		3		3	
NIGEL ROAD		0		0		0		0	
ATWELL ROAD		0		0		0		1	
HEATON ROAD		0		0		0		0	
PARKSTONE ROAD		0		0		0		0	
BOURNEMOUTH ROAD		0		0		0		0	
ELM GROVE	**1**	2	200.0%	0	0.0%	0	0.0%	1	100.0%
Total	**58**	**38**	**65.5%**	**44**	**75.9%**	**71**	**122.4%**	**77**	**132.8%**

Table A10: Parking and delivery supply Rye Lane\Peckham Rye and side roads supply versus demand by hour - Saturday

Road Name	Space Supply	Time											
		06:00		07:00		08:00		09:00		10:00		11:00	
		N	%	N	%	N	%	N	%	N	%	N	%
HOLLY GROVE	**4**	**0**	0.0%	**2**	50.0%	**2**	50.0%	**1**	25.0%	**2**	50.0%	**2**	50.0%
RYE LANE	**34**	**12**	35.3%	**15**	44.1%	**13**	38.2%	**21**	61.8%	**20**	58.8%	**21**	61.8%
HIGHSHORE ROAD		**0**		**0**		**0**		**0**		**0**		**1**	
PECKHAM HIGH STREET	**2**	**0**	0.0%	**0**	0.0%	**0**	0.0%	**0**	0.0%	**0**	0.0%	**0**	0.0%
PECKHAM RYE (EAST)	**17**	**6**	35.3%	**6**	35.3%	**5**	29.4%	**4**	23.5%	**3**	17.6%	**3**	17.6%
PECKHAM RYE (WEST)	**0**	**0**		**0**		**0**		**0**		**0**		**0**	
SCYLLA ROAD		**0**		**1**		**0**		**1**		**0**		**1**	
PHILLIP WALK		**0**		**0**		**0**		**3**		**1**		**3**	
NIGEL ROAD		**0**		**0**		**0**		**0**		**0**		**0**	
ATWELL ROAD		**1**		**0**		**0**		**1**		**1**		**1**	
HEATON ROAD		**0**		**0**		**0**		**0**		**0**		**0**	
PARKSTONE ROAD		**0**		**0**		**0**		**0**		**0**		**0**	
BOURNEMOUTH ROAD		**0**		**0**		**0**		**0**		**0**		**0**	
ELM GROVE	**1**	**0**	0.0%	**0**	0.0%	**0**	0.0%	**1**	#####	**1**	100.0%	**1**	100.0%
Total	**58**	**19**	**32.8%**	**24**	**41.4%**	**20**	**34.5%**	**32**	**55.2%**	**28**	**48.3%**	**33**	**56.9%**

Table A10 (Cont'd): Parking and delivery supply Rye Lane\Peckham Rye and side roads supply versus demand by hour - Saturday

Road Name	Space Supply	12:00		13:00		14:00		15:00		16:00		17:00	
		N	%	N	%	N	%	N	%	N	%	N	%
HOLLY GROVE	4	2	50.0%	1	25.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
RYE LANE	34	19	55.9%	19	55.9%	16	47.1%	21	61.8%	18	52.9%	31	91.2%
HIGHSHORE ROAD		2		2		4		3		1		0	
PECKHAM HIGH STREET	2	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
PECKHAM RYE (EAST)	17	3	17.6%	4	23.5%	2	11.8%	0	0.0%	4	23.5%	8	47.1%
PECKHAM RYE (WEST)	0	0		0		0		0		0		0	
SCYLLA ROAD		0		1		0		1		0		1	
PHILLIP WALK		0		0		0		0		0		0	
NIGEL ROAD		0		0		0		0		1		0	
ATWELL ROAD		1		1		1		1		1		1	
HEATON ROAD		0		0		0		0		1		0	
PARKSTONE ROAD		0		0		0		0		0		0	
BOURNEMOUTH ROAD		0		0		0		0		0		0	
ELM GROVE	1	1	100.0%	1	100.0%	2	200.0%	1	100.0%	1	100.0%	4	400.0%
Total	**58**	**28**	**48.3%**	**29**	50.0%	**25**	**43.1%**	**27**	**46.6%**	**27**	**46.6%**	**45**	**77.6%**

Table A10 (Cont'd): Parking and delivery supply Rye Lane\Peckham Rye and side roads supply versus demand by hour - Saturday

Road Name	**Space Supply**	Time							
		18:00		**19:00**		**20:00**		**21:00**	
		N	**%**	**N**	**%**	**N**	**%**	**N**	**%**
HOLLY GROVE	**4**	**2**	50.0%	**1**	25.0%	**1**	25.0%	**3**	75.0%
RYE LANE	**34**	**22**	64.7%	**28**	82.4%	**39**	114.7%	**33**	97.1%
HIGHSHORE ROAD		**0**		**0**		**1**		**0**	
PECKHAM HIGH STREET	**2**	**0**	0.0%	**0**	0.0%	**0**	0.0%	**0**	0.0%
PECKHAM RYE (EAST)	**17**	**10**	58.8%	**11**	64.7%	**15**	88.2%	**10**	58.8%
PECKHAM RYE (WEST)	**0**	**0**		**1**		**1**		**1**	
SCYLLA ROAD		**0**		**1**		**0**		**1**	
PHILLIP WALK		**1**		**0**		**2**		**0**	
NIGEL ROAD		**0**		**0**		**0**		**0**	
ATWELL ROAD		**1**		**2**		**2**		**1**	
HEATON ROAD		**0**		**0**		**0**		**0**	
PARKSTONE ROAD		**0**		**0**		**0**		**0**	
BOURNEMOUTH ROAD		**0**		**0**		**0**		**0**	
ELM GROVE	**1**	**2**	200.0%	**2**	200.0%	**1**	100.0%	**2**	200.0%
Total	**58**	**38**	**65.5%**	**46**	**79.3%**	**62**	**106.9%**	**51**	**87.9%**

Appendix C

Parking Forecast Tables

Peckham & Nunhead AAP Floorspace Studies - PNAAP Net Figures High

February 2010

The following assumptions have been made for purposes of simplification:

1. All sites calculated assume 'less than 100% site coverage, according to nature and location of sites. These figures are shown in the FLOOR SPACE column. Capacities could be as little as 20% of the site area, particularly for taller buildings.

2. Dwellings calculated at 1 dwelling = 70 sq.m

No.	SITE NAME	SITE AREA (sqm)	FLOOR SPACE (sqm)	Housing Net Gain (sqm)	No. of Dwellings (Proposed)	Parking Standards	Additional Parking Demand	Arts/Cultural Net Gain (sqm)	Parking Standards	Additional Parking Demand	Community Net Gain (sqm)	Parking Standard (sq)	Additional Parking Demand	Retail Net Gain (sqm)	Parking Standards	Additional Parking Demand	B Class Net Gain (sqm)	Parking Standards	Additional Parking Demand	TOTAL ADDITIONAL PARKING DEMAND	EXISTING SPACES [TOTAL INC BLUE BADGE]
	Parking Standard					1			as retail	75		as retail	75	PTAL 5-6	75		PTAZ	1000	44%		
										1 space per 75sqm			1 space per 75sqm		1 space per 75sqm			1 space per 1000sqm	1 employee per 20sqm		
														PTAL 4	50		Suburban	600	44% of people working in Peckham travel by car (Census 2001)		
														PTAL 3	40						
1	Choumert Grove car park	3,091	1,946	3,113	44	44		0			1,946		26	0			1,946	3	19	69	128
2	Industrial land off Copeland Road and Scoresmouth Road	36,119	18,060	20,177	296	286		5,000		67	1,500		20	9,700	40	40	4,000	4	28	224	
3	Land between the railway line north of site 2, including railway arches	4,600	2,300	0	0			500		7	0			2,300	31	31	1,000	1	10	59	
4	Land between the railway lines	-	-	-	-			-			-			-			-			0	
5	Copeland Road car park and land on corner of Copeland Road and Rye Lane	3,007	1,544	4,930	70	70		0						0			800	1	10	18	63
6	Cinema/multi-storey car park off Moncrieff Place	6,109	3,095	9,930	141	141		3,000		27	0			3,095	41	41	3,900	6	52	134	344
7	Bellenden Road Retail Park (incl Lidl)	7,500	2,625	10,500	149	149		1,000		10	0			1,625			2,400	4	32	69	132
8	Asylum Centre	22,000	5,517	17,653	500	500		1,317		19	0			19,900	265	265	1,370	2	18	314	338
9	Land off Sumner Road	10,140	5,071	16,227	230	230		0			0			0			1,000	1	13	22	
10	Peckham Square and Eagle Wharf site (known as area 10)	7,632	4,579	7,927	104	104		5,246		70	500		7	1,400	19	19	2,500	3	33	150	
11	Cator Street Learning and Development Centre plus land along Commercial Way, including Bradfield Youth and Community Centre	11,600	5,900	14,180	201	201		0			0			298	4	4	0			6	
12	Tuke School and neighbouring site on Woods Road	6,300	4,459	10,688	152	152		0			0			0			0			0	
13	Sumner House	3,055	2,139	5,843	30	30		0			0			0			-2,700	-3	-36	-59	
14	Land to west of Queens Road station occupied by timber yard	2,510	1,757	0	0			0						0						0	
15	Land to west of Lister Primary Care Centre	770	540	1,097	15	15		0			547		7	0			0			7	
16	Peckham Lodge, 115 Peckham Road	-	-	-	-			-			-			-			-			0	
17	Former Kennedy Sausage factory	2,400	1,200	3,100	44	44		0			0			0			371	0		8	
18	Nettlo	3,000	1,500	4,500	63	61		0			0			500	7	7	700	1	10	19	53
19	190 Rye Lane	1,000	700	1,120	16	16		0			0			400	5	5	1,000	1	10	27	
20	Land to south of Co-op House, 207 Rye Lane	574	459	738	10	10		0			0			459	6	6	0			6	
21	Peckham Road Baptist Church	1,700	1,020	2,448	35	35		0			-20			0			280	0	6	8	
22	133 to 139 Queens Road and land to rear	3,600	2,576	4,122	59	59		0			0			300	4	4	0			4	
23	Former Peckham Library, south of 165 Peckham Hill Street	205	144	230	3	3		100			0			144	2	2	100	0		4	
24	Acorn Neighbourhood Office, Meeting House Lane	1,374	962	2,309	33	33		0			481		6	0			0			6	
25	Garages adjacent Claytons Arms Pub, Clayton Road	493	345	828	12	12		0			0			0			0			0	
26	Sumner Road workshops	8,527	4,264	13,643	194	194		0			0			273	3	3	0			6	
27	Camberwell College of Arts Shade	-	-	-	-			-			-			-			-			0	
28	Woodlane	9,666	0	16,860	300	300		0			0			1,400	19	19	0			19	
29	Draymans Mews Electrical Substation	3,600	2,280	3,648	52	52		0			0			0			0			0	
30	APS Printing	6,600	4,095	9,702	139	139		0			0			0			0			0	
	TOTAL FLOORSPACE (sqm)	188,861	78,868	186,073				16,428		204	4,962		66	33,866	466	466	17,826	18	382	1,118	
	TOTAL DWELLINGS (No.)				2,870															2,236	1,056

SPREADSHEET ASSUMPTIONS:

This assessment has assumed that arts and cultural/community and retail uses will generate parking demand in accordance with the parking standards set out for retail in table 15.2 in Appendix 15 of the Southwark Plan. If new private retail parking is proposed as part of the development this would have to be considered separately.

Employment sites have been considered using a typical B1 rate of one employee per 20 sq.m. (This 20 is hardcoded in column 'T') Using the Census 2001, it has been calculated that 44% of people who work in the centre of Peckham travel by car.

Private (Retail)	523
Council	533

Residential consider car free/parking on site
Residential, provide parking in accordance with TA assessed parking demand
Short stay parking demand could be served by new public parking provision
Long stay parking demand could be served by new public parking provision
Employment - Parking provided on site

New Public Short Stay	New Public Long Stay
0	0
0	0
736	0
0	374
0	0

Table C1: Parking demand forecasts - High Growth

Peckham & Nunhead AAP Floorspace Studies - PNAAP Net Figures Low
February 2010

The following assumptions have been made for purposes of simplification:
1. All sites calculated assume less than 100% site coverage, according to nature and location of sites. These figures are shown in the 'FLOOR SPACE' column.
Capacities could be as little as 30% of the site area, particularly for taller buildings.
2. Dwellings calculated at 1 dwelling = 70.46sqm

No.	SITE NAME	SITE AREA (sqm)	FLOOR SPACE (sqm)	Housing Net Gain (sqm)	No. of Dwellings (Proposed)	Parking Standards	Additional Parking Demand	Arts/Cultural Net Gain (sqm)	Parking Standards	Additional Parking Demand	Community Net Gain (sqm)	Parking Standard (sq)	Additional Parking Demand	Retail Net Gain (sqm)	Parking Standards	Additional Parking Demand	B Class Net Gain (sqm)	Parking Standards	Additional Parking Demand
	Parking Standard					1			as retail	75		as retail	75	PTAL 5-6	75		PTAZ	1000	44%
														PTAL 4	50		Suburban	800	
1	Choumert Grove car park	3891	1,946	0	0			0			0			0			0		
2	Industrial land off Copeland Road and Bournemouth Road	36119	18,060	18,881	268	268	0	1,000		13	0			2,900	39	39	2,900	3	81
3	Land between the railway line north of site 2, including railway arches	4600	2,300	0	0			0			0			0			0		
4	Land between the railway lines	-	-	-	-			-			-			-			-		
5	Copeland Road car park and land on corner of Copeland Road and Rye Lane	3087	1,544	2,470	35	35	0	0			0			772	10	0	0		
6	Cinema/multi-storey car park off Moncrieff Place	6189	3,095	6,189	88	88	0	3,095		41	0			3,095	41	41	0		
7	Bellenden Road Retail Park incl Lidl	7500	2,625	0	0	0		0			0			0			0		
8	Aylesham Centre - FOOD?	22066	5,517	26,479	300	300	0	0			0			2,933	39	39	0		
9	Land off Sumner Road	10142	5,071	12,170	173	173	0	0			0			0			1,000	1	44
10	Peckham Square and Eagle Wharf site (known as area 10)	4500	2,700	0	0	0		0			0			700	9	9	1,300	1	51
11	Gator Street Learning and Development Centre plus land along Commercial Way, including Bradfield Youth and Community Centre	11800	5,900	5,974	85	85	0	0			0			300	4	0	0		
12	Tuke School and neighbouring site on Woods Road	6362	4,453	3,563	51	51	0	0			0			0			0		
13	Sumner House	3055	2,139	0	0			0			0			0			0		
14	Land to west of Queens Road station occupied by timber yard.	2510	1,757	0	0			0			0			0			0		
15	Land to west of Lister Primary Care Centre	779	623	0	0			0			0			0			0		
16	Peckham Lodge, 110 Peckham Road	-	-	-	-			-			-			-			-		
17	Former Kennedy Sausage factory	2400	1,200	2,460	35	35	0	0			0			202	3	0	0		
18	Netto	3000	1,500	0	0			0			0			0			0		
19	190 Rye Lane	1000	700	0	0			0			0			400	5	5	0		
20	Land to south of Co-op House, 267 Rye Lane	574	459	0	0			0			0			459	6	6	500		0
21	Peckham Road Baptist Church	1700	1,020	0	0			0			0			0			-20		
22	133 to 139 Queens Road and land to rear	3680	2,576	0	0			0			0			0			0		
23	Former Peckham Library, south of 165 Peckham Hill Street	205	144	0	0			100			100			144	2	2	100		0
24	Acorn Neighbourhood Office, Meeting House Lane	1374	962	0	0			0			0			0			0		
25	Garages adjacent Claytons Arms Pub, Clayton Road	493	345	0	0			0			0			0			0		
26	Sumner Road workshops	8527	4,264	6,822	97	97	0	0			0			213	3	3	0		
27	Camberwell College of Arts Sheds	-	-	-	-			-			-			-			-		
28	Woodene	9700	-	21,100	300	300	0	0			0			1,400	19	19	0		0
29	Draymans Mews Electrical Substation	3791	2,654	2,123	30	30	0	0			0			0			0		
30	APS Printing	6756	4,750	7,600	108	108	0	0			0			0			0		
	TOTAL FLOORSPACE (sqm)	165,830	78,301	115,850				4,195		55	100			13,517		163	5,780	5	114
	TOTAL DWELLINGS (No.)				1,569														

Employment sites have been considered using a typical B1 rate of one employee per 20 sq.m. Using the Census 2001 it has been calculated that 44% of people who work in the centre of Peckham travel by car.

This assessment has assumed that arts and cultural/community and retail uses will generate parking demand in accordance with the parking standards set out for retail in table 15.2 in Appendix 15 of the Southwark Plan. If new private retail parking is proposed as part of the development this would have to be considered separately.

	Residential consider car-free/parking on site
	Residential, provide parking in accordance with TA assessed parking demand
	Short stay parking demand could be served by new public parking provision
	Long stay parking demand could be served by new public parking provision
	Employment - Parking provided on site

New Public Short Stay	New Public Long Stay
0	0
0	0
218	0
0	109
0	0

Table C2: Parking demand forecasts - Low Growth