

# **SUSTAINABLE STREETS PHASE 1B: EVELYN AND SURROUNDING AREAS**

Consultation Report

London Borough of Lewisham

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Job Number	Issue	Description	Originator	Checked	Authorised
8489	V1 - FINAL	Consultation Report	O.Miah	J. Lloyd	S. Bortoli



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## Executive summary

From Friday 11 August to Sunday 24 September 2023, the London Borough of Lewisham delivered a consultation with residents, businesses, and relevant community organisations in the Evelyn and surrounding areas of Lewisham.

The Sustainable Streets programme aims to promote a transition towards more sustainable modes of travel. The proposals put forward a package of measures, which include:

- Electric vehicle charging points.
- Cycle hangars
- Double yellow lines at all junctions to improve road safety.
- Tree planting
- Car clubs
- Permit parking for residents and businesses

The Evelyn and surrounding areas were consulted after feedback was received from locals who were concerned about how the proposals for Deptford, from phase one of the Sustainable Streets programme earlier this year, would impact them.

## What is being proposed in Evelyn?

- Parking permits and pay and display bays on various roads in the area.
- Four new cycle storage hangars and eight dockless cycle bays.
- 10 electric vehicle (EV) charge points.
- 19 additional Car Club bays

## Introduction and background

Lewisham Council want 80 per cent of all journeys to be made by walking, cycling and public transport by 2041. This will help to improve air quality and road safety, reduce noise and congestion, and make neighbourhoods greener, healthier, and more enjoyable places to live, work and play. Reducing car use is critical to playing a part in tackling the climate crisis.

The proposals put forward reflect feedback and requests from the Lewisham community over recent years. Residents often request resident parking permits to reduce commuters taking up space, as well as significant numbers of requests for EV charging bays and cycle hangars. At current, these measures cannot be introduced at the rate at which they are requested due to extremely limited funding available.

The Sustainable Streets programme proposes to make better use of road space and pavements in the borough by installing electric vehicle charging points, cycle hangars, and street trees, as well as improving road safety and ensuring better management of on-street parking.

The Sustainable Streets programme will also support Lewisham's delivery against several borough and London-wide strategies and policies including:

- Lewisham Corporate Strategy 2022-2026
- Future Lewisham 2021
- Climate Emergency Action Plan 2019
- Air Quality Action Plan 2022 – 2027
- Transport Strategy and Local Implementation Plan 2019 – 2041
- Mayor of London's Transport Strategy 2018
- Mayor of London's Vision Zero Action Plan 2021

- Mayor of London’s Cycling Action Plan 2018
- Mayor of London’s Walking Action Plan 2018
- London Environment Strategy 2018

The Sustainable Streets programme, including associated consultation processes, is proposed to be delivered in several phases across the borough.

The first phase of the consultation covered the Deptford and Catford & Crofton Park areas which took place between January and March 2023.

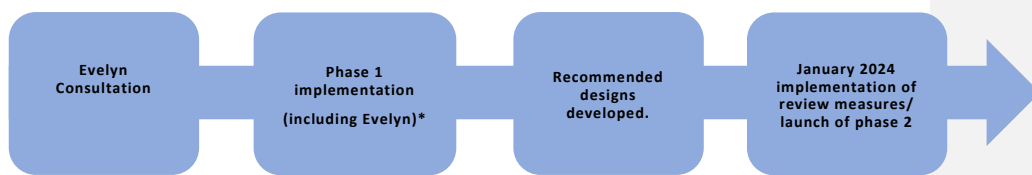
In response to feedback received during the Deptford consultation, planned consultation with the Evelyn and surrounding areas was brought forward so any changes could be introduced simultaneously. This was due to concerns raised about the impact of displacement to the Evelyn and surrounding areas if changes were implemented in Deptford only, alongside Controlled Parking Zones being introduced in neighbouring boroughs.

An image of the indicative borough-wide programme for Sustainable Streets can be seen in Figure 1 below.

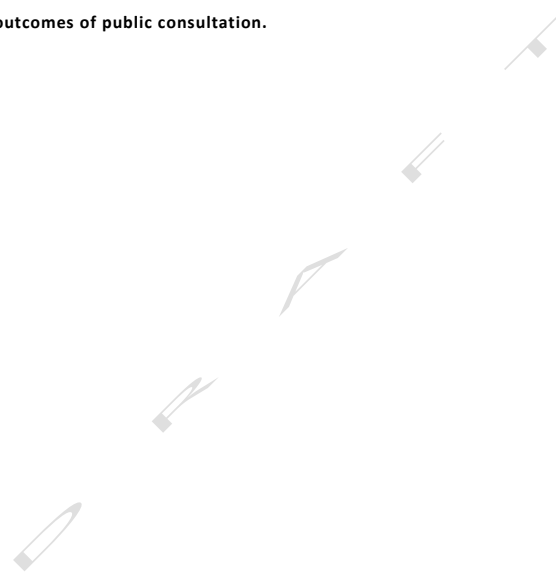


This report details the public consultation delivered for the Evelyn and surrounding areas, to understand the views of residents, businesses, and local organisations.

The timeframe set out for the consultation process was shared with stakeholders and is below.



**\*Dependent on the outcomes of public consultation.**





## Consultation area – Evelyn and surrounding areas

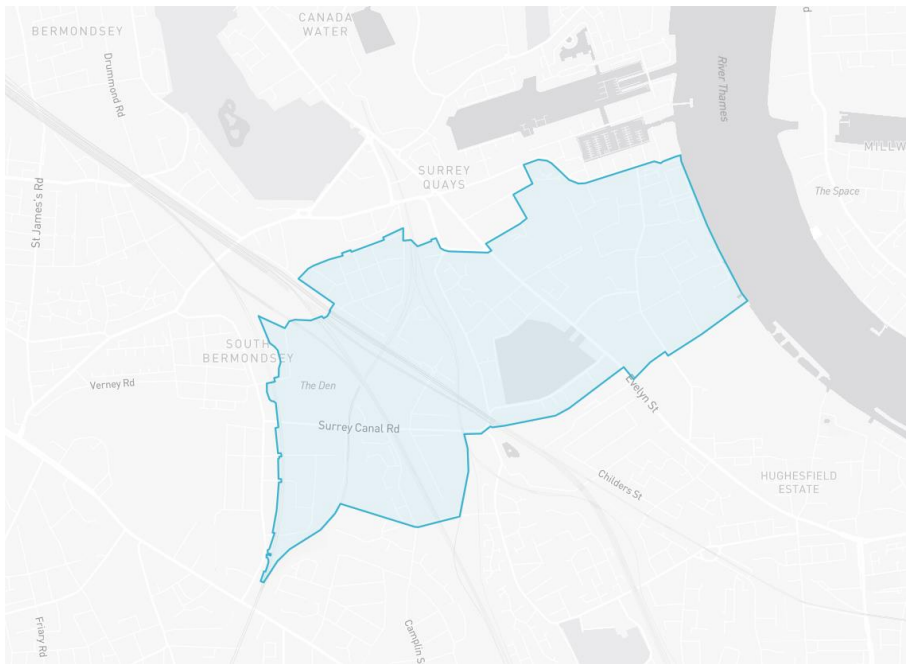


Figure 2 Evelyn and surrounding areas

The consultation area in Evelyn and New Cross Gate includes areas west of the train tracks, up to Millwall Stadium and Bridge Meadows area. To the east it includes most of the area up to Rotherhithe New Road (to the north) and Gosterwood Road (to the south).

### **Consultation programme**

The consultation programme was designed to understand public opinion on proposed concept designs and ensure local feedback was considered as part of the decision-making process about whether to proceed with delivery.

By incorporating feedback gathered during the consultation, changes, and recommendations have been designed to reflect the local priorities and needs. Below is a list of outreach activities conducted as part of the Sustainable Streets consultation programme.

#### **Leaflet and lamppost wraps**

A total of 8,016 leaflets were delivered to all properties in the consultation area and were an important way of increasing awareness. The six-page leaflet contained key information about the proposals, customised maps of proposals on their street and information about how to participate. Those who could not participate by visiting online were asked to pick up a hardcopy version of the survey at:

- 2000 Community Action Centre, 199-201 Grove St, London SE8 3PG

Details regarding the pop-up sessions were included in the leaflet, as well as a URL and a QR code that linked directly to the survey. Throughout the consultation period, the QR code on the leaflet was scanned a total of 783 times.

120 lamppost wraps each containing a QR code linking to the webpage were installed across 14 roads for the duration of the consultation. These roads were targeted in areas of high footfall and areas with the widest possible coverage that would increase visibility amongst residents walking in the area. The code on these wraps were scanned 305 times. See below for a map and list of the roads targeted in the Evelyn area, highlighted in blue:

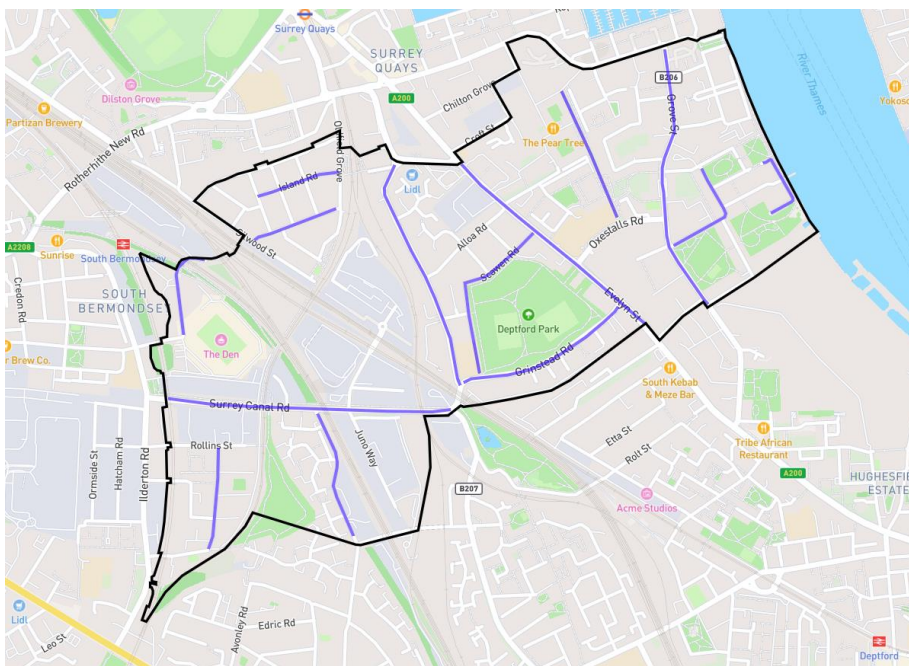


Figure 3. streets where lamppost wraps were installed

Road name	Number of lamppost wraps
Lovelich Close	7
Grinstead Road	10
Grove Street	12
Bowditch	10
Deptford Strand	5
Trundley's Road	10
Surrey Canal Road	12
Bollina Road	5
Island Road	5
Evelyn Street	10
Recluser Road	5
Surrey Canal Linear Park / Grand Canal Avenue	14
Scawden Road	8
Mercury Way	6



Figure 4. Example lamppost wrap on Mercury Way

### Press release

A press release was published on the launch day of the consultation on Lewisham Council's website informing residents of the consultation and containing a link to PCL's engagement hub website to register feedback.

Link to press release: <https://lewisham.gov.uk/articles/news/consultation-launched-on-sustainable-streets-for-evelyn>

Commented [LM1]: <https://lewisham.gov.uk/articles/news/consultation-launched-on-sustainable-streets-for-evelyn>

### Social media

Social media posts were shared regularly from LBL's Twitter and Facebook accounts.

### **Consultation survey and dedicated webpage**

A consultation survey was the formal method used to capture feedback on the proposals. A homepage for the Sustainable Streets programme was set up using the Commonplace platform, serving as a hub for people to access and find out more about the programme.

- An overview of the programme featuring a short animation detailing some changes.
- Before and after visualisations of sustainable streets measures
- A frequently asked questions webpage documenting some of the most popular questions and answers.
- Link to Lewisham council's permit parking webpage to find out eligibility of permit for certain groups and permit cost calculator.
- Contact email address for consultation queries.

On the homepage of the website, residents from Evelyn were prompted to click on a tile to indicate 'I live in Evelyn'. Upon clicking this tile, participants were taken to the page where they could find out more information specific to their street, in the form of viewing hi-resolution images of the design proposal. From here, they could also complete a survey embedded on the webpage.

1/1

Earlier this year, we consulted communities in Catford, Crofton Park and Deptford and will soon begin introducing Sustainable Streets measures in streets across these areas.

During this consultation, we heard from many residents in the Evelyn area. They were concerned about commuters parking in their streets if residential permit parking was introduced in Deptford.

In response to this feedback, we're now consulting residents and businesses across Evelyn about the Sustainable Streets measures they would like to see in their area. We know parking problems are worse on event days and will be looking at changes that can be made during events.

Your feedback will be used to create more sustainable streets across the Evelyn area.

#### What is being proposed in Evelyn?

- Parking permits and pay and display bays will be proposed on various roads in the area.
- 4 new cycle storage hangars and 8 dockless cycle bays.
- 10 electric vehicle (EV) chargepoints.
- 19 additional Car Club bays

Please see proposals below. Click the images to view a larger version.



A QR code directly linked to the homepage of the Sustainable Streets programme was available on all consultation materials (leaflet, lamppost wraps, and roll banners).

A total of **554 survey responses** were received. After cleansing the dataset of those outside the consultation area, a total of **431 residents and 12 businesses**

**owners** were recorded as part of the analysis. The analysis of the results and the survey questions can be found in Analysis of Evelyn and surrounding areas consultation responses.

- 521 surveys were completed online during the consultation period.
- 33 hard-copy surveys were entered into the final dataset.

### **Virtual stakeholder briefings**

We reached out to key stakeholder groups ahead of the consultation launch, including interest groups within Lewisham and those who are potentially impacted by the proposals or representative of communities, such as local businesses, schools, and churches within the Evelyn and surrounding areas.

A presentation on the scope of the programme and the aims and objectives of the proposals, as well as the results and recommendations of the previous phase, was shared, followed by a Q&A discussion. Attendees were given the opportunity to have more detailed discussions with the project team.

Meetings were 1.5 hours in length and hosted on Microsoft Teams:

- Friday 4 August between 2pm - 3.30pm
- Wednesday 9 August between 3.30 – 5pm

Invitations were sent to 99 stakeholders in total. Nine stakeholders confirmed their registration for one of these sessions. Some stakeholders had multiple attendees representing their organisation. However, not all stakeholders attended the session they registered for.

### **Sustainable Streets Virtual Meeting: Friday 4 August 2023**

The following stakeholders were present at the meeting:

- Lewisham Cyclist Campaign (LCC)
- Street Trees for Living

- Evelyn Children Centre
- Transport for London (TfL)

Below is a list of discussion points raised by some of these participants in the conversations that took place the Q&A.

- TfL mentioned a lack of greenery in drawings and visual representations and how this could affect Mayor of London's tree canopy goals in 2050.
- TfL and LCC both mentioned there was no expected number of trees information and little information on planters.
- Proposed parking changes may impact parent's accessibility to the children's centre, especially for those with disabled children.
- LCC enquired about wider integration with Highways programme where roads in the Sustainable Streets programme may potentially impact roads in the highways programme i.e. where one-way streets were being converted to two way for cycling i.e. contra-flow cycling.
- LCC asked if LBL were looking at increasing visitor parking to increase demand for people outside local businesses.
- TfL enquired about the potential impacts of the project on TfL roads, particularly around Honor Oak station area. LBL confirmed that no TfL roads are impacted.

#### **Sustainable Streets Virtual Meeting: Wednesday 9 August 2023**

Six stakeholder groups confirmed their attendance for this meeting, however only two attended the meeting. The following stakeholders were present:

- TfL
- Wheels for Wellbeing



Below is a list of discussion points raised during the session:

- Lack of non-standard cycle parking provisions. This prevents uptake in people wanting to buy a bike if there is nowhere to store one.
- Trees on pavements could impede pavement space; standard should be two-metre-wide pavements. EV charge points on streets could also limit space for wheelchair users.

### Pop-up session

A face-to-face session was scheduled at Grand Canal Avenue in order to engage with residents who live in apartment blocks in the surrounding area. The session was held on **Thursday 14 September between 3.00 – 6.30pm** targeting those who may be returning from the school run or work.

The pop-up session was an opportunity to raise awareness about the project and invite residents to complete the survey on the spot. Paper copies of the survey were available with freepost envelopes, alongside a tablet for residents wanting to complete a survey on the spot. A roll banner with a QR code redirecting to the website was also on display.



Figure 5. Photo of drop-in event on Grand Canal Street

Grand Canal Avenue is a popular area serving as a go-between Grove Street, Plough Way, and Lower Road. There are also several amenities nearby including a gym and café.

- Conversations were had with approximately 25-30 people who were within the consultation area, about the proposals.
- Out of these people, seven online surveys were completed on site. The remaining people were given a hardcopy survey and freepost envelope.
- Many other people who were approached did not live in the area being consulted, with approximately half of them suggesting they live in London borough of Southwark or elsewhere.

### Door knocking

Weekly monitoring of the survey responses allowed LBL to observe consultation response rates, including areas with low or no responses.

Door-to-door visits were made by PCL employees on **Wednesday 13 September** and **Friday 15 September**. These visits included targeting streets and households who have not responded to the survey. The outcomes of these door-knocking sessions are summarised below.

Streets – Wednesday 13 <sup>th</sup> September 2023	No. of Doors Knocked / Hardcopies posted	Access		
		Yes		No
		Survey Complete	Left paper copy	Left paper copy
Recluver House	9	2	3	4
Penhurst House	8	1	2	5
Oxford House	11	2	7	2
Sankofa Nursery	1		1	
Sissinghurst House	5	1	2	2
Silwood House	7			7

<b>Crane Mead</b>	14			14
<b>Goldsworthy Gardens</b>	19	4		15
<b>Alpine Road</b>	5		4	1
<b>Island Road</b>	34	1	2	31
<b>Total</b>	<b>113</b>	<b>11</b>	<b>21</b>	<b>81</b>

<b>Streets – Friday 15<sup>th</sup> September 2023</b>	<b>No. of Doors Knocked / Hardcopies posted</b>	<b>Access</b>		
		<b>Yes</b>		<b>No</b>
		Survey Complete	No survey complete	
<b>Grove Street</b>	27	5	1	21
<b>Jodane Street</b>	15	3	9	3
<b>Concorde Way</b>	32			32
<b>Goldsworthy Gardens</b>	14			14
<b>Recluver Way</b>	30			30
<b>Silwood Street Apartments</b>	28			28
<b>Sketchley Gardens</b>	12	1	2	9
<b>Total</b>	<b>158</b>	<b>9</b>	<b>12</b>	<b>137</b>

Access refers to whether someone was answered the door and was present at the property. Some members of the community had already heard about the consultation despite not responding to the survey, and some members of the community were not aware of the consultation.

Each survey took between 15 – 30 minutes to complete depending on the respondent. If respondents did not have time to complete a survey, then a hardcopy alongside a freepost envelope, was given to them, to fill in and send back in their own time. These instances have been categorised as 'yes' for access, and 'no survey complete' respectively.

If no access was available or survey not complete, a paper copy and freepost envelope were posted through the letterbox.

An additional 11 responses came from one of these roads either via post or online since our online visit. Including the seven responses from the pop-up session alongside the door knocking, it is estimated at least an extra 38

responses (7%) came from low response areas as a result of face-to-face sessions.

### Resident petition

A resident petition was launched by a local group focused on opposition to parking permits in the area. A summary of their petition per road is provided below. Some properties had multiple signatures from the same household.

Road name	Number of signatures
Alloa Road	52
Hicks Street	9
Crooke Road	7
Trundley's Road	40
Scawen Road	19
Evelyn Street	9
John Silkin Way	6
St Helena Road	1
Island Road	21
Regeneration Road	15
Recluver Road	7
Longshore	17
Lambourne Grove	6
Oldfield Grove	1
Alpine Road	7
Millenper Walk	1
Concorde Way	1
Rotherhite New Road	1
Grove Street	2
Timberyard Street	5
Rainsborough Avenue	7
Abinger Grove	1
Croft Street	1
Sybil Phoenix Close	3
Baroque Gardens	2
Barfleur Lane	10
Foreshore	8
Millard Street	4
Bowditch	2
Grinstead Road	3

<b>Bailey Street</b>	1
<b>Trundley's Terrace</b>	1
<b>Clifton Rise</b>	1
<b>Heritage Court</b>	1
<b>Leeway</b>	1
<b>Unidentified road / postcode unidentified / blank*</b>	13
<b>Total</b>	<b>286</b>

### **Emails and calls**

The postcard sent to all respondents also published an email for any queries and phone number to leave a voicemail with their details to request a hardcopy of the online survey.

- In total, 6 voicemails were left. However, only 2 respondents requested a hardcopy and left their address details

8 emails were received specifically from the Evelyn and surrounding areas. These emails were sent to [Sustainable.Streets@lewisham.gov.uk](mailto:Sustainable.Streets@lewisham.gov.uk).

## Consultation survey – Data cleansing and timeline of submissions

The following section contains an overview of how the survey was structured and cleansed. The second section contains an insight into the timeline of submissions during the consultation.

A cleansing process was undertaken in order to identify any duplicate or suspicious submissions. As is best practice, cleansing was conducted by cross-referencing household information, timestamps of submission and identical IP addresses. Addresses were formatted and additional information was added where required to ensure each property could be geolocated and classified as inside or outside the consultation area. Following data cleansing, a total of **554 responses** were received from both online and in hard copy.

The survey had conditional questions dictating the types of questions that would be shown. The survey branched into different questions depending on if respondents selected any of the following options.

1. Local businesses were given specific questions pertaining to their business operations and were different from resident questions. This question was available only to those who said they were a business owner, manager, or employee. **12 respondents identified as a local business.**
2. If respondents selected that they were residents, visitors or selected 'other' they could continue on with the survey as usual. As part of the cleansing process and in order to remain consistent, only full addresses that were submitted and fell within the consultation area were considered 'inside' the area and therefore residents. **A total of 431 residents** are included in the survey analysis.

### Timeline of response

The survey had approximately 1652 views during the consultation period. It took an average of 8 minutes and 35 seconds to complete the survey. The chart below presents a timeline of submissions received during the consultation period, excluding responses received via hardcopy which were added to the dataset separately.

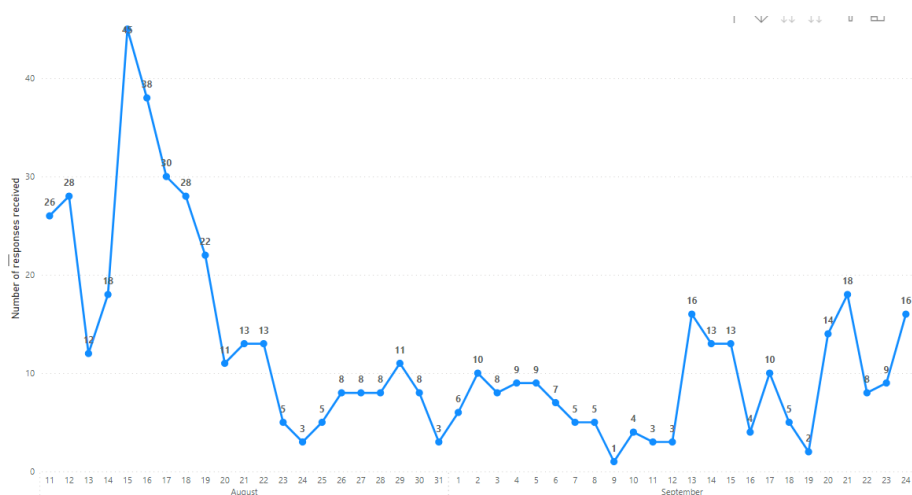


Figure 6. Graph showing number of responses over the consultation period.

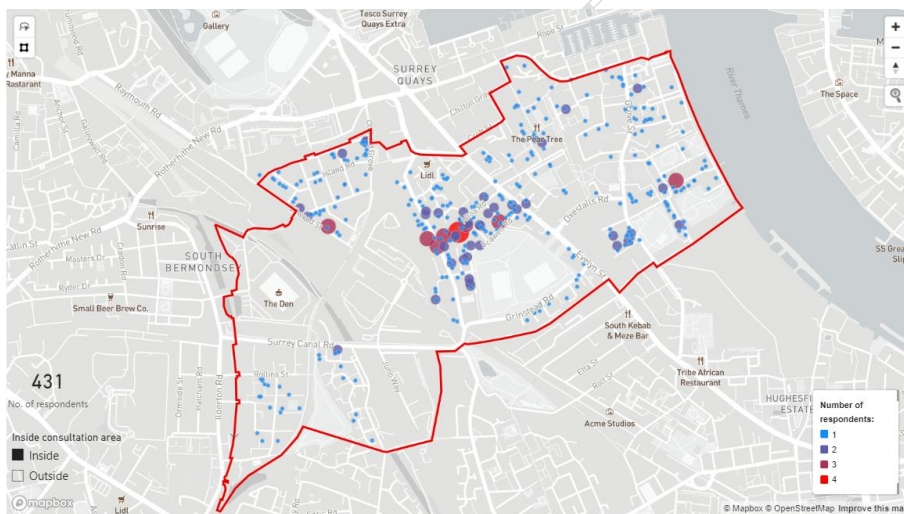
- Submissions fluctuated throughout the consultation period. An initial spike coincided with the leaflet distribution, while a surge towards the end of the consultation period can be attributed to face-to-face interactions made with the public via door knocking and pop-up sessions.
- The highest number of submissions made were on the Tuesday 15 August, with 45 submissions.

## Analysis of Evelyn and surrounding areas consultation responses

This section will focus on the **431 respondents** who completed the survey as a resident with an address in the consultation area. Percentage figures given here are from the total number of respondents who answered each question, and do not take into calculation those who skipped the question or left it blank.

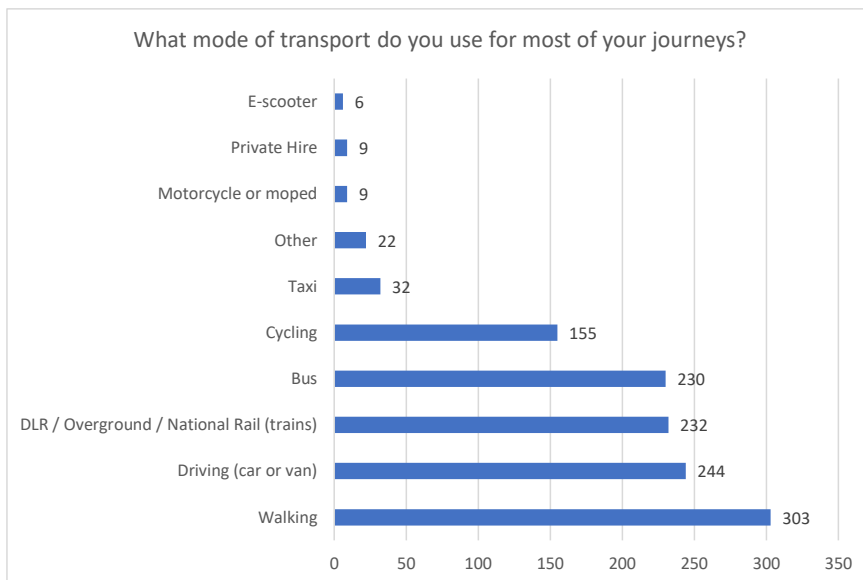
### What is your address?

The map below shows the geographical distribution of respondent households in the consultation area. Multiple submissions were often made from the same household (i.e. different family members), these households have been visualised as bigger circles with contrasting colours.



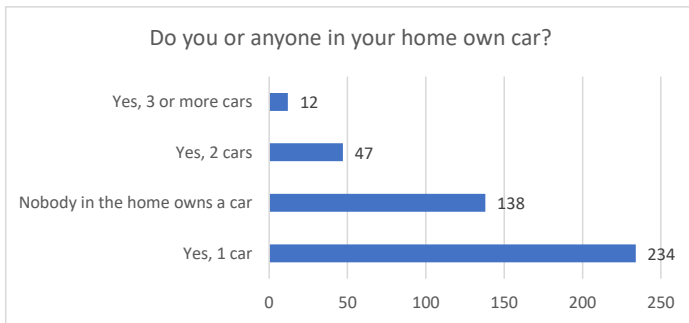


### What mode of transport do you use for most of your journeys?



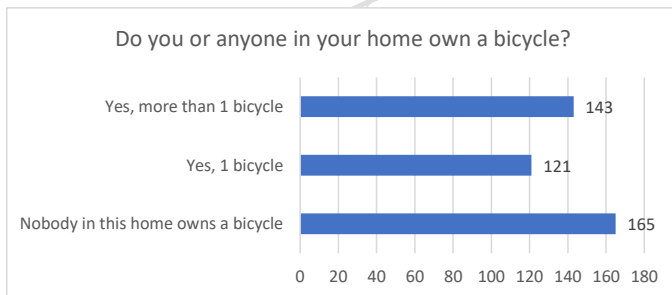
- Walking was the most popular form of transport with 303 (71%) of those inside the Evelyn and surrounding area saying they use this mode of travel for most of their journeys.
- This was closely followed by 344 people who drive (57%), 232 who use train services (54%) and 230 (53%) who regularly use buses. Cycling was also a popular form of transport with 155 (36%).

### Do you or anyone in your home own car?



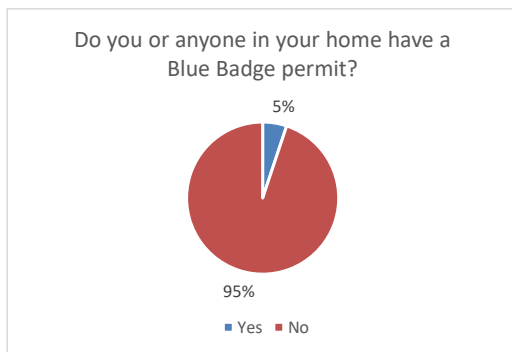
- Just over half of all respondents (54%) in Evelyn and surrounding areas own a car.
- Just under a third (32%) do not own a car at all, while a small minority own 2 (11%) or 3 or more (3%) cars.

### Do you or anyone in your home own a bicycle?



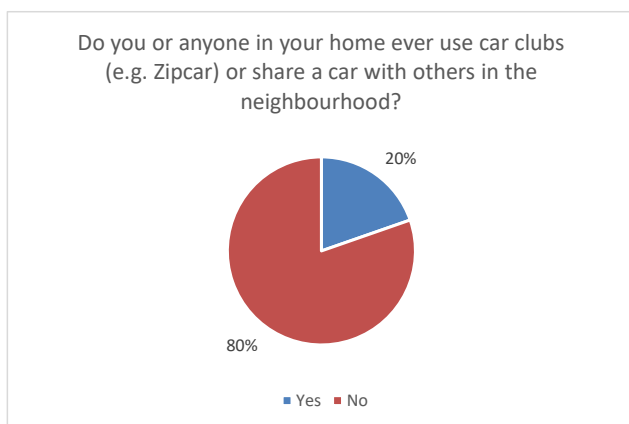
- Approximately 62% of respondents in Evelyn and surrounding area own a bike in their home. 143 residents accounting for one-third, said they own more than 1 bicycle.
- 143 people (38%) said they do not own a bicycle in their home.

### Do you or anyone in your home have a Blue Badge permit?



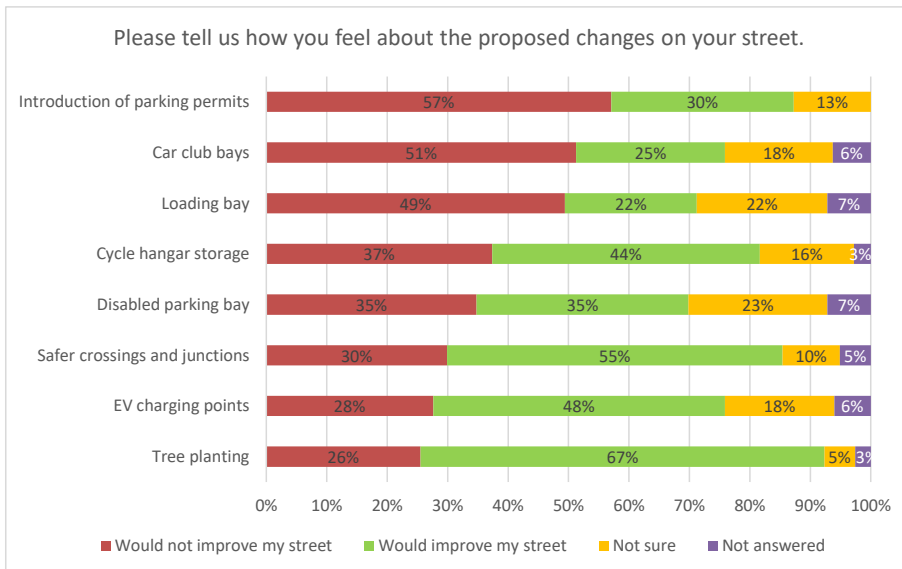
- Only 22 (5%) respondents said they or someone in their home, have a blue badge permit.

### Do you or anyone in your home ever use car clubs (e.g. Zipcar) or share a car with others in the neighbourhood?



- Most respondents have not ever used a car club or share car / car-pool with others in the neighbourhood.

**Please tell us how you feel about the proposed changes on your street.**



- The introduction of parking permits had the most responses stating that it would not improve their street.
- Car clubs and loading bays also approximately a half of all respondents saying they would not think it would improve their street.
- Other measures such as cycle hangar storage, disabled parking bays, safer crossings and junctions, EV charging points and tree planting received levels of agreement that such measures would improve the street.
- A street-by-street analysis of each measure can be seen in [Appendix E: Street by street analysis of all measures](#)

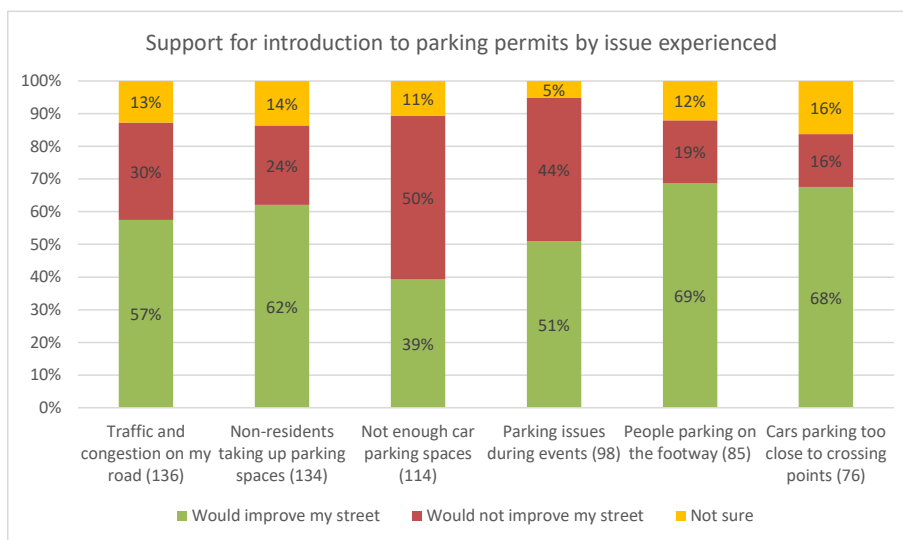
**Please select the problems you experience in your street.**



- Traffic and congestion were the most pressing issue people experience, closely followed by non-residents taking up parking spaces. These were both selected by 32% and 31% of all respondents respectively.
- Other parking popular issues included not enough parking spaces, people parking during events (usually Millwall FC games) and people parking on pavements.
- The “Other” option mentioned by 94 people (22%) enabled respondents to type in their own comment.
  - 41 of the 94 comments (45%) were people saying there are no problems, or they would not like to see the introduction of permits.

- Inappropriate parking was mentioned by 15 people (16%) were other parking issues such as people reserving a spot using bins or double parking.
- Six people (6%) highlighted issues with school staff parking.
- The remaining comments were varied, often unrelated while some provided alt times which the times of operations could be – however there was no consistent theme across any of the suggestions.

The top six results relating to parking (excluding 'nowhere to store my bike securely' and 'other') were further broken down to assess whether those who experience the type of issue, feel permit parking would improve their street.



- Those who said non-residents were taking up parking spaces and people were parking on footways were more likely to agree with the introduction of parking permits.
- Those who said there are not enough parking spaces were much less likely to agree with existing parking spaces to be permitted.

### Heatmap of Sustainable Streets measures

Responses to the question about sentiment on each Sustainable Street measure have been mapped street-by-street across the consultation area, in order to assess feedback at a hyper-localised level.

The map below visualises response levels by assigning a color-coded circle to each household based on how they felt about each measure. In order to anonymise household data a heatmap has been produced.

All responses (including that of multiple persons responding from the same household) were merged so that each household could be assigned a colour. The total number of **unique households** therefore received as part of the consultation response is 373.

- **Green:** households who all selected the measure that will improve their street have been coded in green to signify this.
- **Red:** household respondents who all selected the specified measure will not improve their street are coloured in red.
- **Yellow:** those who said they were 'not sure' will appear in yellow.
- **Black:** those who did not respond to the question.
- **Blue:** in instances, where multiple household respondents had differing responses (i.e. one or more household members believing measure would improve, while one or more selected it would not improve, or unsure), these households have been coloured in blue to signify 'mixed' response towards a measure.

Households which have a respondent who did not respond to the question, but another member who did, will be color-coded by the sentiment of the household member that did respond.

Addresses located within vertical buildings and apartment blocks have been geolocated manually and near each other so that each household can be visually distinguished.

### Car-free Developments (CFDs)

The following developments have been highlighted as car-free developments:

- Marine Wharf East and West
- 7-17 and 19 Yeoman Street
- Cannon Wharf
- Scott House
- Silwood Estate
- Neptune Wharf
- 164-169 Trundley's Road and 1-9 Sandford Street

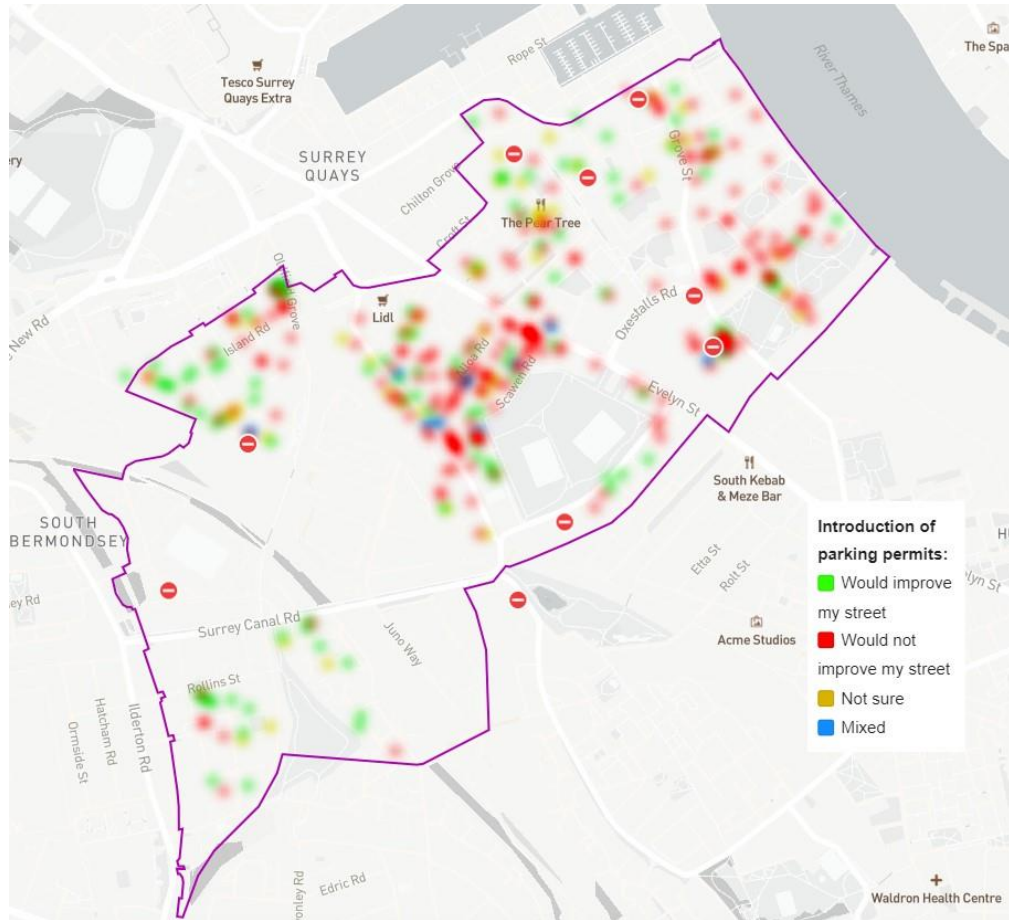
The image below has identified some of the locations where these CFDs are located.



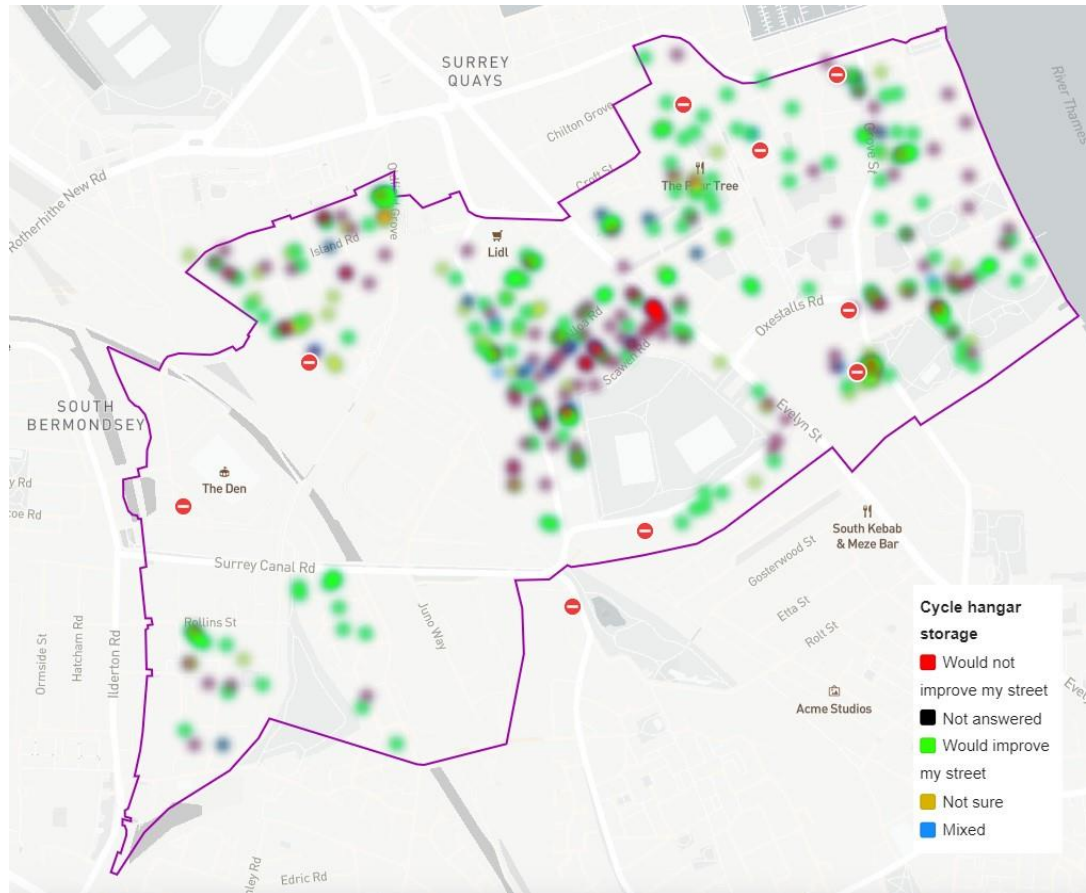
Figure 7. Locations of Car Free Developments



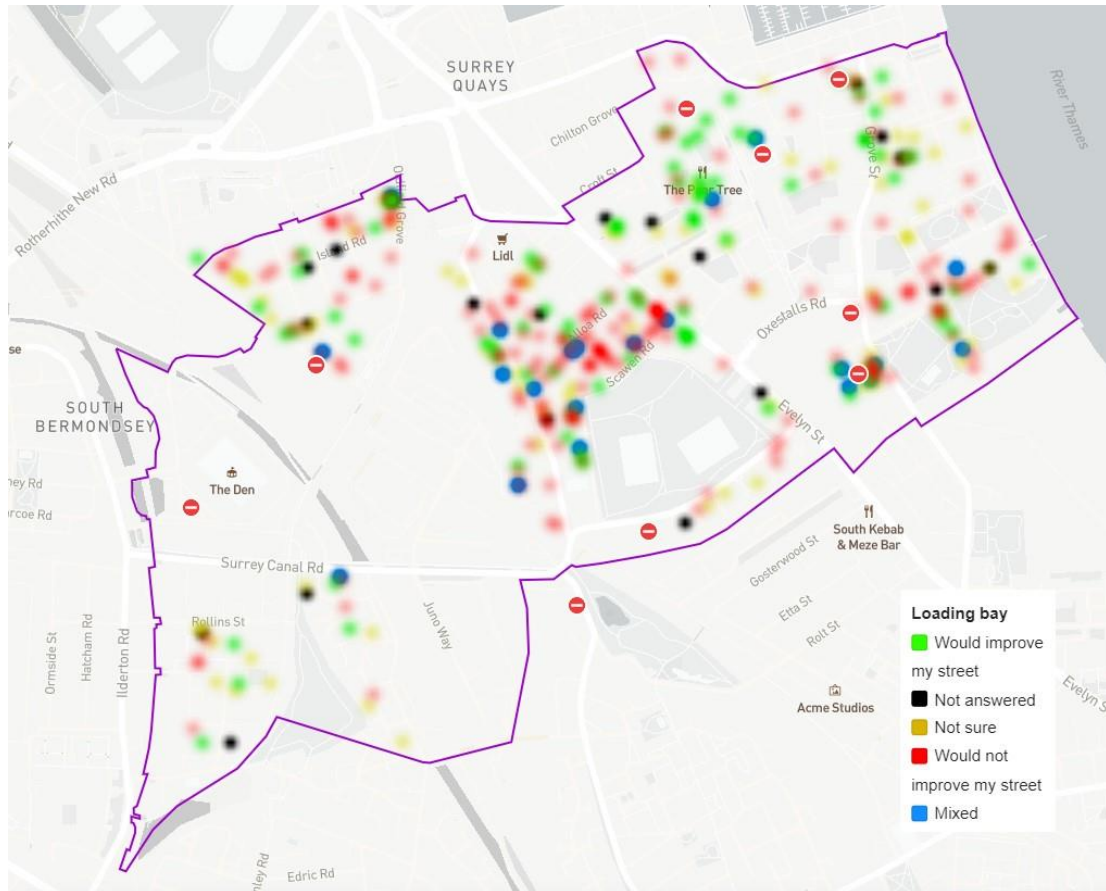
## Introduction of parking permits



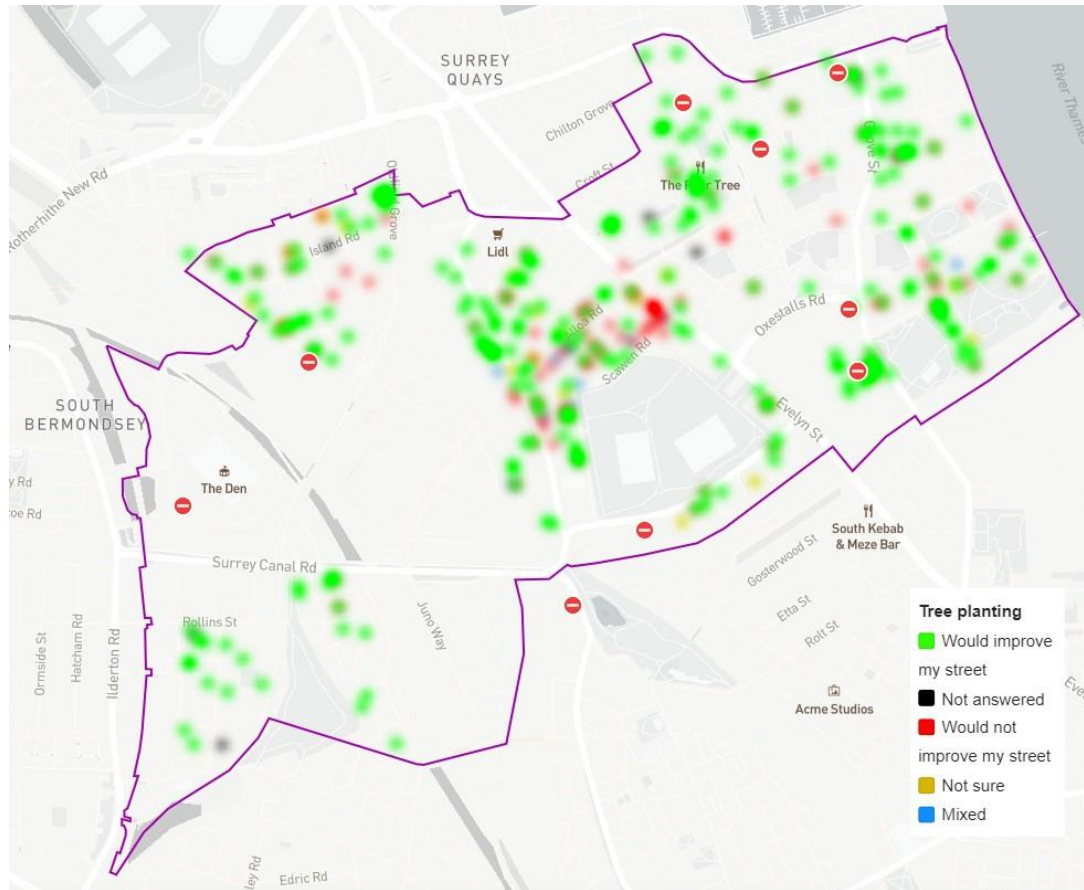
## Cycle storage



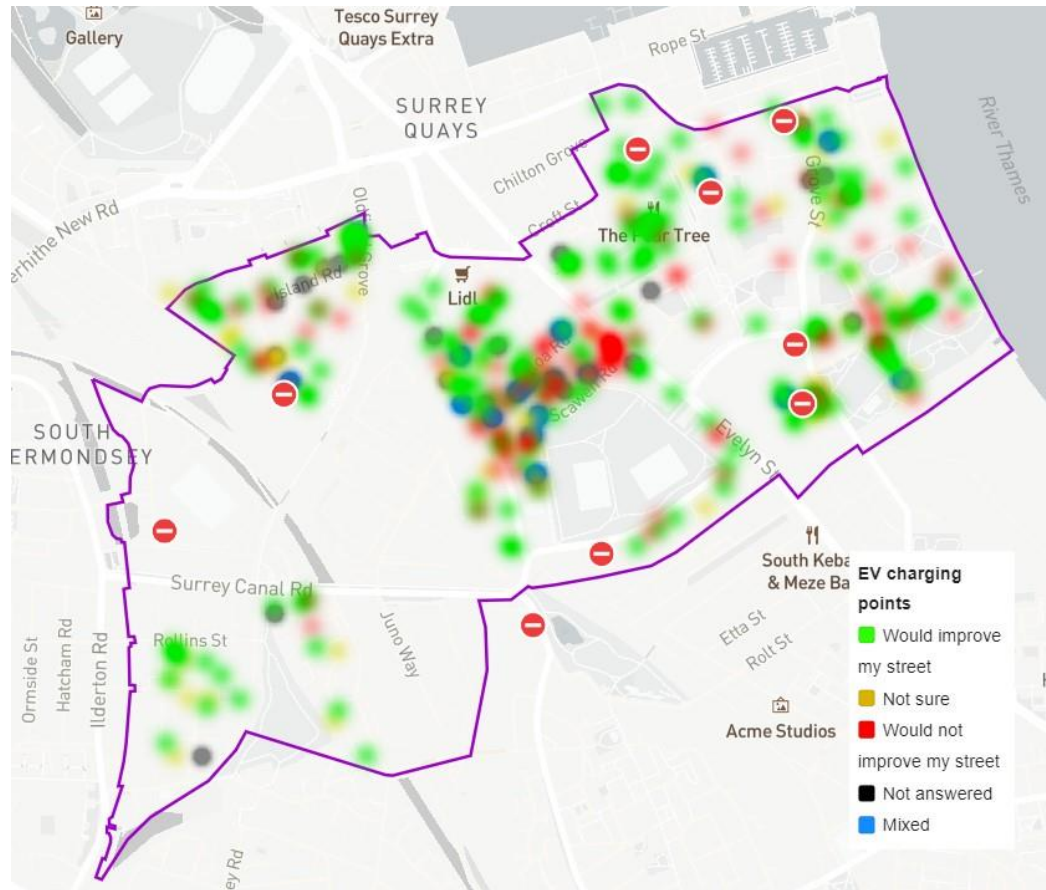
## Loading bays



## New trees

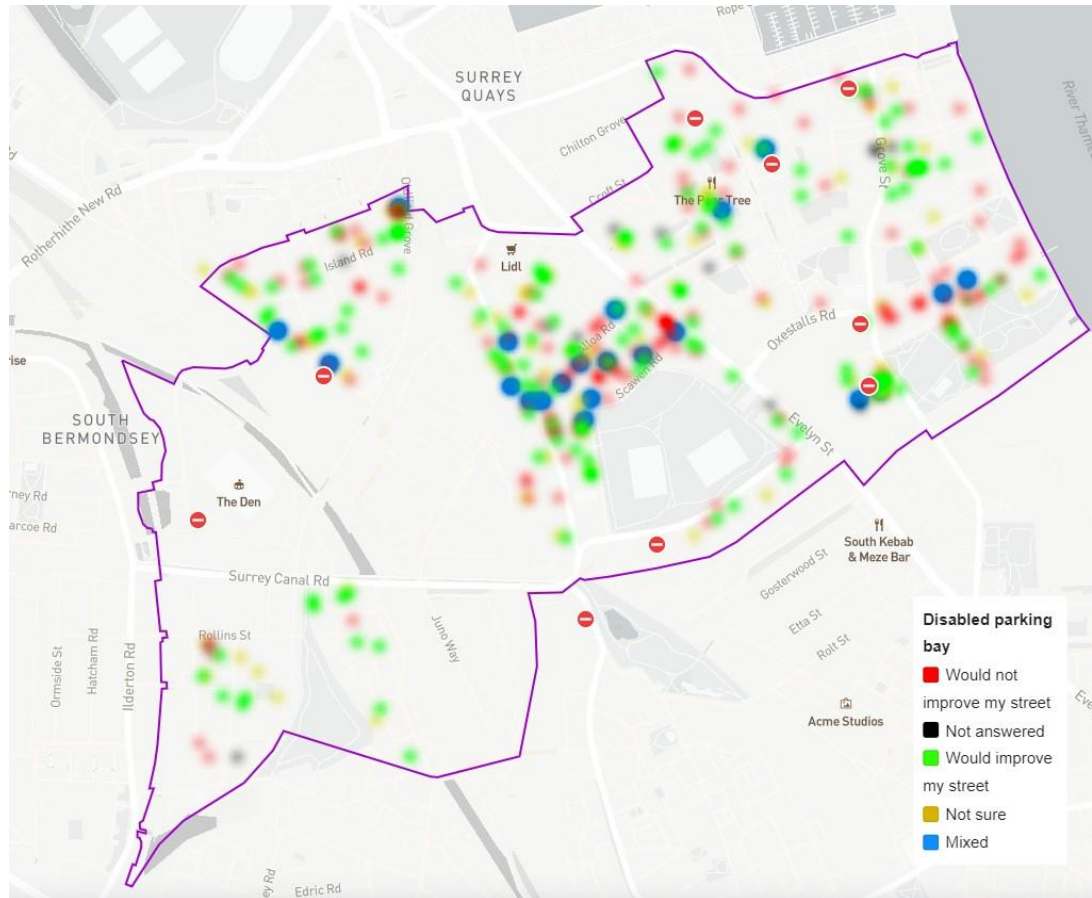


## EV charge points

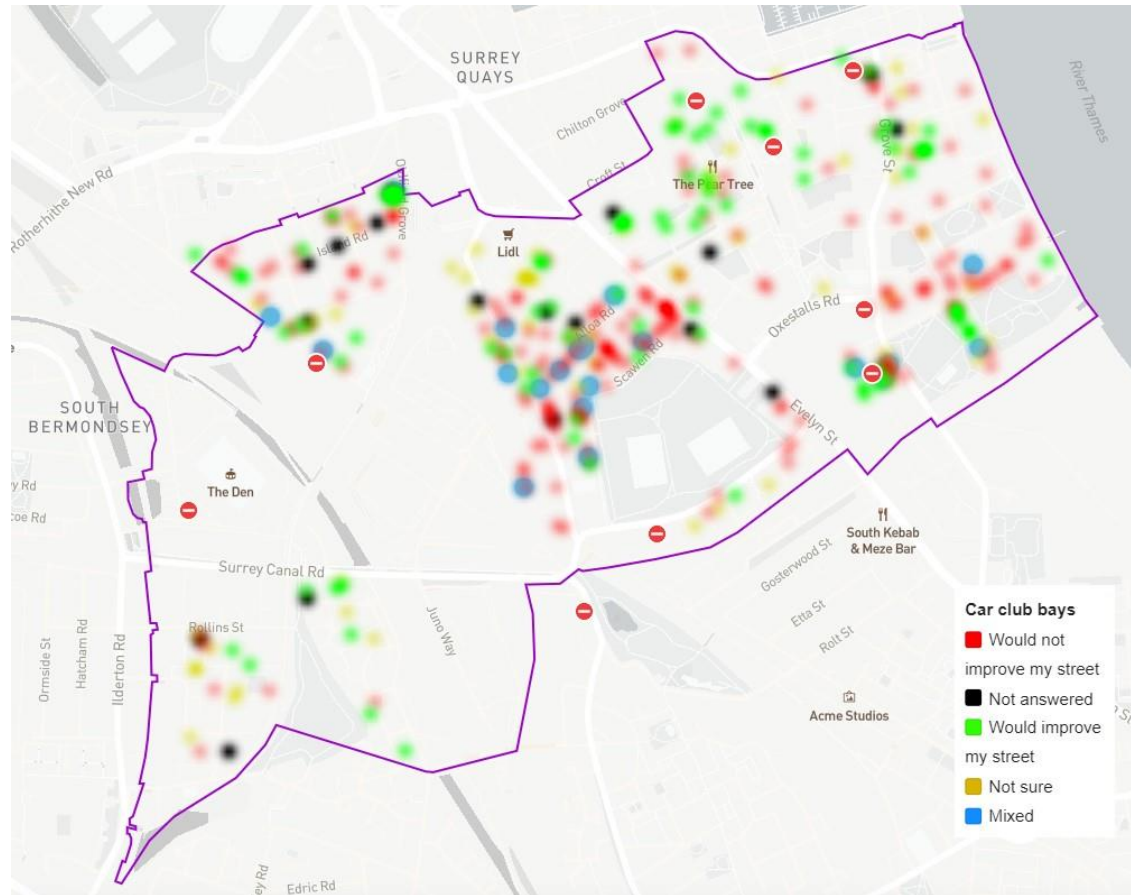




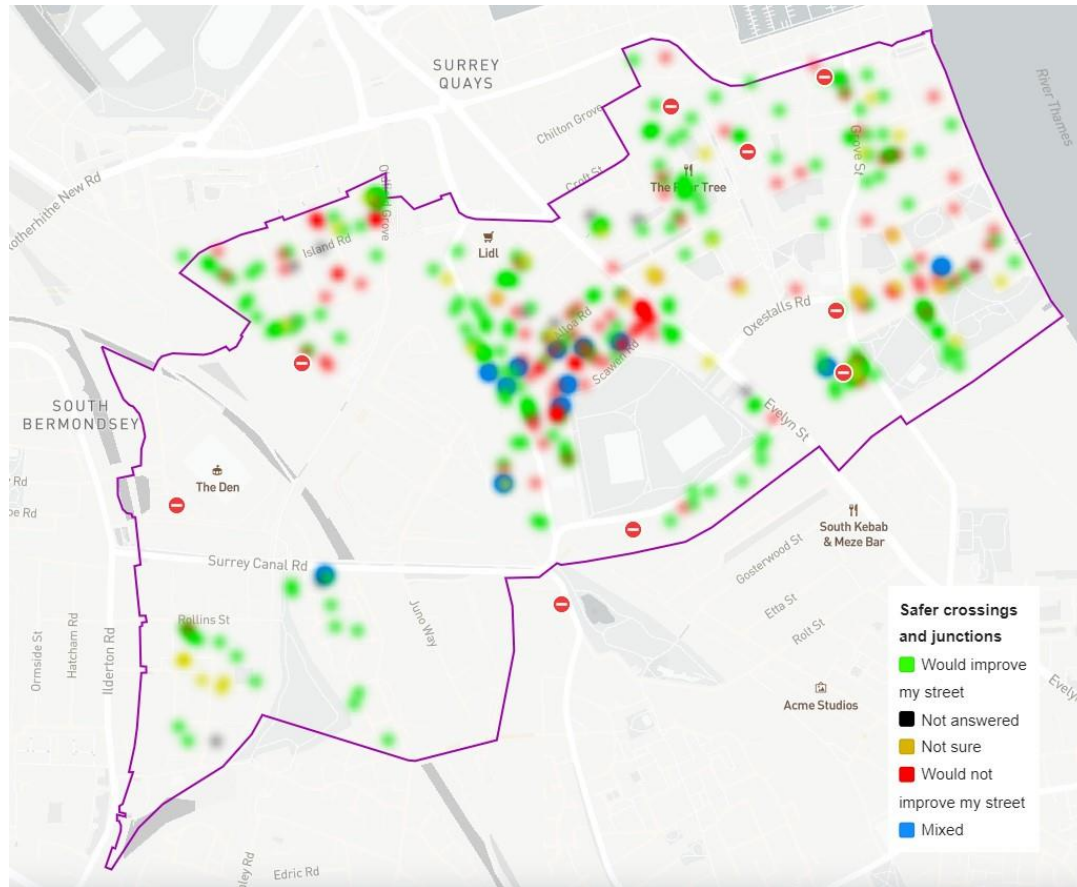
## Disabled bays



## Car club bays



## Safer crossings and junctions





### In-depth analysis of parking permit measure

Areas where respondents indicated that permit parking would improve their street were identified and are shown below. These areas were sectioned off and an independent analysis was conducted to observe the levels of agreement for parking controls in each area.



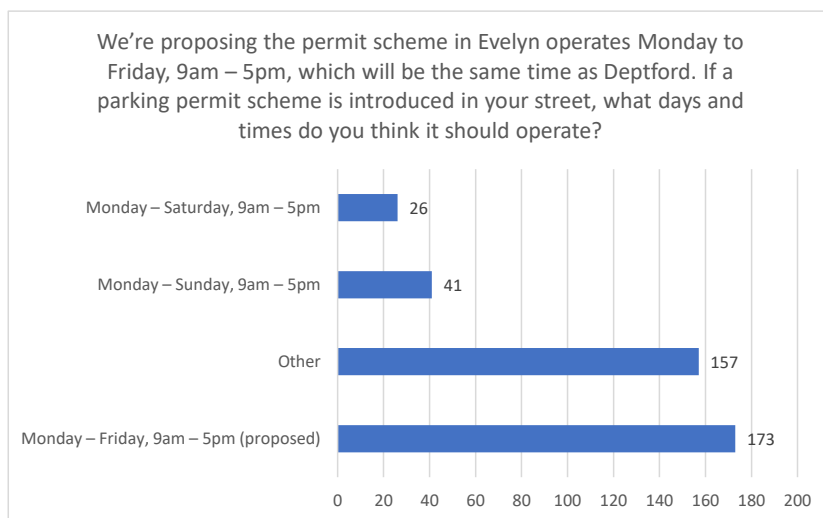
A breakdown of each area is provided below:

Intro to parking permits	Would not improve my street	Would improve my street	Not sure	Mixed
Deptford Park area	96 (64%)	31 (21%)	15 (10%)	8 (5%)
Grand Canal Ave / North of Grove Street	35 (47%)	24 (32%)	16 (21%)	0%

Silwood Estate / Island Road area	21 (39%)	23 (43%)	8 (15%)	2 (4%)
South of Surrey Canal Road	7 (26%)	16 (59%)	4 (15%)	0%
Pepys Park / South of Grove Street area	50 (77%)	10 (15%)	5 (7%)	2 (3%)

- South of Surrey Canal Road, Silwood Estate had good levels of agreement that parking permits would improve things.
- The area north of Grove Road including Grand Canal Avenue tended to be more divisive.
- The Pepys park area south of Grove Street and Deptford Park area did not believe parking permits would improve their roads.

**We're proposing the permit scheme in Evelyn operates Monday to Friday, 9am – 5pm, which will be the same time as Deptford. If a parking permit scheme is introduced in your street, what days and times do you think it should operate?**



- The most popular answer was to keep the same times of operations (Mon-Fri 9am-5pm) which are to be introduced in Deptford voiced by 173 people.
- The “Other” selection offered respondents the opportunity to write down their own response. Some respondents made multiple points in their comments often overlapping with other respondents.
  - The majority 115 people (74%) said they do not want parking.
  - 16 people (10%) mentioned a variety of alt times, with the most popular being 9-12pm.
  - Eight people (5%) mentioned either only match days or to be aware of matchday parking on top of any proposed times.

- Six people (4%) of people mentioned it should apply 24/7 if it goes ahead.

### Business responses

The section below contains a summary of those businesses in Evelyn. In total 12 businesses completed the business version of the survey.

#### What is your business address?

A follow-up question also asked businesses to write down the name of their business. The answers for both have been merged together in this summary.

- Four were staff from Twin Oaks Primary School
- Two owners and one employee of Mama Pho café on Evelyn Street
- One Royal Mail employee
- One employee at Fitness Space Surrey Quays
- One employee of Avalon Café
- Two others did not provide the full name of their business.

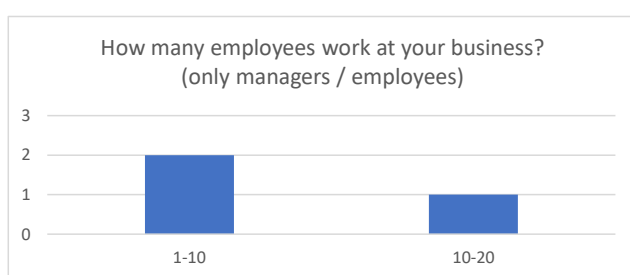
#### Are you a manager, owner, or employee?



- Nine respondents (75%) identified as employees, while three of the respondents (25%) were owners.

### How many employees work at your business?

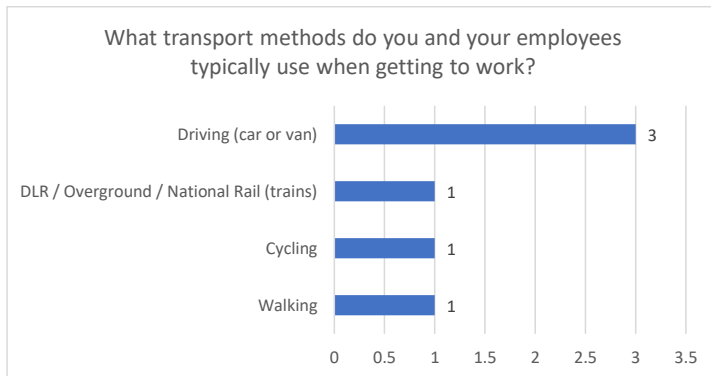
Respondents were asked to provide a rough number of the number of employees at the workplace. This question was only available to those who identified as an owner.



- Both owners of Mama Pho said 1-10 employees, while the owner of Fitness Space Surrey Quays said 10-20.

### What transport methods do you and your employees typically use when getting to work? (Please select the options for your employees use in a typical week)

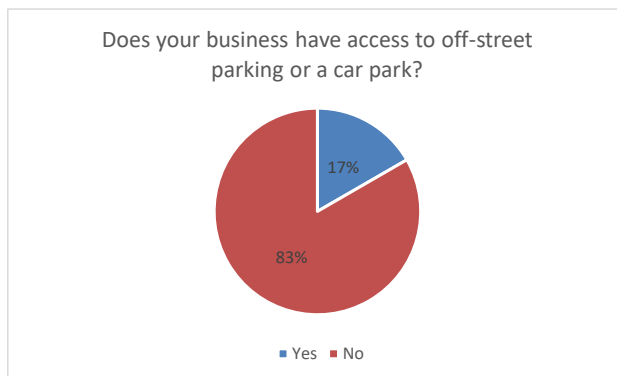
This question asked business respondents to tick all the relevant transport modes which apply regarding transportation methods that staff use for getting to work. This question was only available to those who responded as an owner.



- All three selected driving, with Mama Pho owners only choosing this response. Meanwhile the owner of Surrey Quays Fitness Space also selected train services, cycling and walking.

### Does your business have access to off-street parking or a garage?

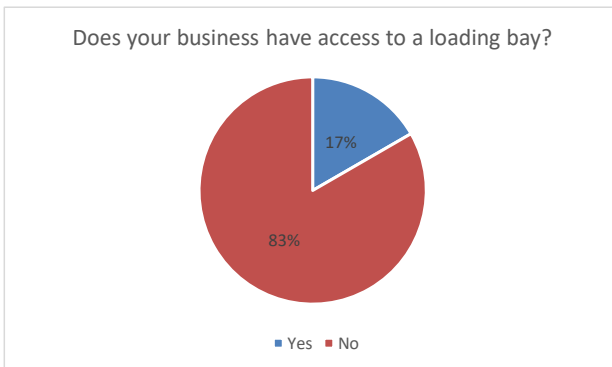
This question asked businesses whether they have access to off-street parking or a garage.



- 10 people (83%) said they do have access to off street parking. The two respondents who said they do not was Avalon Café and a staff at Twin Oaks Primary School.

### Does your business have access to a loading bay?

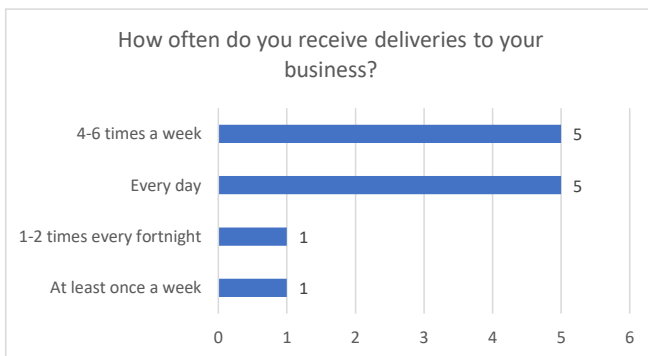
This question asked businesses whether they have access to off-street parking or a garage.



- 10 people (83%) said they do not have access to a loading bay. The two respondents who said they do was Avalon Café and the employee at Mama Pho – however both owners said they do have access.

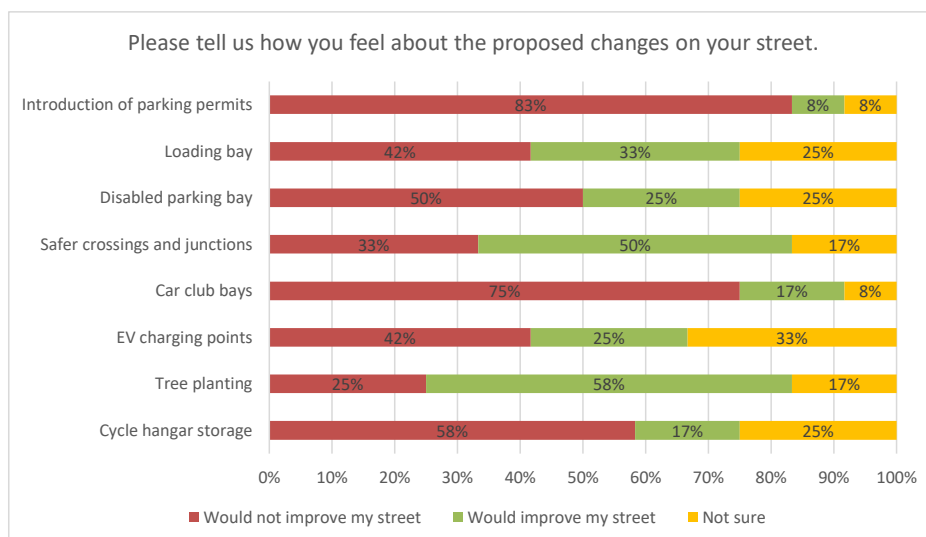
### How often do you receive deliveries to your business?

This question asked businesses whether they have access to off-street parking or a garage.



- Most respondents (42%) each said either every day or four-six times a week.
- There was some discrepancies in some of the answers as some employees of the school said gave differing answers, while the owners of Mama Pho were split between everyday and four-six times a week.

**Please tell us how you feel about the proposed changes on your street?**

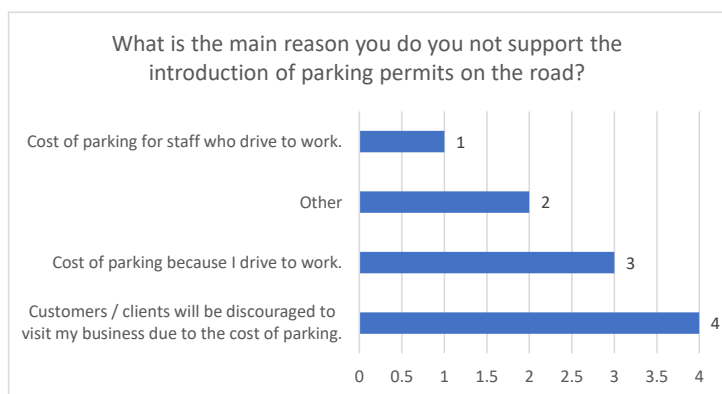


- 10 people (83%) believed parking restrictions would not improve their street.
- Car club bays and cycle hangar storage were not believed to be an improvement, if introduced.
- Loading bays, disabled bays, EV chargepoints were typically mixed with agreement level. Meanwhile, tree planting and safer crossings and junctions received many positive comments.



### What is the main reason you do you not support the introduction of parking permits on the road?

Those eight businesses respondents who did not think parking permits were an improvement on their road, were asked to specify a reason.



- Businesses believed that visitors would be discouraging to visit them if permit parking was in place. Both owners of Mama Pho and the owner of Fitness Space Surrey Quays responded in this manner. The other respondent that selected this reason was an employee at an undisclosed business.
- All three respondents who selected cost of parking because they drive to work were staff members at Twin Oaks Primary school.
- The two respondents who selected 'other'; one of them specified school staff parking would be difficult, while another mentioned the 'industrial nature' of Surrey Canal Road.

### Business free text responses

Nine business respondents shared their views in response to the final question of the survey, which asked about their situation and the impacts of the proposals on their business operations.

- All four staff mentioned parking would be more difficult especially in regard to cost.
- Both owners of Mama Pho mentioned issues regarding staff and customer parking.
- Avalon Café made a comment about their needing to be further community involvement regarding tree planting.
- One of the business respondents made a comment about introducing similar measures on all school streets in Lewisham.
- 3 respondents did not leave any comment.



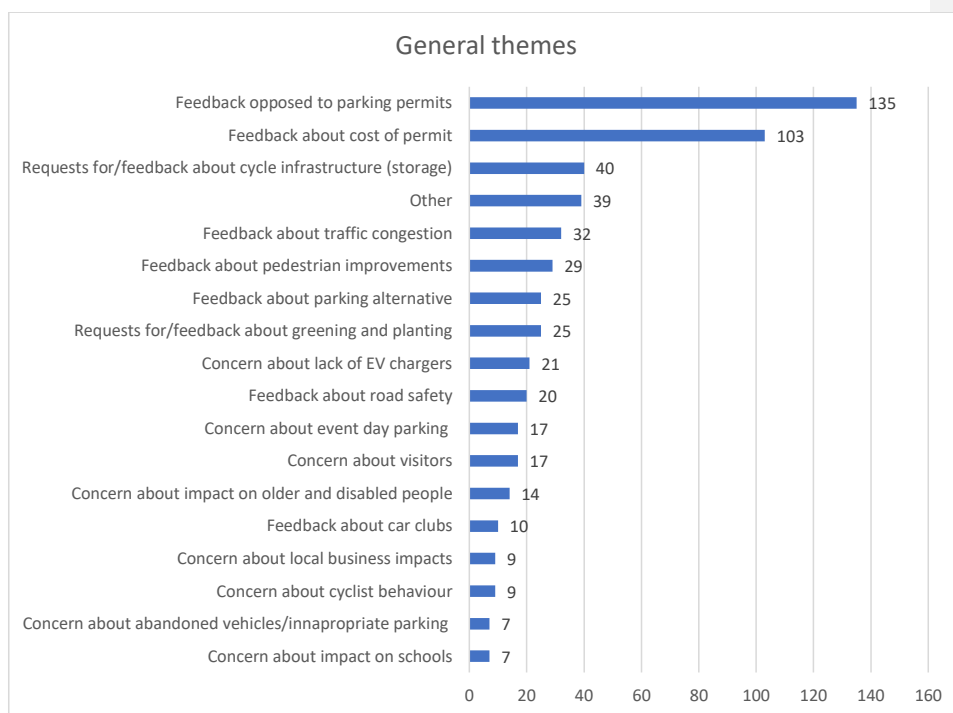
## Qualitative analysis

All respondents were asked the following question: '***Do you have any other feedback on the changes being proposed?***'. In this question, respondents were given the opportunity to provide any supplementary feedback that was not covered in previous inquiries or to elaborate and clarify the reasoning behind their responses.

A thematic framework was set up to capture **general themes** that emerged from the dataset. A further **locational analysis** was conducted alongside the thematic analysis in order to isolate comments with a design-based recommendation. A location was flagged if the respondent mentioned the street explicitly or if they referred to their own street – which was retrieved through the address question.

A total of 440 free text comments were received and analysed as part of the consultation. This includes all comments received from residents, businesses and visitors.

## General thematic analysis



- Feedback that was regarding the parking permits (31%) and/or the cost and financial implications (23%) of these permits, were the most popular discussion points to emerge from the free text data.
- The remaining themes were mentioned by 9% of all respondents or less.
- Many of these themes were general feedback applicable to the programme as a whole. However, some of these themes gave specific design-based recommendations and were sought after in the analysis. The analysis below has geolocated some of these themes with streets people highlighted in their text and/or the street respondents selected they lived on earlier in the questionnaire. See below for a breakdown.

## Locational based analysis

### More cycle hangers

- Two people mentioned they would like to see more cycle hangers on Alloa Road, Bridge Meadows, Grinstead Road, Grove Street, Concorde Way, and Rolt Street.
- The following streets were mentioned as requiring more cycle hangers: Barfleur Lane, Bowditch, Concorde Way, Millard Road, Evelyn Street, Silwood Estate, Lovelinch Close, Longshore, Scawen Road and Trundley's Road.

### Concern about cycle storage

- Three people mentioned the cycling infrastructure has had a negative impact of safety and car parking.

### More EV charge points

- Five people mentioned there is a lack of EV chargepoints on Silwood Estate.
- Three people mentioned they would like to see more EV chargepoints on Evelyn Street.
- One person each said they would like EV chargepoints on Alloa Road, Bridge Meadows, Grinstead, Greenland Mews, Grove Street, Hazelwood House, John Silkin Way, Scawen Road, Millard Road.

### Car clubs

- One person would like car clubs near Lovelinch close and Waterline Way.
- One person each said car clubs are not needed on Silwood Street and Rainsborough Avenue, while another said the two car clubs on Trundley's Road will cause parking problems or should be spaced out.

- One person said car clubs are not used on Crooke Road.

#### **Disabled bays**

- Two people both mentioned they would like to see a disabled bay to visit their disabled residents on Scawen Road.
- One person each would like to see a disabled bay on Crane Mead, Grove Street and Trundley's Road.

#### **Parking-related**

- Three people mentioned within the proposal there are too many parking spaces available on Grove Street, while one recommended it should be available on one side only.
- Two people mentioned proposing full double yellow lining on Millard Road.
- One person wanted the whole of Rainsborough Avenue regulated with parking permits.
- One person mentioned bays should be allocated for households by number.
- One person mentioned Eugenia Road was left out of the proposals and should be considered as it was under Lewisham's jurisdiction and was important as it contained a church and community centre.
- One person suggested parking would be displaced on John Silkin Way and restricted parking only needed to be implemented 1-2pm Mon-Fri.

### **Local businesses**

- Two businesses were concerned about the impact of parking permits on Alloa Road. One business mentioned difficulty attracting customers, while the other mentioned staff parking to be an issue.
- One person mentioned there is no pay-by-phone permit parking proposed on Oldfield Grove.
- One person mentioned parking on Grove Street near the Community Action Centre should be restricted and time-based in order to prevent people parking for free all day.

### **Greenery / planting / maintenance**

- Four people mentioned they would like to see more greenery on Evelyn Street.
- One person each would like to see more greenery on Grinstead Road, Leather Road, Myers Lane, Scawen Road, Trundley's road.
- One person each mentioned better maintenance of existing greenery on Warwickshire Path and Mercury Way.
- One person mentioned they would specifically like to see SUDs at the corners of Alloa Road and Crooke Road.

### **Pedestrian improvements (i.e. pavements)**

- **Trundley's Road (Six comments):**
  - Six people mentioned a safer crossing on Trundley's Road – two of them specified improving the crossing by the Lidl.
- **Evelyn Street (Three comments):**
  - Crossing was badly designed and unsafe.

- There needs to be a physical buffer between pedestrians and motorists and cyclists.
- Uneven pavements.
- **Surrey Canal Road (Three comments):**
  - Better junction at the start of the road by the park.
  - Two people commented improving the pavement and crossings.
- **Grove Street (Two comments):**
  - Disjointed footpaths and requires pedestrian priority at crossings.
  - Requires an extra crossing as there is only one zebra crossing on the whole road.
- **Upper Pepys Park (One comment):**
  - A safer crossing on Upper Pepys Park.
- **Warwickshire Path (One comment):**
  - Unsafe to walk on the as the trees have slabs growing on the footpath.
- **Plough Way / Yeoman Street (One comment):**
  - More zebra crossings and safety measures to stop speeding cars.
- **Oxestalls Road (One comment):**
  - Open up arches underneath arches to provide a walkway towards Blackhorse.

### **Congestion / traffic calming**

- Eight people mentioned there is a dangerous issue with Evelyn Street due to congestion.



- Five people mentioned too much traffic on Trundley's Road and recommended traffic calming measures to combat speeding and congestion.
- Three people mentioned traffic issues on Grove Street with lorries and buses causing issues.
- Three people suggested traffic is bad on Grinstead Road, with two of them suggesting a traffic calming is required on Grinstead Road.
- Three people mentioned traffic and congestion issues on Lower Road, with one person highlighting the cycle lanes causing it, while another person said it was related to Rotherhithe Tunnel and/or construction.
- One person mentioned Alloa Road is often blocked and suggested a one-way system or LTN.

## Key analysis findings – Evelyn and surrounding areas

### Key findings

- **A total of 431 respondents from 373 unique households responded to the survey.** This gives a response rate of 4.65% of the total number of households that were leafleted.
- In general, there were mixed responses on the introduction of parking permits, car club bays, and loading bays and if they would improve specific roads. There was a good level of agreement that other measures, in particular more tree planting, which was universal across all areas.
- The response data shows that it was not felt that parking permits in the Deptford Park and Pepys Park area would be beneficial, though some of these responses came from those within Car Free Developments which may explain this. There was also agreement that other measures could improve the area, with the exception of loading bays and car club bays.
- Most were in favour of applying the same times of operation (Mon-Fri, 9am-5pm) set to go ahead in Deptford, for Evelyn and surrounding areas.

### Participant profile

- Most respondents were white, more likely to be women, and in their late 20's to early 40s.
- Most were either atheist or Christian and do not consider themselves disabled.

### **Response for parking permits on Silwood Estate and South of Surrey Canal Road**

- The southern section of Surrey Canal Road saw agreement for sustainable measures, while Silwood Estate also agreed with some of the proposed measures.

### **Local business / stakeholder concerns**

- A couple of local businesses were worried about the impact on trade and their staff.
- Staff parking at Twin Oaks Primary School was a major concern for those accessing the school.

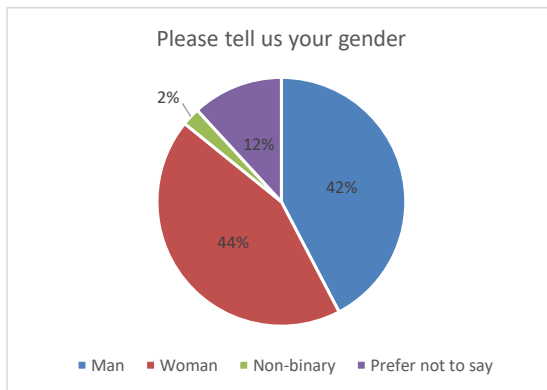
### **Other analysis**

- Those who said that commuter parking took up a lot of space were more likely to agree that parking permits would deter this and resolve problems.
- Many people commented that permits were too expensive.
- Other comments went into detail mentioning certain locations of these features that were proposed.

## Equalities monitoring

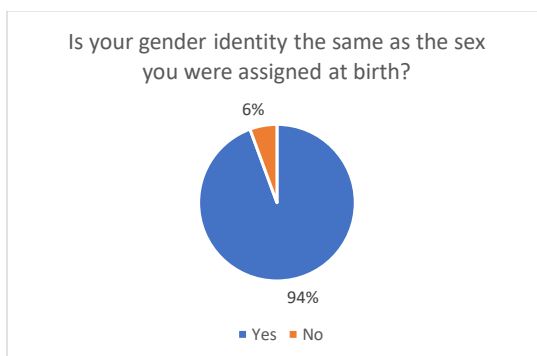
The following section shows the survey responses for all equalities questions such as demographic data.

### Please tell us your gender



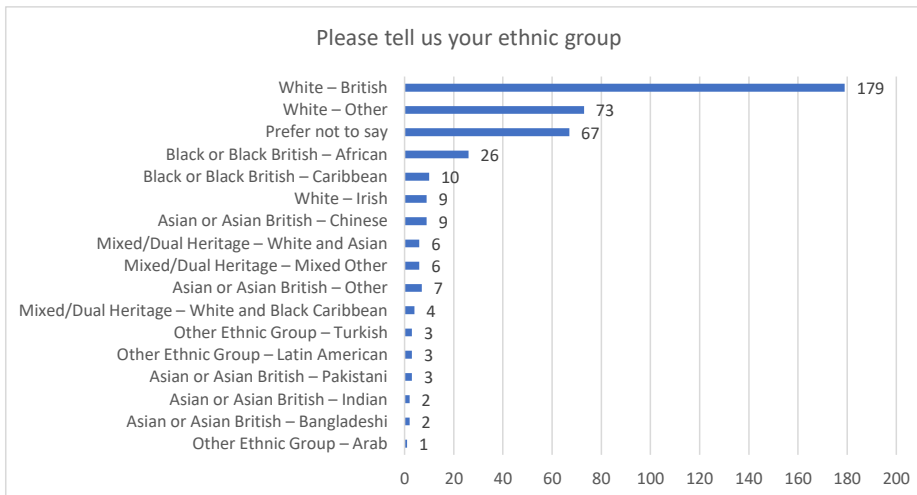
- The gender differences were almost with women slightly outnumbering men. A considerable number of respondents chose I prefer not to say, while a minority identified as non-binary, gender neutral or trans.

### Is your gender identity the same as the sex you were assigned at birth?



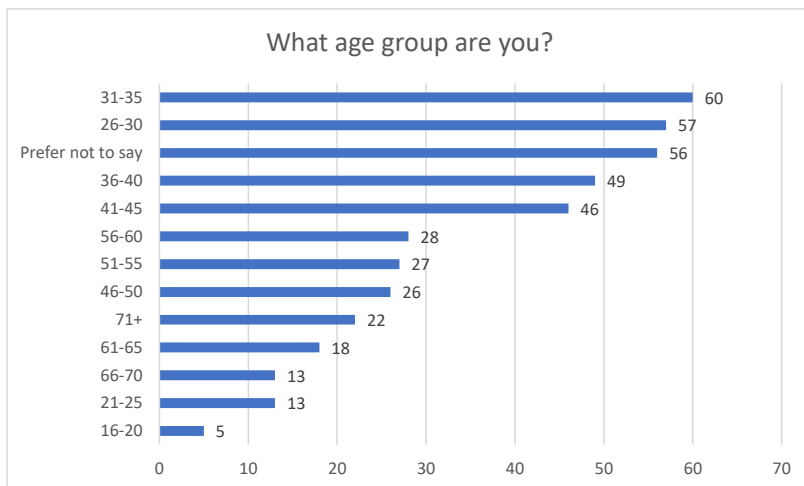
- The vast majority are the same gender identity as they were born with.

## Please tell us your ethnic group



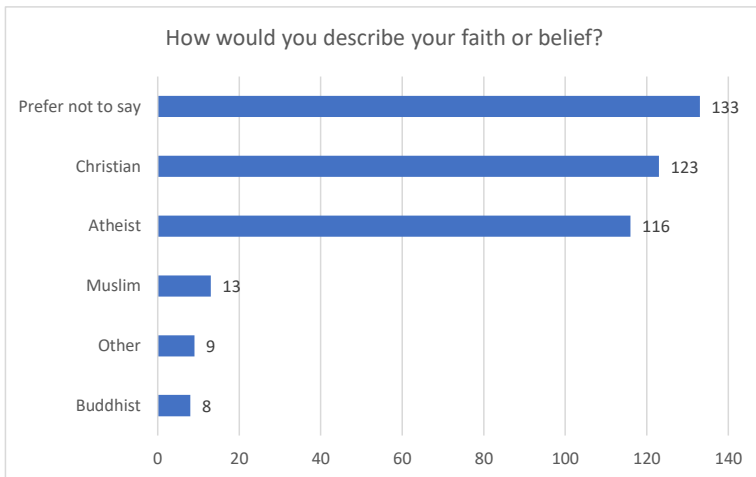
- White British outnumbered all other ethnicities by a large margin, followed by White - Other.
- A significant number of respondents again said they preferred not to state an answer.

### What age group are you?



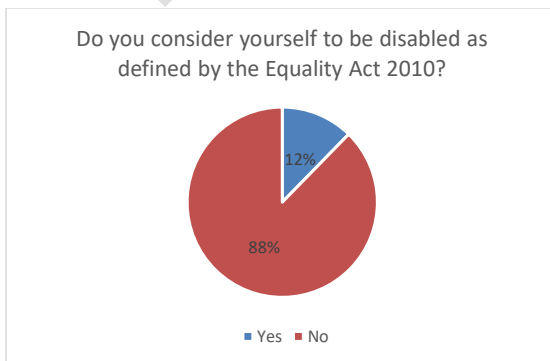
- Those aged in their early 30s formed the biggest age groups responding to the survey. This was followed by people in their late 20s (26-30) and late 30s and early 40s which formed a large segment of the responses.
- Age groups outside these age bracket formed a small minority of respondents.

### How would you describe your faith or belief?



- A significant number of respondents also chose not to respond. However, those who did, saw atheist and Christian formed the largest respondents when considering religious beliefs and faith. All other religious groups were a minority.

### Do you consider yourself to be disabled as defined by the Equality Act 2010?



- Vast majority of respondents said they were not disabled; however, a significant minority did consider themselves disabled.

## Appendix A: Leaflet (front / back)

### How to share your views

Local people know their neighbourhood best and we want you to help us shape our proposals for the Sustainable Streets programme in Evelyn.

Whether you walk, cycle, use public transport or drive, we are asking all residents and businesses to complete our survey and share their feedback about proposals for their street.

The survey will help us understand how pavements and road space are being used in your street and how you think it could be used in future, so we can create more sustainable streets for local people, reduce traffic and congestion and support more people to walk, cycle or use public transport.

Your feedback will help shape the next steps for the proposals and we will share the outcomes of this consultation as part of any decisions we make.

**Complete the survey by Sunday 24 September 2023**

**Online:** [lewisham.gov.uk/SustainableStreets](http://lewisham.gov.uk/SustainableStreets)

**Paper:** Collect a paper copy of the survey and freepost envelope from 2000 Community Action Centre, 199-201 Grove St, London SE8 3PG

If you have any questions or need this information in another language or format, or are unable to collect a paper copy of the survey, please contact us.

**Email:** [sustainable.streets@lewisham.gov.uk](mailto:sustainable.streets@lewisham.gov.uk)

**Phone:** 0203 745 4547

Souhaitez-vous recevoir une copie de ces informations en français? Vous pouvez en faire la demande en envoyant un e-mail à [sustainable.streets@lewisham.gov.uk](mailto:sustainable.streets@lewisham.gov.uk)

Czy chcielibyście Państwo kopię tych informacji w języku polskim? W tym celu prosimy o wiadomość e-mail na adres [sustainable.streets@lewisham.gov.uk](mailto:sustainable.streets@lewisham.gov.uk)

Bu bilginin bir kopyasını Türkçe olarak ister misiniz? Bunu [sustainable.streets@lewisham.gov.uk](mailto:sustainable.streets@lewisham.gov.uk) e-posta göndererek talep edebilirsiniz

இந்தத் தகவலின் நகலதை தமிழில் பெற விரும்புகிறீர்களா? இதை மின்னஞ்சல் மூலம் 'கேர்ரலம்' - [sustainable.streets@lewisham.gov.uk](mailto:sustainable.streets@lewisham.gov.uk)

您想获得有关此信息的简体中文版本吗?可以通过发送电子邮件给 [sustainable.streets@lewisham.gov.uk](mailto:sustainable.streets@lewisham.gov.uk) 请求该信息

### Frequently Asked Questions

#### How much do parking permits cost?

On average, the cost of an annual residential parking permit is around £10 a month. The cost of a parking permit is calculated based on the emissions of a vehicle. You can check how much a parking permit would cost for your vehicle using our online permit calculator tool.

Residents and businesses are able to pay for their annual permit in monthly instalments. In areas where new parking permit schemes are introduced, residents and businesses will receive a 15% discount on the cost of their annual permit for the first year. With this discount, resident parking permits will cost £8-9 a month on average.

Blue Badge holders in areas with a parking permit scheme can apply for a free annual resident permit. Carers of residents in areas with a parking permit scheme can also apply for a free carers permit, allowing them to visit free of charge for up to four hours.

#### Will people still be able to visit me by car?

Yes - anyone can still drive to a home or business in areas with a parking permit scheme. If someone is visiting an area outside the hours of permit parking operation, they can park anywhere free of charge.

If they are visiting during the hours permit parking is in operation, they will need to park in one of the dedicated pay-and-display zones in the area, or use a visitors permit provided by a resident within the area. Visitor permits are for one time use and allow visitors to park in permit bays nearby to the home they're visiting.

Residents and businesses with a parking permit receive ten one-hour visitor permits for free and additional visitor permits can be purchased as needed, starting from £1.60 per hour.

Ten one-hour visitor passes will also be provided free of charge to any resident who is over 60 in receipt of Council Tax support and does not have another parking permit. Pay-and-display bays or visitor permits can be used by tradespeople when needed.

#### What is the money from parking permits spent on?

Money from the parking permit schemes proposed will fund the new sustainable transport measures and improvements to local streets, including more street trees and planting, secure cycle storage hubs, electric vehicle charging points, car club bays and safer crossing points.

All funds raised from parking restrictions are ring-fenced for local transport and highways improvements, including active travel initiatives and discounts on travel, such as Freedom Passes for older and disabled residents who travel via public transport.

For more information and to check the cost of your permit, please visit [lewisham.gov.uk/SustainableStreets](http://lewisham.gov.uk/SustainableStreets)

## Sustainable streets for Evelyn



Our Sustainable Streets programme aims to reduce the number of car journeys made in Lewisham and encourage more people to walk, cycle or use public transport, in order to reduce air pollution, traffic and congestion, improve road safety and lower carbon emissions.



**Complete the survey by Sunday 24 September 2023**



## Appendix B: Leaflet (plans / proposals)

### What is proposed?

Our Sustainable Streets proposals are a package of measures aimed at creating streets which improve the area for local people, encourage sustainable travel and reduce traffic, congestion and pollution.

Earlier this year, we consulted communities in Deptford on Sustainable Streets for their area and will soon begin rolling out changes in their streets. During the consultation, we heard from many residents in Evelyn who were concerned about additional parking pressures in their streets if permit parking was introduced in Deptford, alongside existing controlled parking in Southwark.

In response to this feedback, we are now consulting residents and businesses across Evelyn on our Sustainable Streets programme. The proposals for your area include:

### Changes to parking

With unrestricted parking on 75% of roads in the borough, improving parking management is vital for reducing the number of unnecessary car journeys and tackling traffic, congestion, and air pollution.

The changes proposed in your area include a parking permit scheme for residents and businesses and short stay parking areas for visitors. Introducing parking permits helps discourage unnecessary car journeys and reduce traffic and congestion, while ensuring parking is prioritised for local residents and businesses.

The introduction of parking permit schemes also provides the space and funding needed to invest in sustainable transport measures and improvements to local streets, including safer crossing points, more street trees and planting, secure cycle storage, car club bays and electric vehicle (EV) charging points.

### Additional parking provisions

Alongside the introduction of a parking permit scheme, we are proposing to install more disabled bays, loading bays and short-stay parking bays to support residents, businesses and visitors who need to make journeys by car.

People who have blue badges in areas with a parking permit scheme receive a free annual parking permit and can park in any controlled parking zone in the borough. Carers also receive an annual parking permit free of charge.

**For a detailed view of the proposals on your street, see the plan overleaf.**

### Safer crossings points

In the last three years, road collisions in Lewisham have resulted in over 300 serious injuries and seven deaths. Busy junctions are a major factor in road collisions - removing parked cars either side of junctions allows turning vehicles to see pedestrians, cyclists and oncoming traffic more easily.

We are proposing to introduce double yellow lines at all junctions across the area to make everyone on our roads safer.

### More street trees and planting

More street trees and planting help create greener streets, increase shade and tackle air pollution. We have a 'Right Tree, Right Place' policy and only plant species of trees that do not have an impact on homes or other infrastructure.

We will be prioritising planting where we have vacant tree pits.

### Secure cycle storage hubs

Residents want to see more cycle parking and secure storage on their streets, with nearly 500 people on the waiting list for a cycle hangar in Lewisham. Secure cycle storage enables more people to make journeys by bike, helping to reduce car journeys, traffic and pollution.

We have identified space for four new cycle storage hubs across the Evelyn area.

### Car clubs bays

Our proposals include 19 dedicated parking spaces for car club vehicles (e.g. Zipcar). Car club usage is increasingly popular as an alternative mode of travel for those who don't own a car and there are currently thousands of registered car club users in Lewisham. The availability of short term car use, as opposed to individual private car ownership, can help people save money and discourages unnecessary car journeys, helping to reduce traffic, congestion and pollution.

### Electric vehicle charging points

To encourage more people to switch away from polluting vehicles, we are aiming to ensure everybody has an electric vehicle charging point within 500m of their home.

We have identified 10 locations across Evelyn that would benefit from new EV charging points and these are shown on the detailed plans for individual streets.



## Appendix C: Reported car ownership of respondents in Evelyn



## Appendix D: Street by street analysis of all measures

See below for a breakdown of responses for all measures street by street in Evelyn and surrounding areas.

Road name	Cycle hangar storage					Total
	Would improve my street	Would not improve my street	Not sure	Mixed	Not answered	
<b>Alloa Road</b>	7	10	0	4	0	<b>21</b>
<b>Alpine Road</b>	0	1	0	0	0	<b>1</b>
<b>Ashton Reach</b>	1	0	0	0	0	<b>1</b>
<b>Bailey Street</b>	4	1	0	0	0	<b>5</b>
<b>Barfleur Lane</b>	3	4	1	0	0	<b>8</b>
<b>Baroque Gardens</b>	1	0	0	0	0	<b>1</b>
<b>Bowditch</b>	6	6	1	1	0	<b>14</b>
<b>Bridge Meadows</b>	5	0	0	0	0	<b>5</b>
<b>Capstan Road</b>	2	0	0	0	0	<b>2</b>
<b>Carolean Crescent</b>	0	0	0	0	1	<b>1</b>
<b>Carteret Way</b>	2	1	0	0	0	<b>3</b>
<b>Concorde Way</b>	6	3	0	1	0	<b>10</b>
<b>Crane Mead</b>	1	0	1	0	0	<b>2</b>
<b>Crooke Road</b>	1	7	0	1	0	<b>9</b>
<b>Deptford Wharf</b>	0	2	0	0	0	<b>2</b>
<b>Eugenia Road</b>	0	0	1	0	0	<b>1</b>
<b>Evelyn Street</b>	8	15	2	0	1	<b>26</b>
<b>Foreshore</b>	4	2	0	0	0	<b>6</b>
<b>George Beard Road</b>	0	1	0	0	0	<b>1</b>
<b>Goldsworthy Gardens</b>	2	4	1	0	0	<b>7</b>
<b>Greenland Mews</b>	1	4	1	0	0	<b>6</b>
<b>Grinstead Road</b>	6	2	1	0	0	<b>9</b>
<b>Grove Street</b>	10	7	3	0	2	<b>22</b>
<b>Hicks Street</b>	1	3	0	0	0	<b>4</b>
<b>Island Road</b>	3	3	5	0	1	<b>12</b>
<b>Jodane Street</b>	4	3	0	0	0	<b>7</b>
<b>John Silkin Lane</b>	7	2	2	0	0	<b>11</b>
<b>Kezia Street</b>	1	0	0	0	0	<b>1</b>
<b>Leather Road</b>	1	1	0	0	0	<b>2</b>
<b>Longshore</b>	1	1	0	0	0	<b>2</b>
<b>Lovelinch Close</b>	7	4	2	0	1	<b>14</b>
<b>Millard Road</b>	8	4	1	0	0	<b>13</b>

Myers Lane	4	1	0	0	0	5
Naomi Street	3	1	4	0	0	8
Oldfield Grove	0	1	0	0	0	1
Oxestalls Road	1	0	0	0	0	1
Pell Street	1	0	0	0	0	1
Plough Way	1	2	0	0	0	3
Rainsborough Avenue	5	0	2	0	1	8
Reculver Road	1	3	5	0	0	9
Regeneration Road	0	2	0	0	0	2
River Rise Close	1	0	0	0	0	1
Samuel Close	1	0	0	0	0	1
Scawen Road	6	14	1	2	0	23
Seafarer Way	1	0	0	0	0	1
Sharratt Street	1	1	0	0	0	2
Silwood Street	2	1	2	1	0	6
Sketchley Gardens	1	0	0	0	0	1
St Georges Mews	0	0	1	0	0	1
Sybil Phoenix Close	2	1	3	0	0	6
Tariff Crescent	2	0	0	0	0	2
The Terrace	1	0	0	0	0	1
Timberyard Street	3	1	3	1	0	8
Trundley's Road	14	9	6	3	2	34
Waterline Way	1	2	1	1	0	5
Whiting Way	2	0	0	1	0	3
Windlass Place	0	1	0	0	0	1
Yeoman Street	7	1	2	0	0	10

Road name	Tree planting					Total
	Would improve my street	Would not improve my street	Not sure	Mixed	Not answered	
Alloa Road	9	7	2	3	0	21
Alpine Road	0	1	0	0	0	1
Ashton Reach	1	0	0	0	0	1
Bailey Street	5	0	0	0	0	5
Barfleur Lane	3	3	1	1	0	8
Baroque Gardens	1	0	0	0	0	1
Bowditch	8	6	0	0	0	14
Bridge Meadows	5	0	0	0	0	5
Capstan Road	2	0	0	0	0	2

<b>Carolean Crescent</b>	0	0	0	0	1	<b>1</b>
<b>Carteret Way</b>	2	1	0	0	0	<b>3</b>
<b>Concorde Way</b>	8	1	1	0	0	<b>10</b>
<b>Crane Mead</b>	1	0	1	0	0	<b>2</b>
<b>Crooke Road</b>	3	6	0	0	0	<b>9</b>
<b>Deptford Wharf</b>	1	1	0	0	0	<b>2</b>
<b>Eugenia Road</b>	1	0	0	0	0	<b>1</b>
<b>Evelyn Street</b>	12	12	1	1	0	<b>26</b>
<b>Foreshore</b>	5	1	0	0	0	<b>6</b>
<b>George Beard Road</b>	0	1	0	0	0	<b>1</b>
<b>Goldworthy Gardens</b>	4	3	0	0	0	<b>7</b>
<b>Greenland Mews</b>	5	0	0	1	0	<b>6</b>
<b>Grinstead Road</b>	7	0	2	0	0	<b>9</b>
<b>Grove Street</b>	17	3	0	1	1	<b>22</b>
<b>Hicks Street</b>	1	3	0	0	0	<b>4</b>
<b>Island Road</b>	6	3	2	0	1	<b>12</b>
<b>Jodane Street</b>	6	0	0	0	1	<b>7</b>
<b>John Silkin Lane</b>	8	2	1	0	0	<b>11</b>
<b>Kezia Street</b>	1	0	0	0	0	<b>1</b>
<b>Leather Road</b>	0	2	0	0	0	<b>2</b>
<b>Longshore</b>	1	1	0	0	0	<b>2</b>
<b>Lovelinch Close</b>	10	2	0	0	2	<b>14</b>
<b>Millard Road</b>	11	1	1	0	0	<b>13</b>
<b>Myers Lane</b>	5	0	0	0	0	<b>5</b>
<b>Naomi Street</b>	8	0	0	0	0	<b>8</b>
<b>Oldfield Grove</b>	1	0	0	0	0	<b>1</b>
<b>Oxestalls Road</b>	1	0	0	0	0	<b>1</b>
<b>Pell Street</b>	1	0	0	0	0	<b>1</b>
<b>Plough Way</b>	3	0	0	0	0	<b>3</b>
<b>Rainsborough Avenue</b>	2	4	1	0	1	<b>8</b>
<b>Reculver Road</b>	5	3	1	0	0	<b>9</b>
<b>Regeneration Road</b>	0	2	0	0	0	<b>2</b>
<b>River Rise Close</b>	1	0	0	0	0	<b>1</b>
<b>Samuel Close</b>	1	0	0	0	0	<b>1</b>
<b>Scawen Road</b>	10	9	1	3	0	<b>23</b>
<b>Seafarer Way</b>	1	0	0	0	0	<b>1</b>
<b>Sharratt Street</b>	2	0	0	0	0	<b>2</b>
<b>Silwood Street</b>	5	1	0	0	0	<b>6</b>
<b>Sketchley Gardens</b>	1	0	0	0	0	<b>1</b>
<b>St Georges Mews</b>	1	0	0	0	0	<b>1</b>
<b>Sybil Phoenix Close</b>	4	1	1	0	0	<b>6</b>
<b>Tariff Crescent</b>	2	0	0	0	0	<b>2</b>
<b>The Terrace</b>	1	0	0	0	0	<b>1</b>
<b>Timberyard Street</b>	5	2	1	0	0	<b>8</b>

<b>Trundley's Road</b>	23	8	1	2	0	<b>34</b>
<b>Waterline Way</b>	5	0	0	0	0	<b>5</b>
<b>Whiting Way</b>	3	0	0	0	0	<b>3</b>
<b>Windlass Place</b>	0	1	0	0	0	<b>1</b>
<b>Yeoman Street</b>	8	2	0	0	0	<b>10</b>

Road name	EV charging points					
	Would improve my street	Would not improve my street	Not sure	Mixed	Not answered	Total
<b>Alloa Road</b>	7	9	2	3	0	21
<b>Alpine Road</b>	1	0	0	0	0	1
<b>Ashton Reach</b>	0	1	0	0	0	1
<b>Bailey Street</b>	5	0	0	0	0	5
<b>Barfleur Lane</b>	5	1	2	0	0	8
<b>Baroque Gardens</b>	1	0	0	0	0	1
<b>Bowditch</b>	6	5	2	0	1	14
<b>Bridge Meadows</b>	3	1	0	0	1	5
<b>Capstan Road</b>	1	0	0	1	0	2
<b>Carolean Crescent</b>	1	0	0	0	0	1
<b>Carteret Way</b>	1	1	1	0	0	3
<b>Concorde Way</b>	5	1	3	1	0	10
<b>Crane Mead</b>	0	0	2	0	0	2
<b>Crooke Road</b>	2	5	0	1	1	9
<b>Deptford Wharf</b>	1	0	1	0	0	2
<b>Eugenia Road</b>	0	0	1	0	0	1
<b>Evelyn Street</b>	9	13	2	0	2	26
<b>Foreshore</b>	3	3	0	0	0	6
<b>George Beard Road</b>	1	0	0	0	0	1
<b>Goldsworthy Gardens</b>	5	2	0	0	0	7
<b>Greenland Mews</b>	2	2	2	0	0	6
<b>Grinstead Road</b>	5	3	1	0	0	9
<b>Grove Street</b>	9	3	7	0	3	22
<b>Hicks Street</b>	2	2	0	0	0	4
<b>Island Road</b>	4	3	1	0	4	12
<b>Jodane Street</b>	4	2	1	0	0	7
<b>John Silkin Lane</b>	6	3	2	0	0	11
<b>Kezia Street</b>	1	0	0	0	0	1
<b>Leather Road</b>	2	0	0	0	0	2
<b>Longshore</b>	1	1	0	0	0	2
<b>Lovelinch Close</b>	8	0	5	0	1	14
<b>Millard Road</b>	7	3	2	1	0	13

Myers Lane	2	1	2	0	0	5
Naomi Street	6	1	1	0	0	8
Oldfield Grove	0	0	1	0	0	1
Oxestalls Road	1	0	0	0	0	1
Pell Street	1	0	0	0	0	1
Plough Way	2	1	0	0	0	3
Rainsborough Avenue	3	3	1	0	1	8
Reculver Road	1	4	3	0	1	9
Regeneration Road	1	1	0	0	0	2
River Rise Close	1	0	0	0	0	1
Samuel Close	1	0	0	0	0	1
Scawen Road	5	9	5	4	0	23
Seafarer Way	1	0	0	0	0	1
Sharratt Street	1	0	1	0	0	2
Silwood Street	4	1	0	1	0	6
Sketchley Gardens	1	0	0	0	0	1
St Georges Mews	1	0	0	0	0	1
Sybil Phoenix Close	3	1	1	0	1	6
Tariff Crescent	2	0	0	0	0	2
The Terrace	0	1	0	0	0	1
Timberyard Street	3	1	3	0	1	8
Trundle's Road	16	8	4	3	3	34
Waterline Way	4	0	0	1	0	5
Whiting Way	1	0	1	1	0	3
Windlass Place	0	1	0	0	0	1
Yeoman Street	8	1	1	0	0	10

Road name	Car club bays					Total
	Would improve my street	Would not improve my street	Not sure	Mixed	Not answered	
Alloa Road	2	12	2	4	1	21
Alpine Road	0	1	0	0	0	1
Ashton Reach	0	1	0	0	0	1
Bailey Street	4	1	0	0	0	5
Barfleur Lane	0	6	1	1	0	8
Baroque Gardens	1	0	0	0	0	1
Bowditch	0	12	2	0	0	14
Bridge Meadows	3	0	1	0	1	5
Capstan Road	0	1	1	0	0	2
Carolean Crescent	1	0	0	0	0	1
Carteret Way	1	1	1	0	0	3

Concorde Way	5	3	0	1	1	10
Crane Mead	0	1	1	0	0	2
Crooke Road	0	8	1	0	0	9
Deptford Wharf	0	1	1	0	0	2
Eugenia Road	1	0	0	0	0	1
Evelyn Street	5	17	1	0	3	26
Foreshore	1	5	0	0	0	6
George Beard Road	0	1	0	0	0	1
Goldsworthy Gardens	2	5	0	0	0	7
Greenland Mews	0	5	0	1	0	6
Grinstead Road	1	5	3	0	0	9
Grove Street	5	10	4	1	2	22
Hicks Street	1	3	0	0	0	4
Island Road	1	6	2	0	3	12
Jodane Street	4	2	1	0	0	7
John Silkin Lane	2	3	6	0	0	11
Kezia Street	1	0	0	0	0	1
Leather Road	1	1	0	0	0	2
Longshore	0	2	0	0	0	2
Lovelinch Close	2	4	6	0	2	14
Millard Road	5	5	2	1	0	13
Myers Lane	2	1	2	0	0	5
Naomi Street	2	2	4	0	0	8
Oldfield Grove	0	1	0	0	0	1
Oxestalls Road	0	0	1	0	0	1
Pell Street	1	0	0	0	0	1
Plough Way	1	1	1	0	0	3
Rainsborough Avenue	0	4	3	0	1	8
Reculver Road	1	4	3	0	1	9
Regeneration Road	0	2	0	0	0	2
River Rise Close	1	0	0	0	0	1
Samuel Close	1	0	0	0	0	1
Scawen Road	3	15	1	4	0	23
Seafarer Way	1	0	0	0	0	1
Sharratt Street	0	1	1	0	0	2
Silwood Street	2	2	0	2	0	6
Sketchley Gardens	1	0	0	0	0	1
St Georges Mews	0	0	1	0	0	1
Sybil Phoenix Close	2	2	1	0	1	6
Tariff Crescent	1	0	1	0	0	2
The Terrace	0	1	0	0	0	1
Timberyard Street	2	4	1	1	0	8
Trundley's Road	4	20	5	3	2	34
Waterline Way	3	1	0	1	0	5



<b>Whiting Way</b>	3	0	0	0	0	<b>3</b>
<b>Windlass Place</b>	0	1	0	0	0	<b>1</b>
<b>Yeoman Street</b>	5	4	1	0	0	<b>10</b>

Road name	Safer crossings and junctions					Total
	Would improve my street	Would not improve my street	Not sure	Mixed	Not answered	
<b>Alloa Road</b>	7	10	1	2	1	<b>21</b>
<b>Alpine Road</b>	1	0	0	0	0	<b>1</b>
<b>Ashton Reach</b>	1	0	0	0	0	<b>1</b>
<b>Bailey Street</b>	4	1	0	0	0	<b>5</b>
<b>Barfleur Lane</b>	2	4	1	1	0	<b>8</b>
<b>Baroque Gardens</b>	1	0	0	0	0	<b>1</b>
<b>Bowditch</b>	2	8	4	0	0	<b>14</b>
<b>Bridge Meadows</b>	3	0	0	1	1	<b>5</b>
<b>Capstan Road</b>	1	0	1	0	0	<b>2</b>
<b>Carolean Crescent</b>	0	0	0	0	1	<b>1</b>
<b>Carteret Way</b>	1	2	0	0	0	<b>3</b>
<b>Concorde Way</b>	7	2	1	0	0	<b>10</b>
<b>Crane Mead</b>	2	0	0	0	0	<b>2</b>
<b>Crooke Road</b>	2	6	0	1	0	<b>9</b>
<b>Deptford Wharf</b>	1	1	0	0	0	<b>2</b>
<b>Eugenia Road</b>	1	0	0	0	0	<b>1</b>
<b>Evelyn Street</b>	11	10	3	0	2	<b>26</b>
<b>Foreshore</b>	2	2	1	0	1	<b>6</b>
<b>George Beard Road</b>	0	1	0	0	0	<b>1</b>
<b>Goldsworthy Gardens</b>	5	2	0	0	0	<b>7</b>
<b>Greenland Mews</b>	3	1	1	1	0	<b>6</b>
<b>Grinstead Road</b>	8	1	0	0	0	<b>9</b>
<b>Grove Street</b>	17	3	1	0	1	<b>22</b>
<b>Hicks Street</b>	2	2	0	0	0	<b>4</b>
<b>Island Road</b>	4	5	1	0	2	<b>12</b>
<b>Jodane Street</b>	5	2	0	0	0	<b>7</b>
<b>John Silkin Lane</b>	7	2	2	0	0	<b>11</b>
<b>Kezia Street</b>	1	0	0	0	0	<b>1</b>
<b>Leather Road</b>	0	2	0	0	0	<b>2</b>
<b>Longshore</b>	0	2	0	0	0	<b>2</b>
<b>Lovelinch Close</b>	7	1	5	0	1	<b>14</b>
<b>Millard Road</b>	11	1	1	0	0	<b>13</b>
<b>Myers Lane</b>	5	0	0	0	0	<b>5</b>
<b>Naomi Street</b>	7	0	1	0	0	<b>8</b>

<b>Oldfield Grove</b>	1	0	0	0	0	<b>1</b>
<b>Oxestalls Road</b>	0	1	0	0	0	<b>1</b>
<b>Pell Street</b>	1	0	0	0	0	<b>1</b>
<b>Plough Way</b>	1	2	0	0	0	<b>3</b>
<b>Rainsborough Avenue</b>	2	2	4	0	0	<b>8</b>
<b>Reculver Road</b>	5	2	1	0	1	<b>9</b>
<b>Regeneration Road</b>	0	2	0	0	0	<b>2</b>
<b>River Rise Close</b>	1	0	0	0	0	<b>1</b>
<b>Samuel Close</b>	1	0	0	0	0	<b>1</b>
<b>Scawen Road</b>	5	15	0	3	0	<b>23</b>
<b>Seafarer Way</b>	1	0	0	0	0	<b>1</b>
<b>Sharratt Street</b>	2	0	0	0	0	<b>2</b>
<b>Silwood Street</b>	3	3	0	0	0	<b>6</b>
<b>Sketchley Gardens</b>	1	0	0	0	0	<b>1</b>
<b>St Georges Mews</b>	1	0	0	0	0	<b>1</b>
<b>Sybil Phoenix Close</b>	3	2	0	0	1	<b>6</b>
<b>Tariff Crescent</b>	1	0	1	0	0	<b>2</b>
<b>The Terrace</b>	1	0	0	0	0	<b>1</b>
<b>Timberyard Street</b>	5	1	2	0	0	<b>8</b>
<b>Trundley's Road</b>	25	4	2	2	1	<b>34</b>
<b>Waterline Way</b>	4	0	0	1	0	<b>5</b>
<b>Whiting Way</b>	2	1	0	0	0	<b>3</b>
<b>Windlass Place</b>	1	0	0	0	0	<b>1</b>
<b>Yeoman Street</b>	8	2	0	0	0	<b>10</b>

Road name	Disabled parking bay					Total
	Would improve my street	Would not improve my street	Not sure	Mixed	Not answered	
<b>Alloa Road</b>	4	9	4	3	1	<b>21</b>
<b>Alpine Road</b>	0	1	0	0	0	<b>1</b>
<b>Ashton Reach</b>	0	1	0	0	0	<b>1</b>
<b>Bailey Street</b>	3	1	1	0	0	<b>5</b>
<b>Barfleur Lane</b>	1	3	2	1	1	<b>8</b>
<b>Baroque Gardens</b>	1	0	0	0	0	<b>1</b>
<b>Bowditch</b>	1	10	2	1	0	<b>14</b>
<b>Bridge Meadows</b>	4	0	1	0	0	<b>5</b>
<b>Capstan Road</b>	1	1	0	0	0	<b>2</b>
<b>Carolean Crescent</b>	0	0	0	0	1	<b>1</b>
<b>Carteret Way</b>	1	1	1	0	0	<b>3</b>
<b>Concorde Way</b>	1	3	3	1	2	<b>10</b>
<b>Crane Mead</b>	2	0	0	0	0	<b>2</b>

<b>Crooke Road</b>	1	7	0	1	0	<b>9</b>
<b>Deptford Wharf</b>	1	1	0	0	0	<b>2</b>
<b>Eugenia Road</b>	0	0	1	0	0	<b>1</b>
<b>Evelyn Street</b>	9	11	3	1	2	<b>26</b>
<b>Foreshore</b>	1	3	1	0	1	<b>6</b>
<b>George Beard Road</b>	0	1	0	0	0	<b>1</b>
<b>Goldsworthy Gardens</b>	3	2	2	0	0	<b>7</b>
<b>Greenland Mews</b>	1	3	2	0	0	<b>6</b>
<b>Grinstead Road</b>	3	4	2	0	0	<b>9</b>
<b>Grove Street</b>	10	2	6	0	4	<b>22</b>
<b>Hicks Street</b>	2	1	1	0	0	<b>4</b>
<b>Island Road</b>	6	3	2	0	1	<b>12</b>
<b>Jodane Street</b>	6	1	0	0	0	<b>7</b>
<b>John Silkin Lane</b>	4	4	3	0	0	<b>11</b>
<b>Kezia Street</b>	1	0	0	0	0	<b>1</b>
<b>Leather Road</b>	0	2	0	0	0	<b>2</b>
<b>Longshore</b>	0	2	0	0	0	<b>2</b>
<b>Lovelinch Close</b>	5	2	5	0	2	<b>14</b>
<b>Millard Road</b>	4	7	2	0	0	<b>13</b>
<b>Myers Lane</b>	3	1	1	0	0	<b>5</b>
<b>Naomi Street</b>	2	2	3	1	0	<b>8</b>
<b>Oldfield Grove</b>	1	0	0	0	0	<b>1</b>
<b>Oxestalls Road</b>	0	1	0	0	0	<b>1</b>
<b>Pell Street</b>	1	0	0	0	0	<b>1</b>
<b>Plough Way</b>	0	3	0	0	0	<b>3</b>
<b>Rainsborough Avenue</b>	3	2	2	0	1	<b>8</b>
<b>Reculver Road</b>	4	3	2	0	0	<b>9</b>
<b>Regeneration Road</b>	0	2	0	0	0	<b>2</b>
<b>River Rise Close</b>	0	1	0	0	0	<b>1</b>
<b>Samuel Close</b>	1	0	0	0	0	<b>1</b>
<b>Scawen Road</b>	7	9	4	3	0	<b>23</b>
<b>Seafarer Way</b>	0	1	0	0	0	<b>1</b>
<b>Sharratt Street</b>	0	2	0	0	0	<b>2</b>
<b>Silwood Street</b>	1	2	1	2	0	<b>6</b>
<b>Sketchley Gardens</b>	1	0	0	0	0	<b>1</b>
<b>St Georges Mews</b>	0	0	1	0	0	<b>1</b>
<b>Sybil Phoenix Close</b>	2	2	1	0	1	<b>6</b>
<b>Tariff Crescent</b>	1	0	1	0	0	<b>2</b>
<b>The Terrace</b>	0	0	1	0	0	<b>1</b>
<b>Timberyard Street</b>	2	0	5	1	0	<b>8</b>
<b>Trundley's Road</b>	13	10	6	4	1	<b>34</b>
<b>Waterline Way</b>	2	0	1	1	1	<b>5</b>
<b>Whiting Way</b>	1	0	1	1	0	<b>3</b>
<b>Windlass Place</b>	1	0	0	0	0	<b>1</b>

<b>Yeoman Street</b>	6	3	1	0	0	<b>10</b>
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Road name	Loading bay					Total
	Would improve my street	Would not improve my street	Not sure	Mixed	Not answered	
<b>Alloa Road</b>	4	15	0	2	0	<b>21</b>
<b>Alpine Road</b>	0	1	0	0	0	<b>1</b>
<b>Ashton Reach</b>	0	1	0	0	0	<b>1</b>
<b>Bailey Street</b>	2	1	2	0	0	<b>5</b>
<b>Barfleur Lane</b>	1	5	1	1	0	<b>8</b>
<b>Baroque Gardens</b>	0	0	1	0	0	<b>1</b>
<b>Bowditch</b>	1	9	3	0	1	<b>14</b>
<b>Bridge Meadows</b>	1	1	1	1	1	<b>5</b>
<b>Capstan Road</b>	0	1	1	0	0	<b>2</b>
<b>Carolean Crescent</b>	0	0	0	0	1	<b>1</b>
<b>Carteret Way</b>	1	1	1	0	0	<b>3</b>
<b>Concorde Way</b>	2	3	2	1	2	<b>10</b>
<b>Crane Mead</b>	1	0	1	0	0	<b>2</b>
<b>Crooke Road</b>	0	9	0	0	0	<b>9</b>
<b>Deptford Wharf</b>	0	1	1	0	0	<b>2</b>
<b>Eugenia Road</b>	1	0	0	0	0	<b>1</b>
<b>Evelyn Street</b>	9	11	3	1	2	<b>26</b>
<b>Foreshore</b>	1	3	1	0	1	<b>6</b>
<b>George Beard Road</b>	0	1	0	0	0	<b>1</b>
<b>Goldsworthy Gardens</b>	0	4	3	0	0	<b>7</b>
<b>Greenland Mews</b>	1	3	1	1	0	<b>6</b>
<b>Grinstead Road</b>	0	5	3	0	1	<b>9</b>
<b>Grove Street</b>	7	7	5	1	2	<b>22</b>
<b>Hicks Street</b>	0	3	1	0	0	<b>4</b>
<b>Island Road</b>	3	5	2	0	2	<b>12</b>
<b>Jodane Street</b>	3	2	1	0	1	<b>7</b>
<b>John Silkin Lane</b>	2	6	3	0	0	<b>11</b>
<b>Kezia Street</b>	1	0	0	0	0	<b>1</b>
<b>Leather Road</b>	0	2	0	0	0	<b>2</b>
<b>Longshore</b>	0	2	0	0	0	<b>2</b>
<b>Lovelinch Close</b>	2	3	7	0	2	<b>14</b>
<b>Millard Road</b>	3	6	3	1	0	<b>13</b>
<b>Myers Lane</b>	1	2	2	0	0	<b>5</b>
<b>Naomi Street</b>	4	1	2	1	0	<b>8</b>
<b>Oldfield Grove</b>	0	1	0	0	0	<b>1</b>
<b>Oxestalls Road</b>	0	1	0	0	0	<b>1</b>

<b>Pell Street</b>	1	0	0	0	0	<b>1</b>
<b>Plough Way</b>	0	2	1	0	0	<b>3</b>
<b>Rainsborough Avenue</b>	1	2	4	0	1	<b>8</b>
<b>Reculver Road</b>	2	4	2	0	1	<b>9</b>
<b>Regeneration Road</b>	0	2	0	0	0	<b>2</b>
<b>River Rise Close</b>	0	1	0	0	0	<b>1</b>
<b>Samuel Close</b>	0	0	1	0	0	<b>1</b>
<b>Scawen Road</b>	5	13	2	3	0	<b>23</b>
<b>Seafarer Way</b>	1	0	0	0	0	<b>1</b>
<b>Sharratt Street</b>	1	1	0	0	0	<b>2</b>
<b>Silwood Street</b>	1	3	1	1	0	<b>6</b>
<b>Sketchley Gardens</b>	1	0	0	0	0	<b>1</b>
<b>St Georges Mews</b>	1	0	0	0	0	<b>1</b>
<b>Sybil Phoenix Close</b>	2	3	0	0	1	<b>6</b>
<b>Tariff Crescent</b>	0	0	2	0	0	<b>2</b>
<b>The Terrace</b>	0	0	1	0	0	<b>1</b>
<b>Timberyard Street</b>	1	3	3	1	0	<b>8</b>
<b>Trundley's Road</b>	4	19	6	3	2	<b>34</b>
<b>Waterline Way</b>	2	1	0	2	0	<b>5</b>
<b>Whiting Way</b>	2	0	0	1	0	<b>3</b>
<b>Windlass Place</b>	0	1	0	0	0	<b>1</b>
<b>Yeoman Street</b>	5	5	0	0	0	<b>10</b>

Road name	Introduction of parking permits*					Total
	Would improve my street	Would not improve my street	Not sure	Mixed		
<b>Alloa Road</b>	3	15	1	2		<b>21</b>
<b>Alpine Road</b>	1	0	0	0		<b>1</b>
<b>Ashton Reach</b>	1	0	0	0		<b>1</b>
<b>Bailey Street</b>	2	2	1	0		<b>5</b>
<b>Barfleur Lane</b>	1	6	1	0		<b>8</b>
<b>Baroque Gardens</b>	1	0	0	0		<b>1</b>
<b>Bowditch</b>	0	13	1	0		<b>14</b>
<b>Bridge Meadows</b>	3	1	1	0		<b>5</b>
<b>Capstan Road</b>	0	1	1	0		<b>2</b>
<b>Carolean Crescent</b>	0	1	0	0		<b>1</b>
<b>Carteret Way</b>	1	1	1	0		<b>3</b>
<b>Concorde Way</b>	5	3	1	1		<b>10</b>
<b>Crane Mead</b>	1	1	0	0		<b>2</b>
<b>Crooke Road</b>	0	6	3	0		<b>9</b>
<b>Deptford Wharf</b>	0	2	0	0		<b>2</b>

Eugenia Road	1	0	0	0	1
Evelyn Street	3	20	2	1	26
Foreshore	1	5	0	0	6
George Beard Road	0	1	0	0	1
Goldsworthy Gardens	5	1	1	0	7
Greenland Mews	1	4	1	0	6
Grinstead Road	4	5	0	0	9
Grove Street	7	12	3	0	22
Hicks Street	2	2	0	0	4
Island Road	4	7	1	0	12
Jodane Street	2	4	1	0	7
John Silkin Lane	3	6	2	0	11
Kezia Street	1	0	0	0	1
Leather Road	0	1	1	0	2
Longshore	0	2	0	0	2
Lovelinch Close	8	4	2	0	14
Millard Road	3	8	2	0	13
Myers Lane	4	0	1	0	5
Naomi Street	0	4	4	0	8
Oldfield Grove	0	1	0	0	1
Oxestalls Road	0	1	0	0	1
Pell Street	0	1	0	0	1
Plough Way	1	2	0	0	3
Rainsborough Avenue	3	5	0	0	8
Reculver Road	3	3	3	0	9
Regeneration Road	0	2	0	0	2
River Rise Close	0	0	1	0	1
Samuel Close	0	1	0	0	1
Scawen Road	7	14	0	2	23
Seafarer Way	0	0	1	0	1
Sharratt Street	1	1	0	0	2
Silwood Street	3	1	1	1	6
Sketchley Gardens	0	1	0	0	1
St Georges Mews	1	0	0	0	1
Sybil Phoenix Close	1	5	0	0	6
Tariff Crescent	1	1	0	0	2
The Terrace	0	1	0	0	1
Timberyard Street	1	5	1	1	8
Trundley's Road	6	19	6	3	34
Waterline Way	0	4	0	1	5
Whiting Way	2	0	1	0	3
Windlass Place	0	1	0	0	1
Yeoman Street	6	2	2	0	10

## Quality

It is the policy of Project Centre to supply Services that meet or exceed our clients' expectations of Quality and Service. To this end, the Company's Quality Management System (QMS) has been structured to encompass all aspects of the Company's activities including such areas as Sales, Design and Client Service.

By adopting our QMS on all aspects of the Company, Project Centre aims to achieve the following objectives:

- Ensure a clear understanding of customer requirements;
- Ensure projects are completed to programme and within budget;
- Improve productivity by having consistent procedures;
- Increase flexibility of staff and systems through the adoption of a common approach to staff appraisal and training;
- Continually improve the standard of service we provide internally and externally;
- Achieve continuous and appropriate improvement in all aspects of the company;

Our Quality Management Manual is supported by detailed operational documentation. These relate to codes of practice, technical specifications, work instructions, Key Performance Indicators, and other relevant documentation to form a working set of documents governing the required work practices throughout the Company.

All employees are trained to understand and discharge their individual responsibilities to ensure the effective operation of the Quality Management System.



## Award Winning



## Certifications



## Accreditations



## Memberships



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