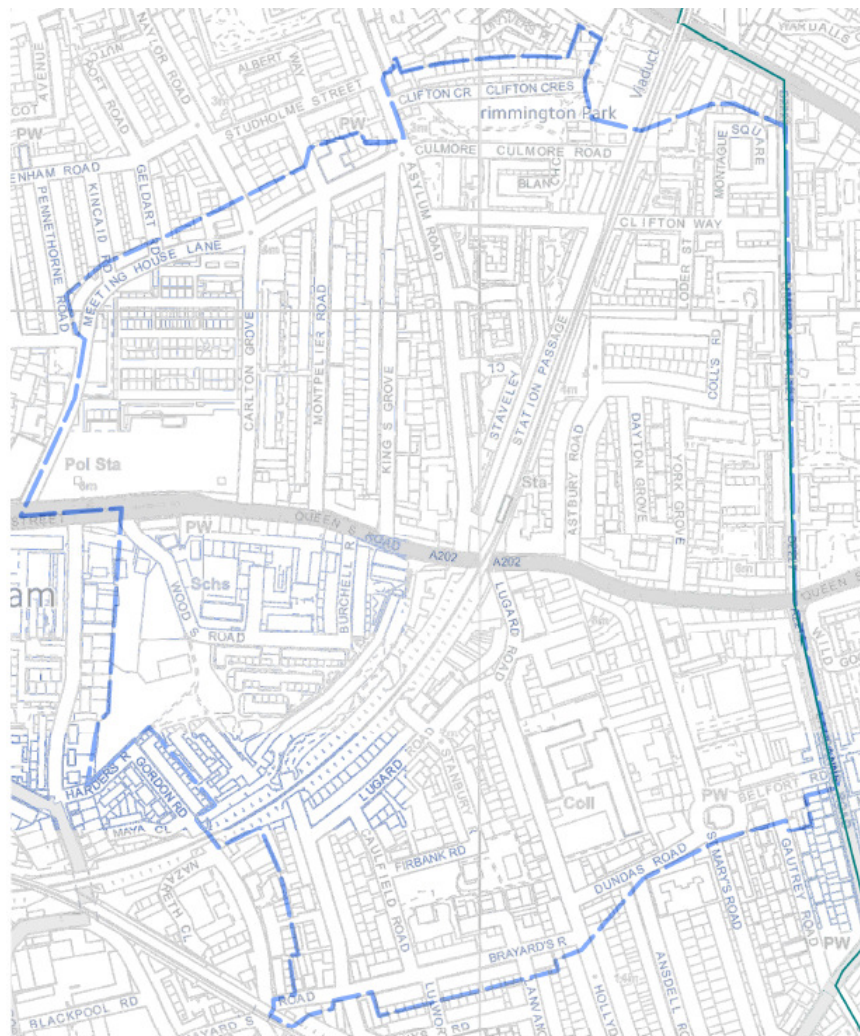


Queen's Road area

Parking Study



In response to feedback from residents, the council consulted a network of streets in the Queen's Road area to determine if a parking zone should be introduced to reduce parking stress in the area.

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Executive summary

The main aim of this parking study is to determine demand for a parking zone in the Queen's Road area. There is currently no parking zone in this area meaning that anyone may lawfully park their vehicle whether a resident, business, commuter or visitor. There are some existing double yellow line parking restrictions in the study area, these have been installed on an ad-hoc basis over the years for safety reasons.

Summary of key consultation findings

A total of 4,141 consultations were sent out to 53 streets within the consultation area. We received a total of 612 valid responses representing a response rate of 15%.

A valid response is a response from a resident or business address within the consultation boundary.

The majority of respondents stated that they never have difficulty parking in their street and in response to the headline question "do you want a parking zone", a majority 71% of respondents were against the introduction of a zone, only 22% of respondents were in favour of a zone and 7% undecided.

A street-by-street analysis shows that only one street merited further consideration for the installation of a parking zone; Clifton Crescent. There are three other streets where the majority were for a parking zone; Colmore Mews, Frobisher Place and Hooks Close. Both Colmore Mews and Frobisher place are non-public highway and Hooks Close is Housing land. A parking zone would not be enforceable in any of these roads but Clifton Crescent could be considered for a standalone parking zone.

Options

Based on the results of the informal consultation, officers present the following options:

Options	Rationale
1. To keep Clifton Crescent under review with an option to install a one road parking zone.	<ul style="list-style-type: none">• A high response was received from those living in Clifton Crescent (35%). Of those who responded, 60% would like a parking zone to be implemented and 35% were against the implementation.• Although this will address the parking problems in Clifton Crescent, it is highly likely that introducing measure in one street will displace the parking to nearby streets meaning that there will be demand to consider controls again in the future. There are currently no single street parking zones in Southwark.• It is likely that parking stress in Clifton Crescent originates from those parking to use the adjacent park and ball courts and those living on the nearby Brimington Estate parking on the public highway.
2. To not implement a parking zone in the remaining streets in the study area.	<ul style="list-style-type: none">• The majority of residents in this area have stated that they do not have a parking problem and do not want a parking zone to be implemented.
3. To introduce double yellow line waiting restrictions at locations where parking is deemed unsafe, e.g. at road junctions and across dropped kerbs.	<ul style="list-style-type: none">• Introducing double yellow lines at locations where parking is deemed unsafe with improve safety, visibility and access for all road users.• By installing double yellow lines throughout the study area, this means that the council do not have to investigate and introduce minor parking amendments on an ad-hoc basis.

Introduction

Background

Competition for parking in the Queen's Road area has increased over the last few years. There are several reasons that this may be the case. Streets in this area are within walking distance from Queen's Road Peckham station as well as frequent buses along Queen's Road so commuters are likely to use the area during the day. Parking displacement may have taken place over the years following the review of parking zone 'B' and extension to Gordon Road and Harders Road.

Based on regular requests from local residents, the decision was made to consult this area to assess if a parking zone was appropriate.

Following the discussion on the consultation methods and boundary at the Peckham and Nunhead Community Council meeting on 29 June 2016, arrangements were made to commence with a parking study in the area. Informal consultation was carried out between Friday 6 January and Monday 30 January 2017 with all postal addresses within the study area. Please note due to resident demand this deadline was extended to Friday 6 February 2017.

A consultation pack – Appendix A was sent to all 4,141 properties in the area. It included a detailed map of the proposed parking zone, an information leaflet including background information on parking zones, advantages and disadvantages of living in a parking zone, details of an exhibition held during the consultation period and frequently asked questions.

This document also included the contact details of the officer leading the consultation.

Timeline of events



Headline consultation results

Summary

15%

- Overall response rate
- 99% of respondents were residents
- 30 out of 53 roads received a response rate of over 10%

45%

- Of respondents state that they never have problems parking on their road

71%

- Of respondents do not want a parking zone

Response rate

The consultation closed on Friday 6 February 2017 having been extended for a week following multiple resident requests. Public access to the online consultation form was removed at midnight on this day. Paper consultations were accepted until the end of the following week to allow for any problems with the post.

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

The table below shows a breakdown of consultation returns

Total consulted	4141
Responses received	797
Duplicates	64
Out of area	119
Address does not exist	2
Total omitted	185
Valid responses	612
Response rate for Queen's Road area	15%

As the response rate was over 10%, the Council gives significant weighting to the consultation returns.

Many omitted responses were from outside of the consultation boundaries, these responses will be summarised later in the report. Duplicates are when more than one response is received from one address.

Community Engagement

The council provided multiple ways in which to respond to the consultation; either online, by post or by email.

A public exhibition was held on Wednesday 11 January 2017 at St Mary's Church, Peckham SE15 2EA during which residents could discuss the proposals with council officers and provide feedback. There was a good attendance at this exhibition. The general consensus at the meeting was that residents were against a parking zone.

A tweet was published on Southwark Council's Twitter page on 6, 10, 13, 18, 20, 24 and 28 January 2017 to raise awareness about the parking study.

Street notices were displayed in the consultation area throughout the consultation period detailing how residents could give their opinion.

Additional comments outlining any design changes or suggestions can be seen in Appendix B.

Analysis of Responses

Street by street – breakdown of results

This table shows that 30 out of 53 roads had a response rate of over 10%. The majority of respondents never have difficulty parking and there is no clear majority when it comes to their visitors. Only one road merits further consideration as all other roads in favour of the zone are not public highway.

Road name	How many properties?	Responses from road	Response rate	What time of day do you have difficulty parking?	What time of day does your visitor have difficulty parking?	Do you want a parking zone?			Merits further consideration
						No	Undecided	Yes	
ANSDELL ROAD	2	1	50%	Never	Never	100%	0%	0%	No
ASTBURY ROAD	167	56	34%	No clear majority	Never	91%	2%	7%	No
ASYLUM ROAD	135	14	10%	No clear majority	No clear majority	57%	7%	36%	No
BATH CLOSE	138	12	9%	No clear majority	Never	67%	0%	33%	No
BELFORT ROAD	38	5	13%	Never	Never	80%	0%	20%	No
BLANCH CLOSE	33		0%	N/A	N/A	N/A	N/A	N/A	No
BRAYARDS ROAD	125	27	22%	No clear majority	Never	78%	4%	19%	No
BURCHELL ROAD	81	6	7%	No clear majority	No clear majority	33%	33%	33%	No
CARLTON GROVE	239	24	10%	Never	Never	96%	0%	4%	No
CAULFIELD ROAD	57	12	21%	Never	No clear majority	75%	8%	17%	No
CHESTERFIELD WAY	21	3	14%	No clear majority	No clear majority	67%	0%	33%	No
CLIFTON CRESCENT	57	20	35%	No clear majority	No clear majority	35%	5%	60%	Yes
CLIFTON WAY	115	15	13%	No clear majority	No clear majority	80%	7%	13%	No
COLLS ROAD	54	17	31%	Never	Never	88%	0%	12%	No
COLMORE MEWS	15	1	7%	Never	No clear majority	0%	0%	100%	No
COSSALL WALK	142	8	6%	No clear majority	No clear majority	63%	0%	38%	No
CULMORE ROAD	36	2	6%	No clear majority	No clear majority	100%	0%	0%	No
DAIRY FARM PLACE	23		0%	N/A	N/A	N/A	N/A	N/A	No
DAYTON GROVE	38	18	47%	Never	Never	89%	0%	11%	No
DUNDAS ROAD	20	4	20%	Mon-Fri daytime	Mon-Fri daytime	75%	0%	25%	No
ELVEN MEWS	7		0%	N/A	N/A	N/A	N/A	N/A	No
EVAN COOK CLOSE	150	16	11%	No clear majority	No clear majority	44%	19%	38%	No
FIRBANK ROAD	37	4	11%	Mon-Fri daytime	Mon-Fri daytime	50%	25%	25%	No
FROBISHER PLACE	48	10	21%	Never	No clear majority	30%	20%	50%	No
GAUTREY ROAD	14	3	21%	No clear majority	Never	67%	33%	0%	No
GOLDWIN CLOSE	13	2	15%	Never	No clear majority	100%	0%	0%	No

Road name	How many properties?	Responses from road	Response rate	What time of day do you have difficulty parking?	What time of day does your visitor have difficulty parking?	Do you want a parking zone?			Merits further consideration
						No	Undecided	Yes	
HATHORNE CLOSE	12	2	17%	Never	Never	100%	0%	0%	No
HOLLYDALE ROAD	72	23	32%	Mon-Fri daytime	Mon-Fri daytime	57%	4%	39%	No
HOOKS CLOSE	59	6	10%	No clear majority	No clear majority	33%	0%	67%	No
KING ARTHUR CLOSE	41	2	5%	Never	No clear majority	50%	50%	0%	No
KINGS GROVE	150	40	27%	Mon-Fri evening	Mon-Fri daytime	53%	8%	40%	No
KIRKWOOD ROAD	82	18	22%	No clear majority	No clear majority	56%	17%	28%	No
LABURNUM CLOSE	51	8	16%	No clear majority	Never	88%	0%	13%	No
LAUSANNE ROAD	44	10	23%	Never	Never	100%	0%	0%	No
LODER STREET	17	5	29%	No clear majority	No clear majority	60%	20%	20%	No
LUGARD ROAD	118	33	28%	Mon-Fri daytime	Mon-Fri daytime	55%	15%	30%	No
MEETING HOUSE LANE	193	17	9%	Never	Never	82%	6%	12%	No
MONTAGUE SQUARE	81	5	6%	Never	No clear majority	100%	0%	0%	No
MONTPELIER ROAD	144	54	38%	Never	Never	76%	11%	13%	No
MORTLOCK CLOSE	48		0%	N/A	N/A	N/A	N/A	N/A	No
NAYLOR ROAD	13		0%	N/A	N/A	N/A	N/A	N/A	No
PECKHAM HIGH STREET	1		0%	N/A	N/A	N/A	N/A	N/A	No
POMEROY STREET	171	15	9%	Never	Never	80%	7%	13%	No
QUEENS ROAD	443	42	9%	Never	Never	76%	7%	17%	No
ROMAN WAY	24	2	8%	No clear majority	No clear majority	100%	0%	0%	No
SPRINGALL STREET	3		0%	N/A	N/A	N/A	N/A	N/A	No
ST MARYS ROAD	118	8	7%	Never	Mon-Fri daytime	75%	13%	13%	No
STANBURY ROAD	48	11	23%	Mon-Fri daytime	Mon-Fri daytime	82%	0%	18%	No
STATION PASSAGE	42		0%	N/A	N/A	N/A	N/A	N/A	No
STAVELEY CLOSE	134	10	7%	No clear majority	No clear majority	80%	10%	10%	No
SUNWELL CLOSE	17		0%	N/A	N/A	N/A	N/A	N/A	No
WOODS ROAD	92	8	9%	No clear majority	No clear majority	50%	0%	50%	No
YORK GROVE	118	13	11%	Never	Never	69%	23%	8%	No
Grand Total	4141	612	15%	Never	No clear majority	71%	7%	22%	

Analysis of Responses – By Question

1. Are you a resident or business?

99% of respondents were residents and 1% were businesses.

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

The table below shows that the majority of respondents park one vehicle on the street. There are also a significant amount of respondents who do not park on the street at all.

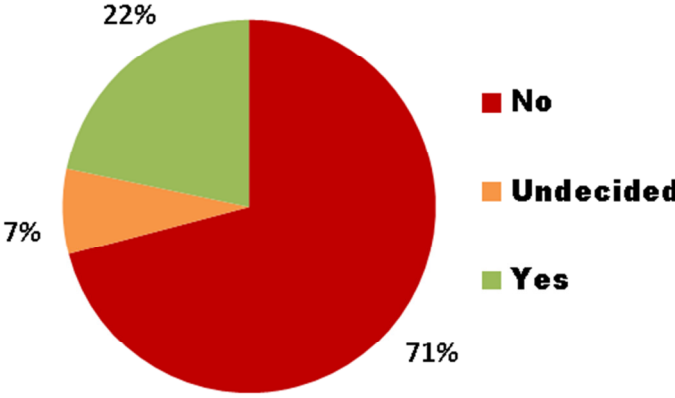
No. of vehicles	How many vehicles does your household regularly park on the street?
1	355
2 or more	89
None (don't own a vehicle)	119
None (park off-street)	37
Not Answered	12
Grand Total	612

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

The response to this question is shown in the street by street analysis table on page 7

4. Do you want a parking zone?

A diagram showing the overall outcome to the headline question “Do you want a parking zone?”

Do you want a parking zone? Overall response	Comments								
 <p>A pie chart illustrating the overall response to the question 'Do you want a parking zone?'. The chart is divided into three segments: a large red segment representing 'No' at 71%, a smaller green segment representing 'Yes' at 22%, and a small orange segment representing 'Undecided' at 7%. A legend to the right of the chart identifies the colors: red for 'No', orange for 'Undecided', and green for 'Yes'.</p> <table border="1"><thead><tr><th>Response</th><th>Percentage</th></tr></thead><tbody><tr><td>No</td><td>71%</td></tr><tr><td>Yes</td><td>22%</td></tr><tr><td>Undecided</td><td>7%</td></tr></tbody></table>	Response	Percentage	No	71%	Yes	22%	Undecided	7%	<p>Overall a majority of respondents do not support the implementation of a parking zone.</p> <p>Further analysis shows that only four streets support a parking zone, these are Clifton Crescent, Colmore Mews, Frobisher Place and Hooks Close.</p> <p>Both Colmore Mews and Frobisher Place are private roads and Hooks Close is Housing land so a parking zone would not be implemented in any of these roads.</p> <p>The only road that warrants further consideration is Clifton Crescent which has a high response rate and a majority in favour of parking controls.</p> <p>The response by street is shown in the table on page 7</p>
Response	Percentage								
No	71%								
Yes	22%								
Undecided	7%								

5. If you answered “No” or “Undecided” to question 4, would you change your mind if a parking zone was to be proposed in only part of the study area?

58% of respondents would not change their mind if a parking zone was introduced in any part of the consultation area. 19% did not answer this question and 12% are undecided. There is only one road where the majority would change their mind – Burchell Road. As response rate for this road was only 7%, there is not enough evidence of support to consider implementing parking controls in this street.

If you answered "No" or "Undecided" to question 4, would you change your mind if a parking zone was to be proposed in only part of the study area? (i.e. if a neighbouring road was in favour, would you then want parking controls to be introduced in your	Response				
Road	No	Not Answered	Undecided	Yes	Grand Total
ANSDELL ROAD	1				1
ASTBURY ROAD	44	7	2	3	56
ASYLUM ROAD	6	5	2	1	14
BATH CLOSE	7	3	1	1	12
BELFORT ROAD	4	1			5
BRAYARDS ROAD	15	5	3	4	27
BURCHELL ROAD	1		2	3	6
CARLTON GROVE	17	2	5		24
CAULFIELD ROAD	8	1		3	12
CHESTERFIELD WAY	2	1			3
CLIFTON CRESCENT	7	10	1	2	20
CLIFTON WAY	12	1	1	1	15
COLLS ROAD	12	2	1	2	17
COLMORE MEWS		1			1
COSSALL WALK	4	2	1	1	8
CULMORE ROAD	2				2
DAYTON GROVE	12	2	4		18
DUNDAS ROAD	3	1			4
EVAN COOK CLOSE	7	6	1	2	16
FIRBANK ROAD	1	2		1	4
FROBISHER PLACE	3	4	2	1	10
GAUTREY ROAD	1		2		3

GOLDWIN CLOSE	2				2
HATHORNE CLOSE	2				2
HOLLYDALE ROAD	11	8	3	1	23
HOOKS CLOSE	2	4			6
KING ARTHUR CLOSE	1		1		2
KINGS GROVE	15	14	3	8	40
KIRKWOOD ROAD	9	5	1	3	18
LABURNUM CLOSE	5	1		2	8
LAUSANNE ROAD	8		2		10
LODER STREET	2	1	1	1	5
LUGARD ROAD	10	8	7	8	33
MEETING HOUSE LANE	12	1	2	2	17
MONTAGUE SQUARE	5				5
MONTPELIER ROAD	34	6	10	4	54
POMEROY STREET	7	2	4	2	15
QUEENS ROAD	29	5	4	4	42
ROMAN WAY	1	1			2
ST MARYS ROAD	5	1	1	1	8
STANBURY ROAD	6	2	3		11
STAVELEY CLOSE	7		2	1	10
WOODS ROAD	4	3		1	8
YORK GROVE	7	1	2	3	13
Grand Total	353	119	74	66	612

6. If you answered “No” or “Undecided” to question 4 of this section, please can you tell us why?

The tables below show why respondents stated that they would not like a parking zone introduced.

Road	There is not a parking problem	The cost of parking permits	Parking controls do not guarantee me a parking space outside my property	Too much additional street clutter (road markings and signs)	There is a parking problem, but a parking zone will not fix it	Other
ANSDELL ROAD	1	1		1		
ASTBURY ROAD	22	40	34	12	15	9
ASYLUM ROAD	6	6	7	3	2	
BATH CLOSE	6	7	4	2		2
BELFORT ROAD	4	1	1	1		
BRAYARDS ROAD	15	19	15	6	4	2
BURCHELL ROAD		2	1		1	1
CARLTON GROVE	14	16	15	5	8	7
CAULFIELD ROAD	6	8	6	2	2	1
CHESTERFIELD WAY	2	2	2	1		
CLIFTON CRESCENT	4	7	6	4	2	2
CLIFTON WAY	4	9	9	4	5	3
COLLS ROAD	11	14	7	3	2	3
COLMORE MEWS						
COSSALL WALK	4	2	1			
CULMORE ROAD	1	1	1		1	
DAYTON GROVE	11	9	7	3	1	1
DUNDAS ROAD	2	3	2		1	
EVAN COOK CLOSE	3	7	5	4	3	3
FIRBANK ROAD		2	2	2	1	1
FROBISHER PLACE	4	2				1
GAUTREY ROAD	1	2	2	1		
GOLDWIN CLOSE	2	1		1		
HATHORNE CLOSE	2	2	1	2		
HOLLYDALE ROAD	4	12	8	2	5	2
HOOKS CLOSE	1	1	2	1	1	
KING ARTHUR CLOSE	1					1
KINGS GROVE	11	18	14	9	10	6
KIRKWOOD ROAD	8	11	10	5	4	3
LABURNUM CLOSE	3	6	6	1	2	

LAUSANNE ROAD	9	6	5	5	1	3
LODER STREET	1	4	4			1
LUGARD ROAD	8	17	13	6	8	4
MEETING HOUSE LANE	12	10	9	1	2	1
MONTAGUE SQUARE	5	4	3	2	1	
MONTPELIER ROAD	37	37	30	16	7	10
POMEROY STREET	9	10	6	2	1	1
QUEENS ROAD	25	22	14	5	6	5
ROMAN WAY	1	1	2	1		1
ST MARYS ROAD	4	5	4	1	1	
STANBURY ROAD	4	5	5	1	5	3
STAVELEY CLOSE	4	6	3		1	1
WOODS ROAD		2	2	1	2	1
YORK GROVE	7	10	4	2		1
Grand Total	279	350	272	118	105	80

As shown by the table above, a high number of respondents state that they have answered no either because they do not believe there is a parking problem or that they think permits are too expensive. A considerable amount also said no because they would not have a dedicated space outside their own home.

A significant number of the additional reasons focus on the belief that parking problems are not caused by commuters, having to buy permits for visitors and trades persons, living in a property with restrictions on purchasing permits, and Southwark Council staff causing the parking problems.

7. If a parking zone was introduced, which of the following hours would you like the parking zone to operate?

As there is a clear majority against a parking zone, no further analysis on this question is required in this report.

8. If a parking zone was introduced, which of the following days would you like the parking zone to operate?

As there is a clear majority against a parking zone, no further analysis on this question is required in this report.

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

The table below shows a breakdown of the type of comments received in this section.

Comments received	Type of comment										
Road	Cost of permits	Commuter problem	Design Comment	Money making scheme	Non categorised	No parking problem	Parking problem	Southwark Council Staff	Street Clutter	No comments	Grand Total
ANSDELL ROAD										1	1
ASTBURY ROAD	17	2	1	5	8	5	2	4		12	56
ASYLUM ROAD		1	2		2	4	1			4	14
BATH CLOSE	3		2	2	2					3	12
BELFORT ROAD				1		3				1	5
BRAYARDS ROAD	5			4	6	1	4	1		6	27
BURCHELL ROAD	2				1		1			2	6
CARLTON GROVE	2			3	7	7				5	24
CAULFIELD ROAD	1					3	1	2		5	12
CHESTERFIELD WAY						1	1			1	3
CLIFTON CRESCENT	3	4	2		2	1	6			2	20
CLIFTON WAY	3		1	3	1	1	1			5	15
COLLS ROAD	3		1		3	1		1		8	17
COLMORE MEWS										1	1
COSSALL WALK	1				1		1			5	8
CULMORE ROAD	2										2
DAYTON GROVE	2				3	5		1		7	18
DUNDAS ROAD	1				2					1	4
EVAN COOK CLOSE	2	3	3		1	3		2		2	16
FIRBANK ROAD	1				1			1		1	4
FROBISHER PLACE	1	1	6		1			1			10
GAUTREY ROAD						2				1	3
GOLDWIN CLOSE										2	2
HATHORNE CLOSE	2										2
HOLLYDALE ROAD	1	3	2	1		2	2	6		6	23
HOOKS CLOSE	1	1			1					3	6
KING ARTHUR CLOSE				1	1						2
KINGS GROVE	3	4	11	1	4	6	2	2	1	6	40
KIRKWOOD ROAD	1		6	1	1	4				5	18

LABURNUM CLOSE	1		2	2			2			1	8
LAUSANNE ROAD			2	1		2			1	4	10
LODER STREET	1			1			1			2	5
LUGARD ROAD	2	3	2	1	1	3	1		8	12	33
MEETING HOUSE LANE	2		2	2	1	4				6	17
MONTAGUE SQUARE	1			1	1					2	5
MONTPELIER ROAD	8	2	3	5	7	12	3		1	13	54
POMEROY STREET	1		2	1	3	5	2			1	15
QUEENS ROAD	5	2	7	2	9	7	2			8	42
ROMAN WAY						1				1	2
ST MARYS ROAD					1	2				5	8
STANBURY ROAD			1	1		1			5	3	11
STAVELEY CLOSE	1				2	3			1	3	10
WOODS ROAD					3	1				4	8
YORK GROVE			1	1	4	4	1		1	1	13
Grand Total	79	26	59	40	80	94	34	37	2	161	612

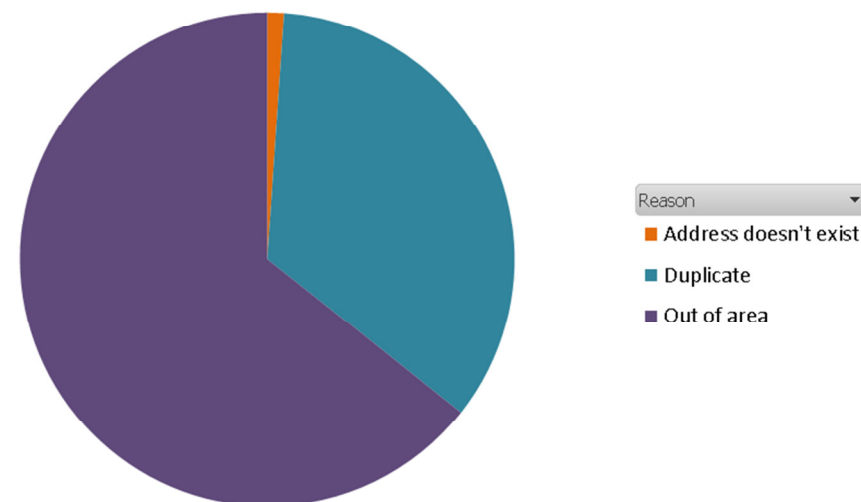
The majority focus on there not being a parking problem in this area. A significant number of comments mention that the price of permits is too high and suggested amendments to the proposed design. Non-categorised comments are mainly comments unrelated to this consultation, further questions or residents stating whether or not they agree with the proposal.

Comments received outside the informal consultation

As stated previously, 185 responses were omitted during the first stages of analysis. As shown below, the main reason for this is because the address was outside the area. For those responses omitted, the response to the main question almost exactly mirrors that of the main consultation with slightly more against the implementation of parking controls.

Omitted responses	Do you want a parking zone to be introduced on your street?			
Road	No	Undecided	Yes	Grand Total
ANSDELL ROAD	17	2	3	22
ASTBURY ROAD	6	1		7
ASYLUM ROAD	2	1		3
BRAYARDS ROAD	1		1	2
CARLTON GROVE	3			3
CAULFIELD ROAD	1		1	2
CHESTERFIELD WAY			1	1
CLIFTON CRESCENT	2			2
COLLS ROAD	3			3
DAYTON GROVE	3			3
FIRBANK ROAD			1	1
GAUTREY ROAD	5	2	1	8
HOLLYDALE ROAD	24	1	3	28
KINGS GROVE	2		2	4
KIRKWOOD ROAD	1			1
LAUSANNE ROAD	5	1	1	7
LUGARD ROAD	2		2	4
MEETING HOUSE LANE	2			2
MONTPELIER ROAD	5		1	6
NAYLOR ROAD	1	1		2
PECKHAM HIGH STREET	1			1
POMEROY STREET	3	1		4
QUEENS ROAD	8		1	9
SPRINGALL STREET	1		3	4
ST MARYS ROAD	12	2	2	16
STANBURY ROAD		1	1	2
YORK GROVE	1			1
OTHER	25	3	9	37
Grand Total	136	16	33	185
	74%	9%	18%	

Omitted responses



48 queries were received outside of the informal consultation either phone calls, emails or at the drop-in exhibition. Each time the resident or business was encouraged to respond to the main consultation so that the analysis could be done on a road by road basis.

It is noted that a total of 51 residents or businesses requested a copy of the consultation pack stating that they had not received it. A copy of the documentation was sent promptly each time.

Because of the amount of requests for copies of the consultation, the deadline for returns was put back by one week.

The Council used a private distribution company for the delivery of the consultation packs. As we received a higher than normal amount of requests for a consultation pack as it hadn't been delivered, the council will be reviewing our delivery methods for future consultations. We are however satisfied with the response rate and believe awareness raised through social media, street notices and word by mouth ensured that the community was aware of the parking study.

Conclusions and Recommendations

Background on parking in the area

The Queen's Road area is a residential district in south east London.

This area is served predominately by Queen's Road Peckham station but is also within walking distance of Peckham Rye station. These stations connect south east London with central London and have thus become more popular with commuters.

The residential streets in the study area are subject to increasing pressure on kerbside parking. This may be due to a combination of new developments, increasing business and resident population, as well as visitors and deliveries to the area on top of the ever increasing commuter parking. While there has been a substantial change to the demographics in the area, the available kerbside space has remained broadly the same.

The council over recent years has also introduced double yellow lines in certain parts of the study area as part of our Local Parking Amendments programme which is a reactive programme responding to complaints of unsafe or obstructive parking. This can include yellow lines at road junctions or across dropped kerbs; usually a large amount of requests for amendments such as this is an indication of parking problems in the area.

Informal consultation

The findings from the informal consultation show that a majority of residents in the Queen's Road area are against the implementation of a parking zone. This is again emphasised by the majority of residents stating that they never have trouble parking on their road.

It is clear from additional comments and from feedback received at the drop-in exhibition that respondents feel that the cost of permits is too high and that the parking zone will not help because it will not guarantee a space will be available for each resident outside their own home.

There is support for a parking zone in Clifton Crescent which also had a high response rate, however it is considered that single street parking zones generally provide limited benefits and can cause significant displacement.

Proposed parking zone layout and road safety

It is recommended that proposals proceed to statutory consultation to introduce double yellow line waiting restrictions wherever it is unsafe to do so in the study area, including for 7.5m length at all junction corners in line with Southwark's standard policy for road safety. No Parking Zone should be progressed at the present time.

Options

Having considered the findings of the informal consultation, as well as road safety concerns and best parking practice, the following options are available:

Options	Rationale
<p>1. To keep Clifton Crescent under review with an option to install a one road parking zone.</p>	<ul style="list-style-type: none"> • A high response was received from those living in Clifton Crescent (35%). Of those who responded, 60% would like a parking zone to be implemented and 35% were against the implementation. • Although this will address the parking problems in Clifton Crescent, it is highly likely that introducing measure in one street will displace the parking to nearby streets meaning that there will be demands to consider controls again in the future. There are currently no single street parking zones in Southwark. • It is likely that parking stress in Clifton Crescent originates from those parking to use the adjacent park and ball courts and those living on the nearby Brimmington Estate parking on the public highway.
<p>2. To not implement a parking zone in the remaining streets in the study area.</p>	<ul style="list-style-type: none"> • The majority of residents in this area have stated that they do not have a parking problem and do not want a parking zone to be implemented.
<p>3. To introduce double yellow line waiting restrictions at locations where parking is deemed unsafe, e.g. at road junctions and across dropped kerbs.</p>	<ul style="list-style-type: none"> • Introducing double yellow lines at locations where parking is deemed unsafe will improve safety, visibility and access for all road users. • By installing double yellow lines throughout the study area, this means that the council do not have to investigate and introduce minor parking amendments on an ad-hoc basis.