

Bermondsey and Rotherhithe Community Council

Saturday 17 October 2015

1.00 pm

Silverlock Community Hall, Warndon Street, Rotherhithe SE16 2SB

Supplemental Agenda No. 1

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Item No.	Title	Page No.
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14.	Canada Water and Southwark Park Parking Project	
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This supplemental agenda includes Appendix A of the report. The report for this item is contained in the main agenda.

Canada Water

Parking project – October 2015

www.southwark.gov.uk



Canada Water Parking project

October 2015

www.southwark.gov.uk

In response to feedback from local residents, the council has agreed to consult within the Canada Water area to determine if a parking zone should be provided to meet local need.

Streets within the project area	Area on map	Consultation type
ANN MOSS WAY	Area 1	<p>Consultation on the possible introduction of a new parking zone</p> <p>Resident and businesses in these areas were asked if they will like a parking zone introduced in their area.</p>
CULLING ROAD	Area 1	
GOMM ROAD	Area 1	
HOTHFIELD PLACE	Area 1	
LOWER ROAD	Area 1	
ORANGE PLACE	Area 1	
CANON BECK ROAD	Area 2	
SWAN ROAD	Area 2	
CANADA STREET	Area 3	
QUEBEC WAY	Area 3	
WATER GARDENS SQUARE	Area 3	
WOLFE CRESCENT	Area 3	

Document history

Document ref:						
Revision	Purpose/description	Originated	Checked	Reviewed	Authorised	Date
0.1	1st draft	DA	PG	TW		13/8/15
1.0	Community council	DA	PG	TW	MH	5/10/15

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1 Executive summary

1.1 Methodology

1.1.1 During May and early June 2015, a consultation was carried out in the Canada Water area. All properties within the project area were consulted on whether they will like their road included in a parking zone and if so, what operational hours and days would they prefer.

1.2 Headline consultation results

1.2.1 The consultation analysis is detailed in pages 21 to 30 of this report.

1.2.2 The response to the headline question is summarised in Table 1. The overall response indicated opposition to the proposal, although further analysis on a road by road basis indicated there are a number of roads in favour of the scheme.

Response rate	Do you want a parking zone to be introduced in your street?			
	Yes	No	Undecided	Not Answered
10%	36%	53%	8%	3%

Table 1 – Headline consultation results

1.3 Proposed parking zone options

1.3.1 Road by road analysis, as well as the parking stress survey, identifies there is justification to consider parking controls within parts of the project area. The following options may be considered:

Option 1	To introduce a parking zone in Area 1 - Gomm Road only.
Option 2	To introduce a parking zone in Area 2 - Canon Beck Road and Albion Street.
Option 3	To introduce a parking zone in Area 3 - Canada Street, Roberts Close and Quebec Way.
Option 4	Do not introduce a parking zone within the project area - (All areas)
Option 5	To introduce a parking zone in the entire project area - (All areas)

Table 2 – Proposed parking options

1.3.2 The rationale, risk and benefits of each option is discussed in section 7.

1.4 Summary of consultation results

Table 3 – Summary of consultation results

Road	Response rate	What time of day do you have difficulty parking*	Do you want a parking controls to be introduced in your street?			If parking controls were introduced which of the following...	
			Yes	No	Undecided	...hours would you like the parking zone to operate?*	...days would you like the parking zone to operate?*
ANN MOSS WAY	24%	Never	17%	72%	7%	No clear majority	Monday - Friday
CANADA STREET	0%	NA	NA	NA	NA	NA	NA
CANON BECK ROAD	36%	Monday - Friday, daytime	80%	10%	0%	8.30am – 6.30pm (all day)	Monday - Friday
CULLING ROAD	0%	NA	NA	NA	NA	NA	NA
GOMM ROAD	18%	Monday - Friday, daytime	67%	8%	25%	8.30am – 6.30pm (all day)	Monday - Saturday
HOTHFIELD PLACE	0%	NA	NA	NA	NA	NA	NA
LOWER ROAD	1%	Never	0%	0%	100%	12noon – 2pm (two hours per day)	Monday - Friday
ORANGE PLACE	14%	No clear majority	50%	50%	0%	No clear majority	No clear majority
QUEBEC WAY	0%	NA	NA	NA	NA	NA	NA
SWAN ROAD	3%	No clear majority	100%	0%	0%	No clear majority	No clear majority
WATER GARDENS SQUARE	3%	No clear majority	38%	63%	0%	8.30am – 6.30pm (all day)	No clear majority
WOLFE CRESCENT	18%	Never	8%	92%	0%	12noon – 2pm (two hours per day)	Monday – Friday
OVERALL	10%	Split opinions	36%	53%	8%	Split opinions	Split opinions

Key

Yes – Majority in favour

Undecided – No clear majority

No – Majority not in favour

Did not respond

2 Introduction

2.1 Parking projects programme 2015/16

- 2.1.1 Southwark Council has 21 parking zones in operation which have been introduced over a period of forty years. This time frame reflects the historical and continuing challenge faced by every local authority in matching the demand to park with a finite supply of on-street spaces.
- 2.1.2 The council's strategic parking design programme, shown in Table 4 includes a consultation on the possible introduction of a new parking zone in the Canada Water area. This consultation has been included within the programme based on the following:
- Correspondence requesting a parking zone or a parking consultation.
 - A logical grouping of streets that adjoin the existing, neighbouring parking zones.
 - Parking policy.
 - The origin and purpose of the highway project funding - a section 106 (s106/137053) commitment to undertake a parking project in the area, associated with planning permission granted for Canada Water Site A (09-Ap-1870).

Area	Activity	Date
East Camberwell (EC) zone CPZ review	Consultation Commenced	11 May 2015
	Consultation closed	5 June 2015
North Dulwich and Denmark Hill parking project	Consultation Commenced	18 May 2015
	Consultation Closed	12 June 2015
Canada Water parking project	Consultation Commenced	1 June 2015
	Consultation Closed	19 June 2015

Table 4 – Programme of parking zone consultations in Southwark for 2015

- 2.1.3 The council's constitution sets out that before consulting on a parking zone, we will discuss the consultation boundaries (and methods) with the local community council. For this project we reported to [Bermondsey and Rotherhithe Community Council on 23 March 2015](#).

2.2 Project inception

- 2.2.1 Consultation methods and boundary were discussed at Bermondsey and Rotherhithe Community Council in March 2015.
- 2.2.2 The community council agreed the consultation methods and boundary and also requested that Canada Street and Quebec Way be included within the scope of the parking project area.

2.3 Roads in the project area

2.3.1 The project areas are not geographically connected and are divided into 3 areas. These 3 areas are located at the periphery of the existing Rotherhithe (H) parking zone. The Canada Water project area includes the roads listed in Table 5 - Roads in project area. These locations are in Figure 1 – Canada Water project area 1, 2 and 3.

Road Name	No. of properties	Location	Ward(s)
ANN MOSS WAY	123	Area 1	Rotherhithe
CULLING ROAD	2	Area 1	Rotherhithe
GOMM ROAD	67	Area 1	Rotherhithe
HOTHFIELD PLACE	19	Area 1	Rotherhithe
LOWER ROAD	77	Area 1	Rotherhithe
ORANGE PLACE	14	Area 1	Rotherhithe
CANON BECK ROAD	28	Area 2	Rotherhithe
SWAN ROAD	80	Area 2	Rotherhithe
CANADA STREET	7	Area 3	Rotherhithe
QUEBEC WAY	3	Area 3	Rotherhithe
WATER GARDENS SQUARE	245	Area 3	Rotherhithe
WOLFE CRESCENT	72	Area 3	Rotherhithe
TOTAL	737	All	Rotherhithe

Table 5 - Roads in project area

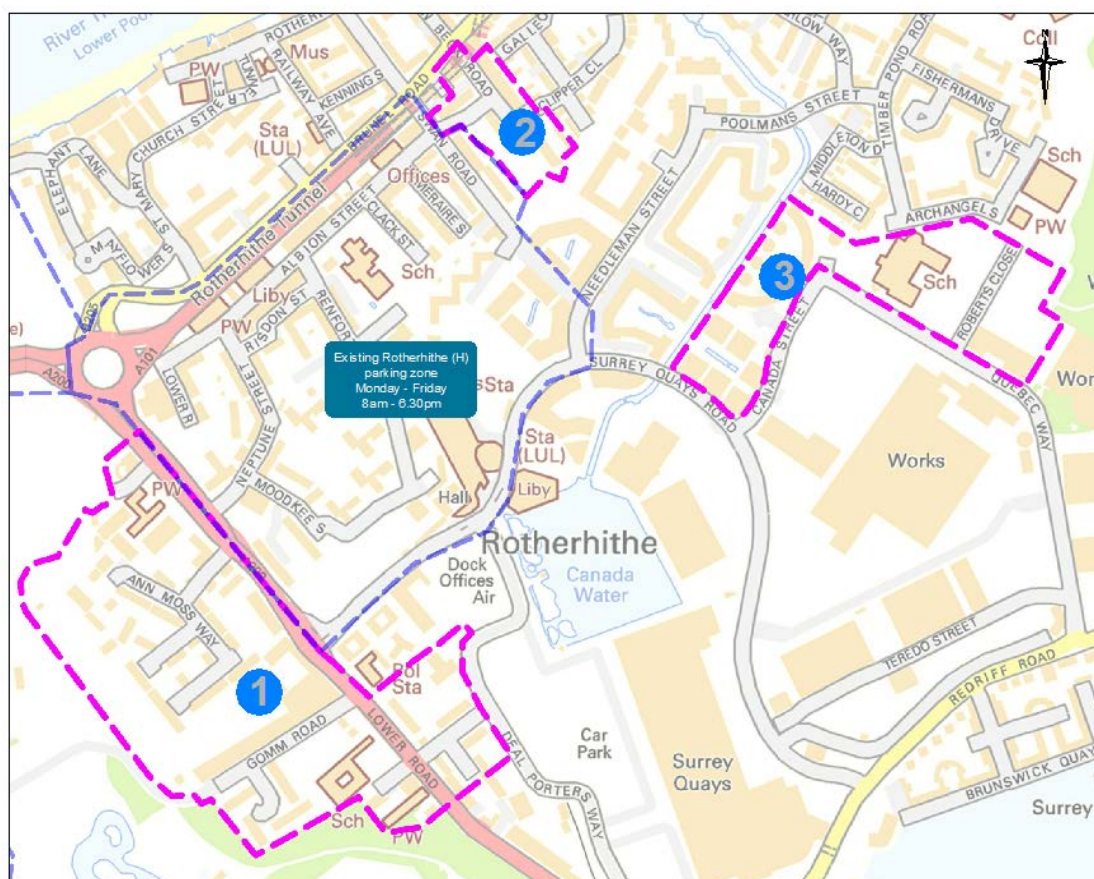


Figure 1 – Canada Water project area 1, 2 and 3

2.4 History of parking in the project area

2.4.1 The project area has been consulted previously and is adjacent to other existing parking zones that have been amended on a number of occasions, as outlined in Table 6.

Date	Project	Streets / area	
1998	Rotherhithe (H) CPZ introduced	Albion Street Clack Street Lower Road Moodkee Street Neptune Street	Renforth Street Risdon Street Surrey Quays Road Swan Road Temeraire Street
1998	Bermondsey (G) CPZ introduced	Streets to the west of Southwark Park	
2000	South Rotherhithe (N) CPZ introduced	<ul style="list-style-type: none"> • Abbeyfield Road • Aspinden Road • Chilton Road • Cope Street • Croft Road • Corbetts Lane • Debnams Road • Hawkstone Road • Lower Road • Luxford Street 	<ul style="list-style-type: none"> • Oldfield Road • Plough Way • Raymouth Road • Rotherhithe New Rd • Rotherhithe Old Rd • Silwood Street • St Helena Road • Warndon Street • Yeoman Street
2002	Parking project in the Rotherhithe area	All other uncontrolled streets on the Rotherhithe peninsular; CPZ not supported	

Table 6 – Timeline for project area

2.4.2 A plan showing the locations and times of operation of all current parking zones in Southwark is included in Appendix 1.

2.5 Project process

- 2.5.1 The consultation is being carried out in accordance with Southwark's consultation and implementation process for parking zones.
- 2.5.2 The consultation process is summarised in Figure 2.

CPZ – 1st and 2nd stage combined (in principle and detailed design) consultation and study process

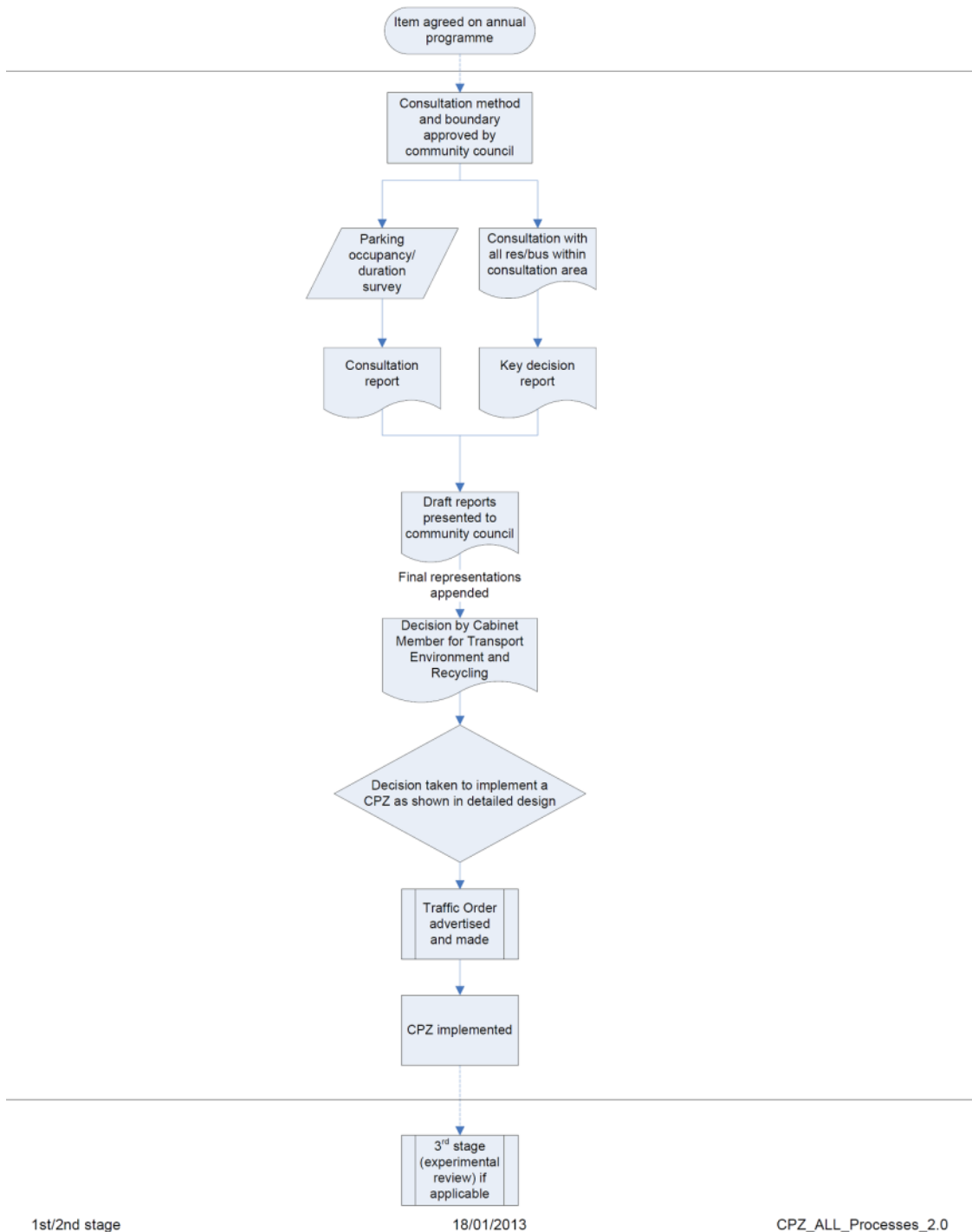


Figure 2 - Southwark CPZ process

2.6 Key dates of the consultation

2.6.1 The key dates of the consultations are detailed in the parking occupancy and duration surveys.

Date	Consultation summary
23 March 2015	Bermondsey and Rotherhithe community council – report presenting project methods and boundary
29 May 2015	Consultation materials and questionnaire were sent out to all properties within the project area and published on Southwark website.
11 June 2015	First exhibition held at Canada Water library, between 4.30pm – 7.30pm
13 June 2015	Second exhibition held at Canada Water library, between 11.30am – 2.30pm
19 June 2015	Consultation closed
17 October 2015	Consultation report to be presented to Bermondsey and Rotherhithe community council

Table 7 – Consultation key dates

3 Methodology

3.1 Parking occupancy and duration surveys methodology

- 3.1.1 Streetwise Services Ltd undertook the Parking Stress Surveys. Surveys were planned to avoid data collection during Mondays, Fridays, on school holidays or Bank Holidays as traffic characteristics on these days can be untypical.
- 3.1.2 A parking beat is a series of parking surveys of the same streets in an area, undertaken over the course of an extended period. The surveys are repeated hourly to ensure periods of high demand are captured and any parking patterns are identifiable.
- 3.1.3 The parking surveys recorded;
- the amount of safe parking spaces within the survey area; and
 - the number of vehicles parked within the survey area during each beat.
- 3.1.4 These two aspects are combined to determine the level of parking stress by dividing the number of available spaces by the number of parked vehicles. This is expressed as a percentage of space used.
- 3.1.5 For the purposes of this project, levels of parking stress have been categorised as follows:
- Very Low 0 to <=50%
 - Low to Medium 50 to <70%
 - Medium to High >=70 to <80%
 - High >=80 to <90%
 - Very High >=90%
- 3.1.6 It is possible for parking stress to exceed 100% where vehicles are parked illegally, or where compact vehicles (such as smart cars) result in a higher than expected density of parking.
- 3.1.7 Parking beat surveys of on-street parking activity were undertaken in the project area on:
- Wednesday 14 January 2015, from 06:00 to 21:00
 - Saturday 17 January 2015, from 06:00 to 21:00
- 3.1.8 These days generally have different travel and parking patterns and so provide a good variation of data to inform the study.
- 3.1.9 Streetwise Services Ltd used hand-held surveying devices to record data from the walked parking beats at hourly intervals throughout each day. Surveys recorded partial vehicle registration marks (VRM) and parking space usage, along with any other unusual observations such as suspended Traffic Management Orders (TMOs), the presence of skips on the highway or temporary traffic management etc. The location of existing parking, waiting and loading restrictions were also noted down in each area as these provide vital information when calculating parking stress on each street.
- 3.1.10 Instances where parking space was not used correctly i.e. cars parked across driveways or vehicles causing an obstruction, and the specific locations were recorded and are considered key to the surveys. Vehicles parking in contravention to existing parking restrictions, such as vehicles parking in loading bays and the specific locations of such, were also recorded.

3.1.11 The parking beat surveys were used to classify duration of vehicle stay by identifying parking location, time and vehicle registration mark (VRM). Each type of parking activity was categorised into the sub-categories defined in the client brief:

- Resident – vehicles parked at 6am or 7am are assumed to be resident overnight stay.
- Short-stay visitor – vehicles staying for no longer than 3 hours.
- Long-stay visitor – vehicles staying between 3 and 6 hours.
- Commuter – vehicles arriving after 6am and staying for more than 6 hours.

3.1.12 The results of the parking occupancy surveys are summarised in section 4 with further information on parking occupancy and duration methodology in Appendix 2.

3.2 Consultation document

3.2.1 737 postal addresses are located within the Canada Water project area.

3.2.2 This data was derived from the council's Local Land and Property Gazetteer (LLPG).

3.2.3 Distribution of the consultation documents was made on 29 May 2015 by way of a blanket, 2nd class, Royal Mail postal delivery to all properties (residential and commercial) within the project area. Appendix 3 to this document includes a copy of the consultation materials sent to addresses in the project area.

3.2.4 The document was designed to present information on:

- Why the consultation was being carried out
- How recipients could contribute / decision making
- What the parking consultation was about
- A feasibility design, showing the proposed type and positions of parking bays and restrictions
- Frequently asked questions
- Website link to the consultation document, online questionnaire, feasibility design and parking stress data.

3.2.5 By way of a questionnaire, the document sought the recipient's details and views on:


- Their address
- How many vehicles they park on street
- When they experience difficulty parking
- Whether they want a parking zone introduced in their street
- Would they change their mind if an adjacent street were in favour of the zone
- What operational days and times they would prefer if a zone were introduced
- Any other comments

3.2.6 Responses could be made by completing and returning the 'hard copy' of the questionnaire or by completing the questionnaire on-line.

3.2.7 Details of the consultation and a link to the on-line questionnaire were made available on the Southwark website at www.southwark.gov.uk/parkingprojects and notices were displayed on-street.

3.3 Street notices

- 3.3.1 22 street notices were erected within the consultation area.
- 3.3.2 The notice, shown in Figure 3, provided contact details (telephone and email) for more detail on the consultation, details of the exhibitions and advice of what to do if a consultation pack had not been received.



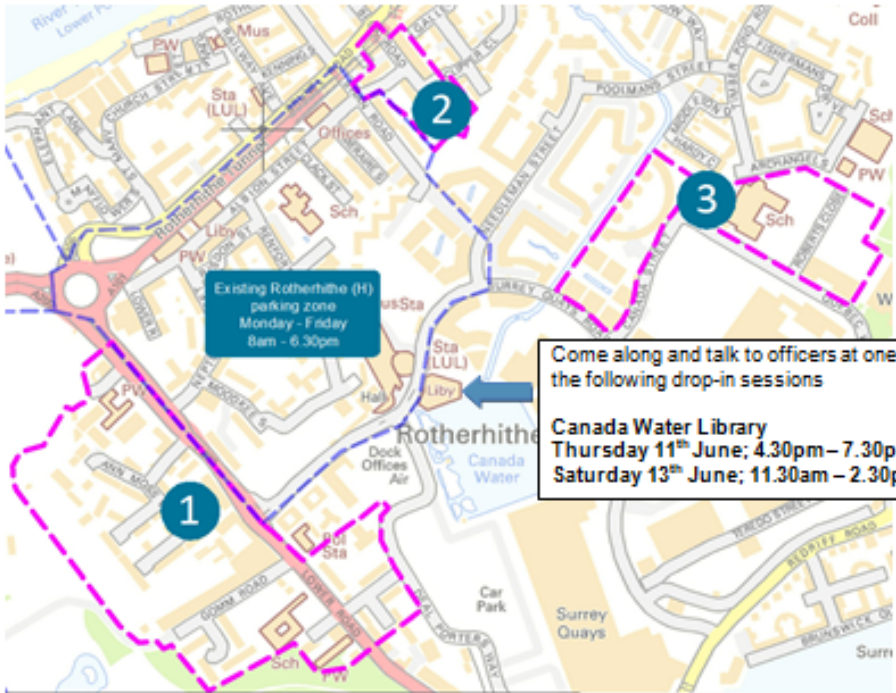
Canada Water (CW) parking zone consultation

HAVE YOUR SAY
June 2015

Your views will help us develop our parking plans for the future
www.southwark.gov.uk

Southwark Council has recently sent out a consultation document to all addresses in the area marked 1, 2 and 3 to find out what you think about parking.

We need the views of all residents and businesses in the area – whether you own a car or not.



Come along and talk to officers at one of the following drop-in sessions

Canada Water Library
 Thursday 11th June; 4.30pm – 7.30pm
 Saturday 13th June; 11.30am – 2.30pm

Your views are very important to us. Please return your questionnaire no later than **Friday 19th June 2015**

You can complete the consultation online at:
www.southwark.gov.uk/parkingprojects

If you haven't received your consultation pack please contact us:

Email: parkingreview@southwark.gov.uk

Telephone: 020 7525 3657

Figure 3 - Street notice

3.4 Website and social media

- 3.4.1 The council's parking projects page and the new consultation portal¹ provided detail of the consultation, the process and how decisions would be taken. A selection of frequently asked questions relating to the specific consultation (and parking zones in general) provided an additional source of information.
- 3.4.2 The consultation portal for Southwark Council included the following PDF downloads:
- The consultation document
 - The questionnaire
 - Feasibility drawing
 - Parking stress data
 - A direct phone number and email address to the parking projects team was made available to allow those wishing to making enquires via those methods. Officers provided advice and also encouraged the callers to complete their questionnaire.
- 3.4.3 The council sent out messages on social media to raise awareness of the consultation and exhibitions. This included a tweet to Southwark's 15,000 followers and a message on Facebook (Figure 4). This provided a link to the project page on the Southwark Council website.

Figure 4 - Social media



¹ http://www.southwark.gov.uk/info/200140/parking_projects/3776/east_camberwell_-_review_of_existing_parking_zone

3.5 Exhibitions

- 3.5.1 During the consultation, two public exhibitions were held at the Canada Water library on Surrey Quays Road on the following dates:
- Thursday 11th June; 4.30pm – 7.30pm
 - Saturday 13th June; 11.30am – 2.30pm
- 3.5.2 Three council officers were present at both exhibitions to address resident’s queries and concerns.
- 3.5.3 A number of residents attended the exhibition on these dates to express their views and concerns about the proposal. Attendees present were from the three areas (1, 2 and 3) within the project area.
- 3.5.4 A summary of comments recorded at the exhibition (either to officers directly or on the comment forms provided) can be found in section 6.12.

3.6 Key stakeholders

- 3.6.1 The stakeholder organisations shown in Table 8 were also contacted to inform them of the consultation and provide the opportunity to comment.

Organisation name
Metropolitan Police Service
London Ambulance Service
London Fire Brigade
Road Haulage Association Ltd
Freight Transport Association Ltd
Internal departments within Southwark Council
Transport for London
Southwark Cyclists
Living Streets
Sustrans
Southwark Disability Forum
Southwark Disablement Association
London Travel Watch

Table 8 - Stakeholder organisations

4 Parking occupancy and duration surveys

4.1 Summary of parking occupancy and duration survey results

4.1.1 The methodology for the survey is discussed in section 3.1, the final report is provided in Appendix 2 and the weekday results are summarised in Table 9.

STREET NAME	Average occupancy %	Maximum occupancy %	Time of first max occupancy	Minimum occupancy %	Time of first min occupancy	Average % non-resident	
						06:00-21:00	08:00-18:00
ST. MARY CHURCH ST	62%	69%	09:00	44%	06:00	70%	49%
AINSTY STREET	-	-		-		-	-
ANN MOSS WAY	78%	91%	15:00	63%	17:00	58%	34%
B205 BRUNEL ROAD	19%	24%	14:00	14%	08:00	100%	100%
B205 REDRIFF ROAD	-	-	17:00	-	07:00	100%	100%
BRUNEL ROAD	84%	100%	13:00	58%	06:00	61%	52%
BRUNSWICK QUAY	30%	37%	16:00	23%	06:00	70%	49%
CANADA STREET	113%	133%	15:00	96%	20:00	65%	32%
CANON BECK ROAD	92%	98%	17:00	86%	09:00	51%	34%
CULLING ROAD	69%	109%	16:00	9%	19:00	84%	79%
ELEPHANT LANE	280%	329%	09:00	214%	19:00	60%	39%
GALLEON CLOSE	20%	25%	06:00	13%	14:00	33%	10%
GOMM ROAD	120%	144%	15:00	107%	17:00	64%	34%
CATTERICK ROAD	73%	150%	20:00	0%	12:00	78%	63%
HOTHFIELD PLACE	137%	200%	20:00	100%	15:00	100%	100%
KENNING STREET	116%	133%	10:00	100%	06:00	47%	21%
KINBURN STREET	35%	42%	15:00	28%	07:00	69%	45%
KING STAIRS CLOSE	14%	25%	09:00	13%	06:00	67%	10%
MAYFLOWER STREET	81%	92%	09:00	65%	20:00	60%	41%
NEEDLEMAN STREET	39%	80%	11:00	20%	06:00	92%	42%
ORANGE PLACE	53%	69%	14:00	44%	10:00	100%	100%
POOLMANS STREET	-	-		-		-	-
QUEBEC WAY	95%	141%	12:00	15%	06:00	95%	92%
RAILWAY AVENUE	47%	55%	13:00	36%	19:00	47%	29%
ROBERTS CLOSE	26%	45%	13:00	5%	06:00	93%	83%
ROTHERHITHE STREET	73%	78%	11:00	66%	06:00	59%	41%
SCHOONER CLOSE	1%	6%	06:00	0%	09:00	0%	0%
SURREY QUAYS ROAD	-	-	12:00	-	07:00	88%	100%
SWAN ROAD	83%	93%	16:00	67%	06:00	62%	42%
TUNNEL ROAD	48%	59%	11:00	36%	17:00	50%	32%
SOUTHWARK PARK	32%	61%	10:00	8%	17:00	66%	85%
ZONE AVERAGE	71%	92%	N/A	49%	N/A	69%	53%
ZONE MAX	280%	329%	N/A	214%	N/A	100%	100%
ZONE MIN	1%	6%	N/A	0%	N/A	0%	0%

Table 9 – Parking occupancy surveys

Key

Very Low	0 to <=50%
Low to Medium	50 to <70%
Medium to High	>=70 to <80%
High	>=80 to <90%
Very High	>=90%

5 Summary of consultation results

5.1 Consultation returns

- 5.1.1 The consultation closed on **19th June 2015**. Public access to the online form was removed at close of play on this date. Questionnaires submitted by post were accepted up until the end of **26th June 2015**.
- 5.1.2 Once all questionnaire responses were inputted, officers then verified the data to ensure that only one response per household was received and that all responses received were from an address within the project area. As a result 28 responses have been omitted from the data
- 5.1.3 Table 10 summarises the analysis of the consultation returns.

Detail	Result
Number of properties consulted	737
Number of overall responses	105
Number of duplicate responses	9
Number of responses received from outside the consultation boundary	19
Number of responses included in the analysis	77
Response rate	10%

Table 10 – Analysis of consultation returns

5.2 Response rate

- 5.2.1 A total of **77** responses were received during the consultation period based on the delivery of 737 leaflets, this represents about **10%** response rate.
- 5.2.2 The overall response rate for the project area is shown in Table 11 and the road-by-road analysis is shown in Figure 5.
- 5.2.3 It should also be noted that not all of the respondents answered all of the questions within the questionnaire and also that some questions allowed for multiple answers. Therefore the total number of responses for each question may vary.

Canada Water project area	Total returned	Total delivered	Overall response rate
TOTAL	77	737	10%

Table 11 - Overall response rate

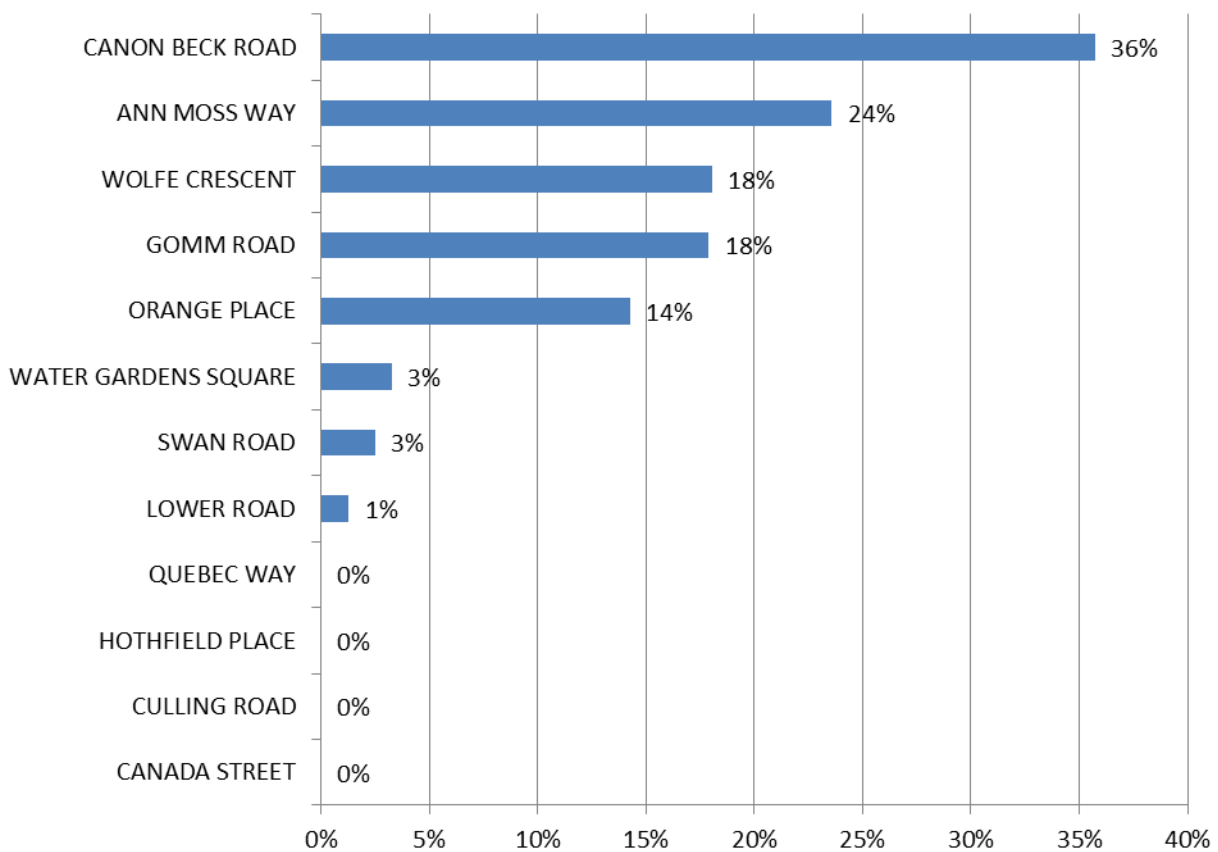


Figure 5 - Response received per street

5.3 Omitted responses

- 5.3.1 During the analysis, certain responses were omitted either because they were duplicated or because they were responses received from outside of the consultation area.
- 5.3.2 9 duplicated responses (responses from the same address) were removed.
- 5.3.3 19 responses were received from properties outside of the consultation area. 9 of these were opposed to the proposal, 6 indicated support, 3 were undecided and 1 had nothing to do with the consultation.

5.4 Responses to questionnaire

5.4.1 **Error! Reference source not found.** Summarises the responses to each of the questions in the questionnaire.

Question	Response																		
1. Q1: Are you a resident or business?	<p>All the responses received during the consultation period were from residents.</p> <ul style="list-style-type: none"> <i>Resident</i> 100% 																		
2. Q2: How many vehicles does your household regularly park on the street?	<p>Majority of the respondents (61%) indicated they own one or more vehicles. A further 39% of respondents indicated they did not own a vehicle or that they park off street.</p> <ul style="list-style-type: none"> <i>1 vehicle</i> 48% <i>2 or more vehicles</i> 13% <i>None (don't own a car)</i> 17% <i>None (park off street)</i> 22% 																		
3. Q3: What time of day do you or your visitors have difficulty parking?	<p>Overall, most residents (55%) and their visitors (43%) indicated they are not experiencing any difficulty parking during the day. Although further analysis shows 27% of residents and 31% of visitors indicated they experience parking difficulty during weekdays.</p> <table border="1"> <thead> <tr> <th>Days</th> <th>Residents</th> <th>Visitors</th> </tr> </thead> <tbody> <tr> <td>Never</td> <td>55%</td> <td>43%</td> </tr> <tr> <td>Monday - Friday (daytime)</td> <td>27%</td> <td>31%</td> </tr> <tr> <td>Monday - Friday (evening)</td> <td>22%</td> <td>25%</td> </tr> <tr> <td>Saturday</td> <td>22%</td> <td>26%</td> </tr> <tr> <td>Sunday</td> <td>19%</td> <td>19%</td> </tr> </tbody> </table> <p>(Note that respondents were able to provide more than one answer to this question)</p>	Days	Residents	Visitors	Never	55%	43%	Monday - Friday (daytime)	27%	31%	Monday - Friday (evening)	22%	25%	Saturday	22%	26%	Sunday	19%	19%
Days	Residents	Visitors																	
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Monday - Friday (evening)	22%	25%																	
Saturday	22%	26%																	
Sunday	19%	19%																	
4. Q4: Do you want a parking zone to be introduced in your street ?	<p>This was the key question for the project. The overall majority of respondents indicated opposition to the proposal.</p> <ul style="list-style-type: none"> <i>Yes</i> 36% <i>No</i> 53% <i>Undecided</i> 8% <i>not answered</i> 3% <p>However, analysis on a road-by-road basis showed some variation within the project area with some streets indicating support to the proposal. See Table 14.</p>																		
5. Q5: 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?	<p>The number of respondents who initially said 'No' or Undecided' to question C4 indicated they still would not change their minds if there was parking zone in neighbouring roads.</p>																		

Question	Response
6. Q6: If you answered “No” or “Undecided” to question 4 of this section, please can you tell us why?	<p>The reason(s) for respondents decision to say “No” or “Undecided” to question C4 are;</p> <ul style="list-style-type: none"> • <i>There is not a parking problem</i> 49% • The cost of parking permits 43% • Parking controls do not guarantee me a parking space outside my property 22% • Too much additional street clutter (road markings and signs) 19% • There is a parking problem, but a parking zone will not fix it 5% • Other (please specify) 14% <p>(Note that respondents were able to provide more than one answer to this question)</p>
7. Q7: If a parking zone was introduced, which of the following hours would you like the parking zone to operate?	<p>Most respondents favour the operational hour between 8.30am and 6.30pm if a parking zone were to be implemented.</p> <ul style="list-style-type: none"> • 10am to 12 noon (two hours per day) 8% • 12 noon to 2pm (two hours per day) 18% • 10am to 2pm (four hours per day) 3% • <i>8.30am to 6.30pm (all day)</i> 38% • Other / not answered 34%
8. Q8: If a parking zone was introduced, which of the following days would you like the parking zone to operate?	<p>Most respondents indicated support for Monday to Friday operational days if a parking zone were to be introduced.</p> <ul style="list-style-type: none"> • <i>Monday to Friday</i> 49% • Monday to Saturday 21% • Other/not answered 30%
9. Q9: Do you have any comments about the proposal or the consultation?	<p>Comments received during consultation are presented in detail in Appendix 4.</p>

Table 12 - Analysis of consultation responses

5.5 Overall summary

5.5.1 A detailed analysis of the consultation results can be found in section 6. Table 3 – Summary of consultation results, presented in the Executive Summary, provide a summary of the headline figures of the consultation on a road-by-road basis.

6 Detailed analysis of consultation results

6.1 Introduction

6.1.1 This section provides a detailed analysis of the responses to the questionnaire.

6.2 Q1: Are you a resident or business?

6.2.1 All the responses received during the consultation period were from residents.

6.3 Q2: How many vehicles does your household regularly park on the street?

6.3.1 The overall majority of respondents (61%) indicated that they parked at least one or more vehicle on street.

6.3.2 39% of respondents indicated they do not own a vehicle or that they do not park a vehicle on street.

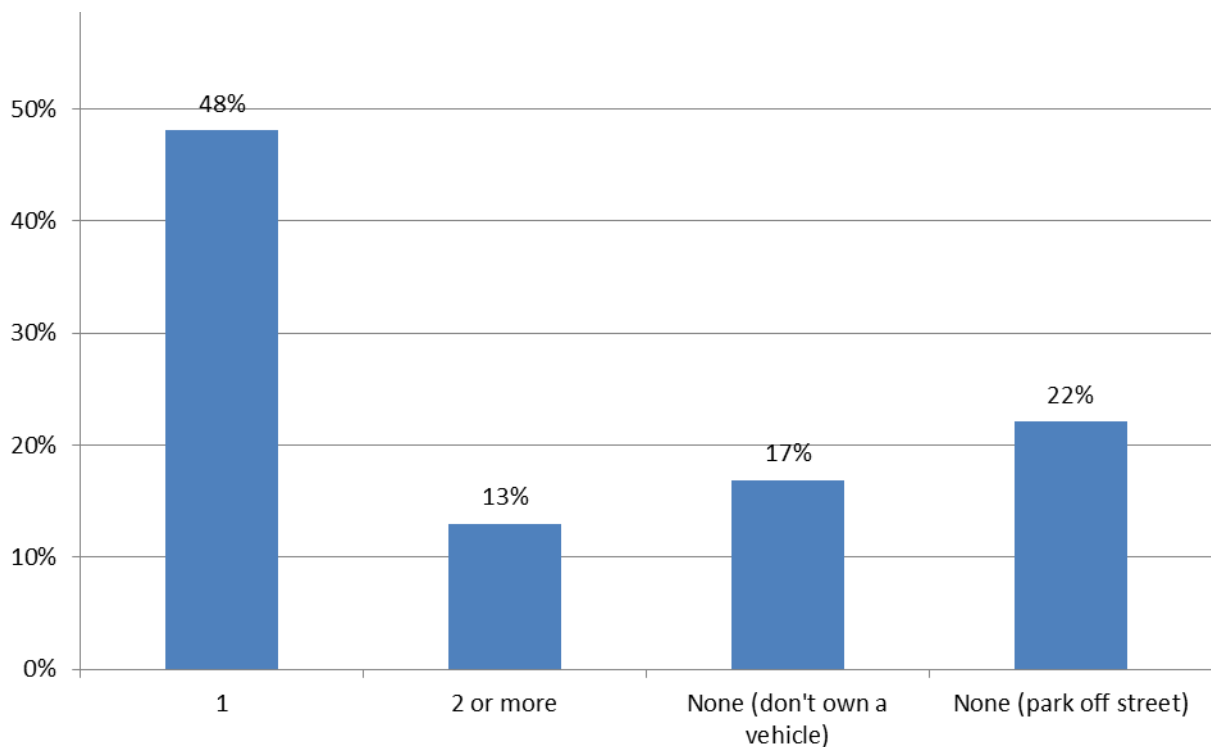


Figure 6 - How many vehicles does your household regularly park on street?

6.4 Q3: What time of day do you or your visitors have difficulty parking?

6.4.1 The overall result from the project area indicated residents (55%) and their visitors (43%) do not experience parking difficulty. However, further analysis indicated some residents and visitors experience parking difficulty during the week – Monday to Friday. See Figure 7 below.

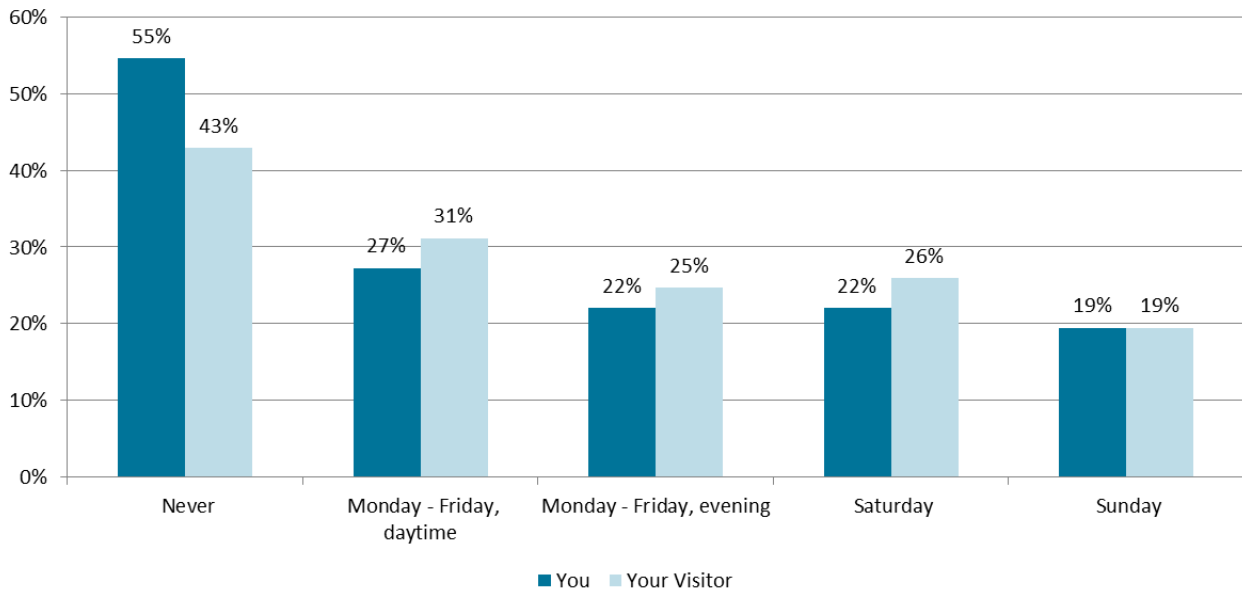


Figure 7 - B3. What time of day do you or your visitors have difficulty parking?

6.4.2 Table 13 below identifies how residents experience parking difficulty on a road by road basis.

Monday - Friday, daytime	Monday - Friday, evening	Never	No clear majority	No feedback received
Canon Beck Road Gomm Road	none	Ann Moss Way Wolfe Crescent Lower Road	Orange Place Swan Road Water Gardens Square	Culling Road Hothfield Place Canada Street Quebec Way

Table 13 – Feedback on a road by road basis (difficulty parking)

6.5 Q4: Do you want a parking zone to be introduced in your street?

6.5.1 The key question of “Do you want parking controls to be introduced in your street?” is shown in Figure 8 pie chart for the entire consultation area.

6.5.2 The overall result to this question shows that a majority of residents in the project area don’t want parking controls to be introduced in their street (Yes 36%, No 53%, Undecided 8% and not answered 3%).

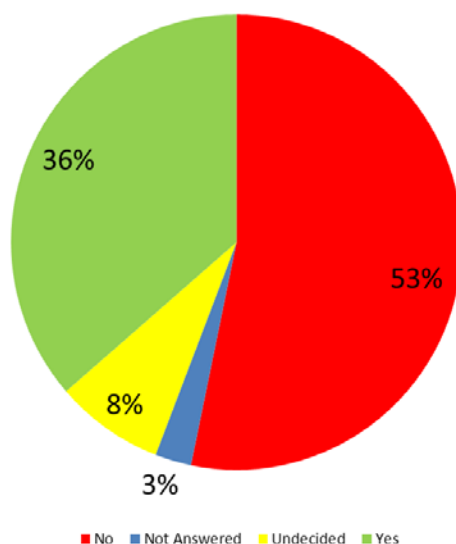


Figure 8 – Question C4 chart

6.5.3 Only 3 out of 12 roads demonstrated support for the introduction of a parking zone. See Table 14 for road by road responses and Figure 9 for mapped responses.

Road Name	Total returned	overall response rate	Yes	No	Undecided	Not answered
ANN MOSS WAY	29	24%	17%	72%	7%	3%
CANADA STREET	0	NA	NA	NA	NA	NA
CANON BECK ROAD	10	36%	80%	10%	0%	10%
CULLING ROAD	0	NA	NA	0%	0%	0%
GOMM ROAD	12	18%	67%	8%	25%	0%
HOTHFIELD PLACE	0	NA	NA	NA	NA	NA
LOWER ROAD	1	1%	0%	0%	100%	0%
ORANGE PLACE	2	14%	50%	50%	0%	NA
QUEBEC WAY	0	NA	NA	NA	NA	NA
SWAN ROAD	2	3%	100%	0%	0%	0%
WATER GARDENS SQUARE	8	3%	38%	63%	0%	0%
WOLFE CRESCENT	13	18%	8%	92%	0%	0%
Grand Total	77	10%	36%	53%	8%	3%

Table 14 – Do you want a parking zone in your street?

Key

Yes – Majority in favour

Undecided – No clear majority

No – Majority not in favour

Did not respond

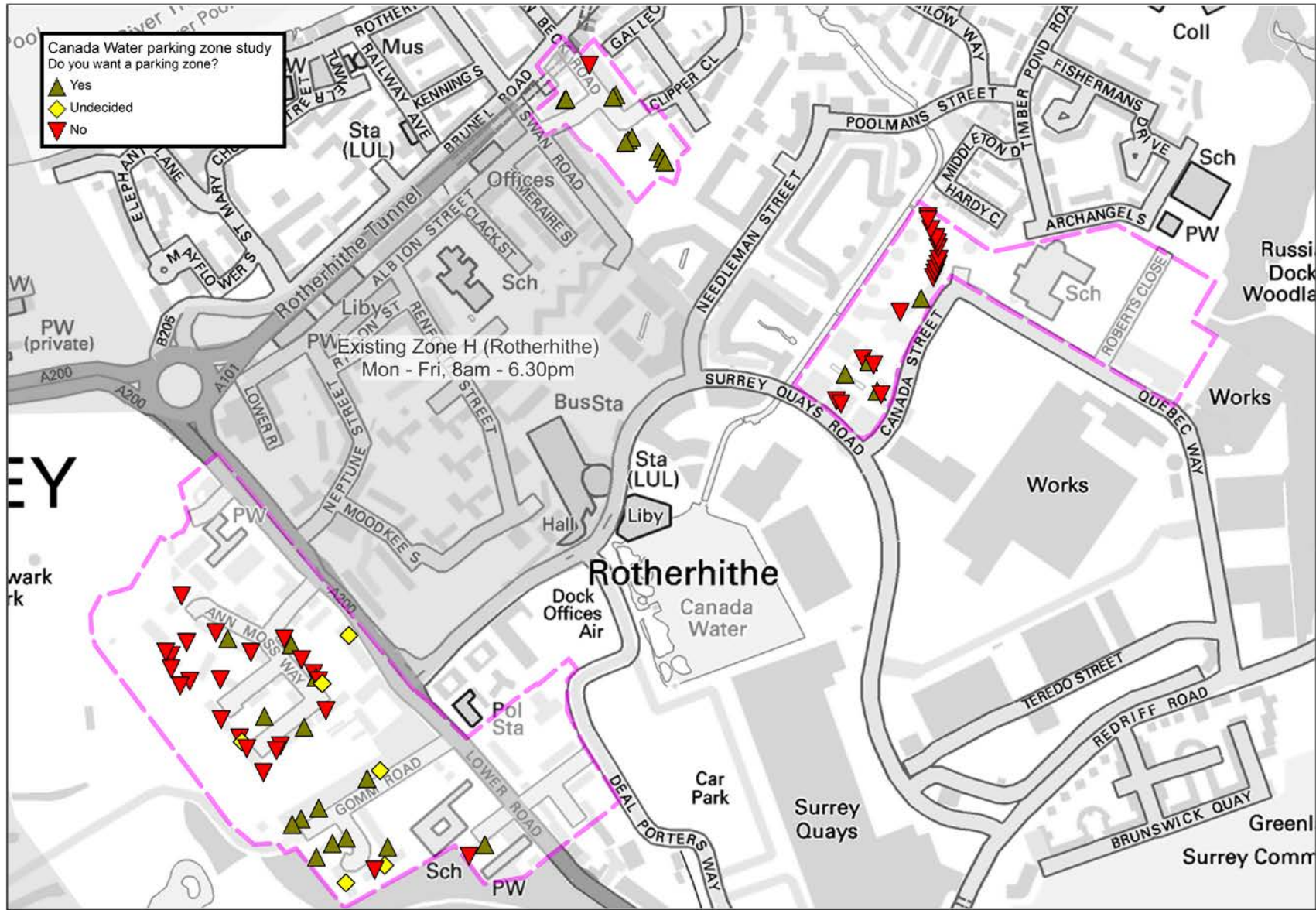


Figure 9 – Do you want a parking zone in your street?

6.6 Q5: 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 street?)

6.6.1 Table 15 shows the number of responses to the question “would you change your mind if a parking zone was to be proposed in only part of the project area?” only from those answered “No” or “Undecided” to question 4 (“Do you want a parking zone in your street”). Responses from persons that said “Yes” to question 4 have been omitted from this table.

Road	No	Yes	Undecided	Grand Total
Ann Moss Way	19	2	2	23
Canon Beck Road	1			1
Gomm Road	2	1	1	4
Lower Road		1		1
Orange Place	1			1
Water Gardens Square	4	1		5
Wolfe Crescent	9		3	12
Grand Total	36	5	6	47

Table 15– Would you change your mind if a parking zone was proposed in part of study area?

6.6.2 With only 5 respondents changing their mind, this makes no difference to the outcome to the headline question, ‘do you want a parking zone to be introduced in your street?’.

6.7 Q6: If you answered “No” or “Undecided” to question 4 of this section, please can you tell us why?

6.7.1 Those respondents who said “No” or “Undecided” to a new parking zone were asked to select a reason for their answer from a list, or to provide their own reason under “Other”.

6.7.2 Figure 10 shows 49% of respondents indicated the reason behind their ‘No’ decision was because they are not experiencing any parking problems. A further 43% of respondents indicated the reason for saying No to question C4 was due to the cost of parking permit.

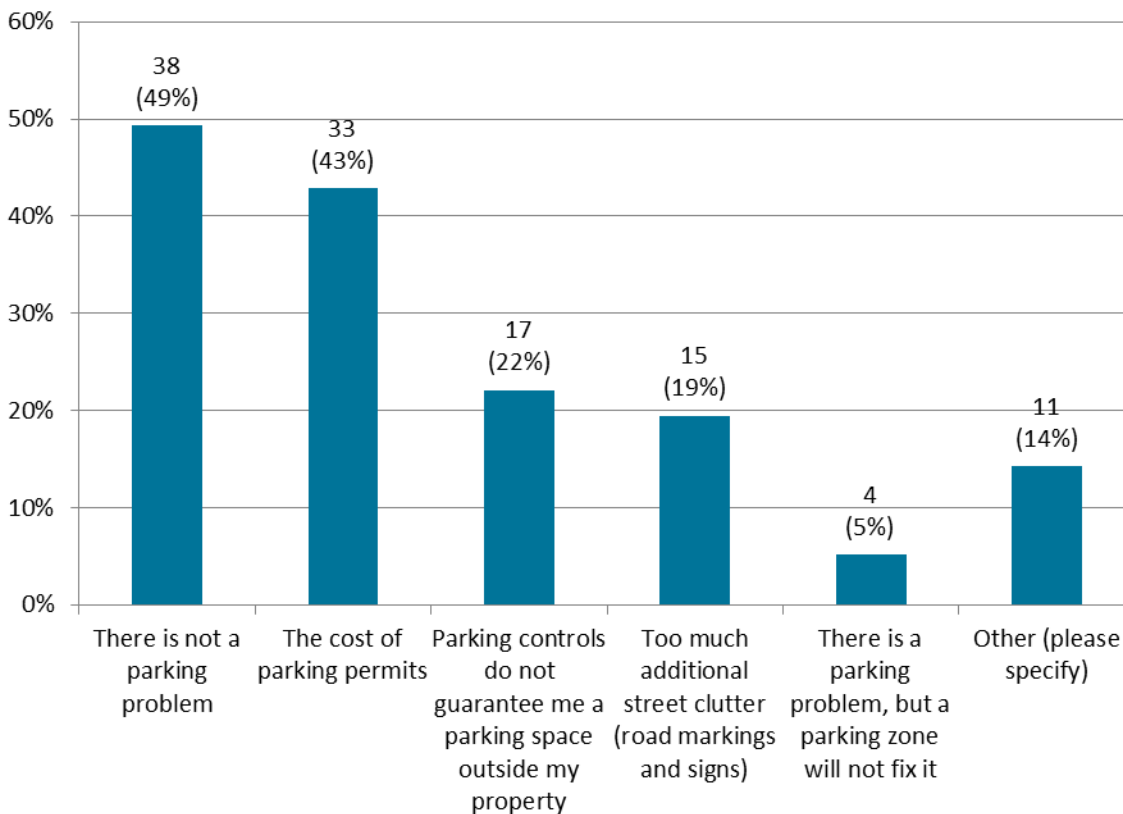


Figure 10 – Roads where responses to question C5 affect result

6.7.3 **Table 16** shows the respondents who selected “Other” gave comments to explain their rationale for saying ‘No’ to question C4.

Road	Comment
Ann Moss Way	I am strongly against parking controls in my street. There is not, and has never been, a problem with parking for residents here or their visitors. Parking controls have previously been proposed by the Council some years ago and were opposed by residents here and we remain opposed to this proposal. The only reason that the Council would put in parking controls here is as a money making opportunity as there is no benefit of doing so to residents here.
	I am strongly against the parking permits. They will not achieve anything. There is no need for them in my street and the free parking is why I bought several houses on this street, and what continues to drive up the property values.
	I think it is an absolute liberty to be expected to pay to park outside my own house. I pay my road tax and my council tax and therefore I feel that we pay enough in household bills and to legally keep our cars on the road, without then having to pay more. It is another way for the council to gain additional income out of the residents yet again! Furthermore, why is it the case that we are being expected to pay more for a potential permits than other residents in Southwark? And to add they get their first permit for free! (Refer to my point above in regards to the council increasing their income)
	The cost of visitors parking as they are the most affected by this decision. As most people own only a car that can be parked in the driveway
	The idea is a waste of money. The council should ensure the streets are cleaner instead of wasting money on these kinds of investments.
	THE INCONVENIENCE OF ORGANISING VISITOR PERMITS.
	"The road currently contains unmarked resident parking bays. If road parking restrictions were to be put in place, this could mean that cars will be parked in the resident bays.
Canon Beck Road	Myself, just parking permits within the car park adjacent to the block where I live
	The only problem which should be addressed is preventing any all-day parking by commuters who use Rotherhithe Station. By Max 2 hour restriction Mon - Fri
Gomm Road	As far as I can see, there are not enough spaces for everyone unless we continue to use the curve which is not actually marked for vehicles. At the moment, neighbours cooperate with each other and accommodate each other as best they can. We do have other people (probably from the gym and some commuters) using the spaces in our little square and that can be a problem. I do not see that parking permits will help because there will probably be fewer places available and residents will resent paying for spaces which won't be guaranteed. However, if neighbouring roads are in favour, we will have no choice; otherwise we will be flooded with cars from further afield.
Water Garden Square	Parking zone will also require enforcement, an additional expenditure although stats state Canada Street is 113% utilised, I have not seen any problems average weekday parking occupancy will need further evidence to change my mind.
Wolfe Crescent	I am 84 and have a blue disability card. I use my car once a day to go shopping and once a week to go to St. George's Cathedral.
	In recent new developments the ratio of parking spaces to dwellings does not relate to the real world. LBS / GLA needs to rethink the whole issue

Table 16– If you answered "No" or "Undecided" to C4, please explain why

6.8 Q7: If a parking zone was introduced, which of the following hours would you like the parking zone to operate?

6.8.1 Figure 11 shows the percentage breakdown of responses to this question. The majority of respondents (38%) selected 8.30am to 6.30pm (all-day) operational hours.

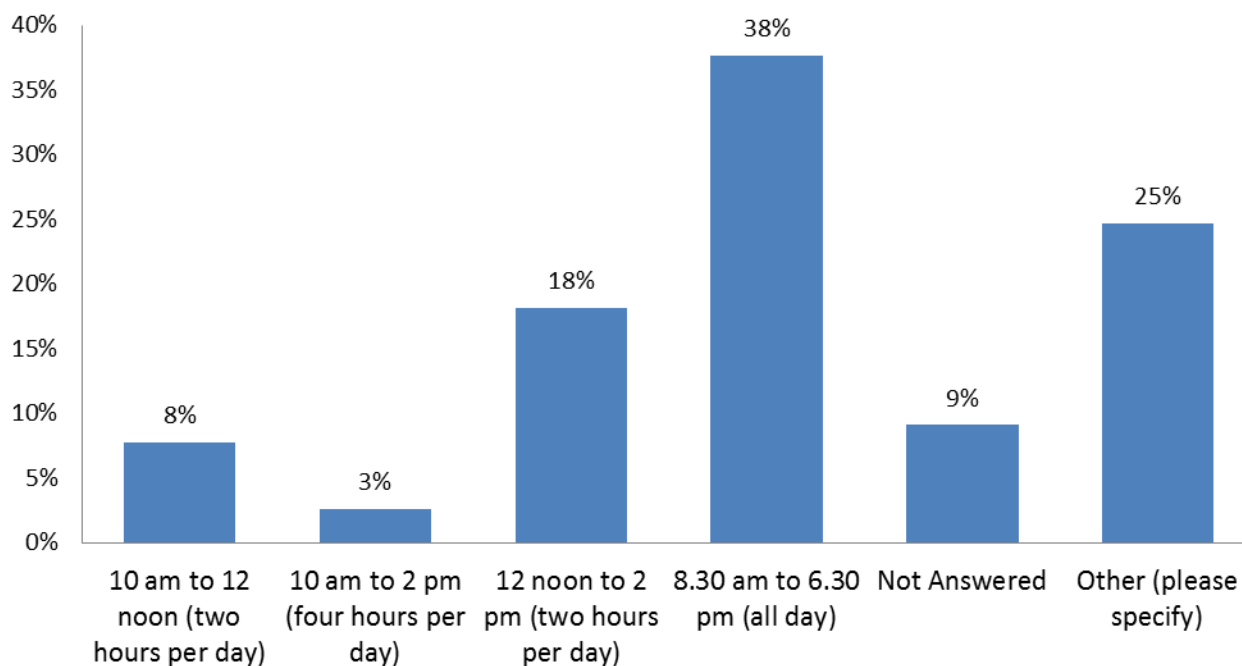


Figure 11 – Which hours would you like the parking zone to operate?

6.8.2 A breakdown of the preferred hours on a road by road basis is shown in Table 17.

6.8.3 It indicated 3 roads prefer the ‘all-day’ operational hours; another 2 roads prefer the ‘part-day’ operational hours and 3 other roads did not have a clear majority.

Operational hours			
All day (8.30am – 6.30pm)	Part day (two or four hours per day)	No clear majority	No feedback received
Gomm Road Water Garden Square Canon Beck Road	Lower Road Wolfe Crescent	Swan Road Orange Place Ann Moss Way	Culling Road Hothfield Place Canada Street Quebec Way

Table 17 - Road by road operational hours

6.8.4 25% of respondents indicated that they would prefer other operational times to those presented as options. Where respondents had indicated in response to question C4 that they did not want a parking zone, answers given here reflected that – e.g. No time, do not want a parking zone etc.

6.8.5 Suggestions for other operational hours included:

- 7:00 to 8:00 and noon to 14:00 in parts of Canada Street and Quebec Way
- 8am to 4pm

- *Do not want parking zone*
- *Evening and night*
- *None needed*
- *On weekends too*
- *Gomm Road is full from 7.30am until about 9.30pm*
- *The car park is the only problem parking permits only for residents and vouchers for family and friends.*

6.9 Q8: If a parking zone was introduced, which of the following days would you like the parking zone to operate?

6.9.1 Figure 12 shows the percentage breakdown of responses to this question. The majority of residents in the project area (49%) would prefer that any new zone operate from Monday to Friday.

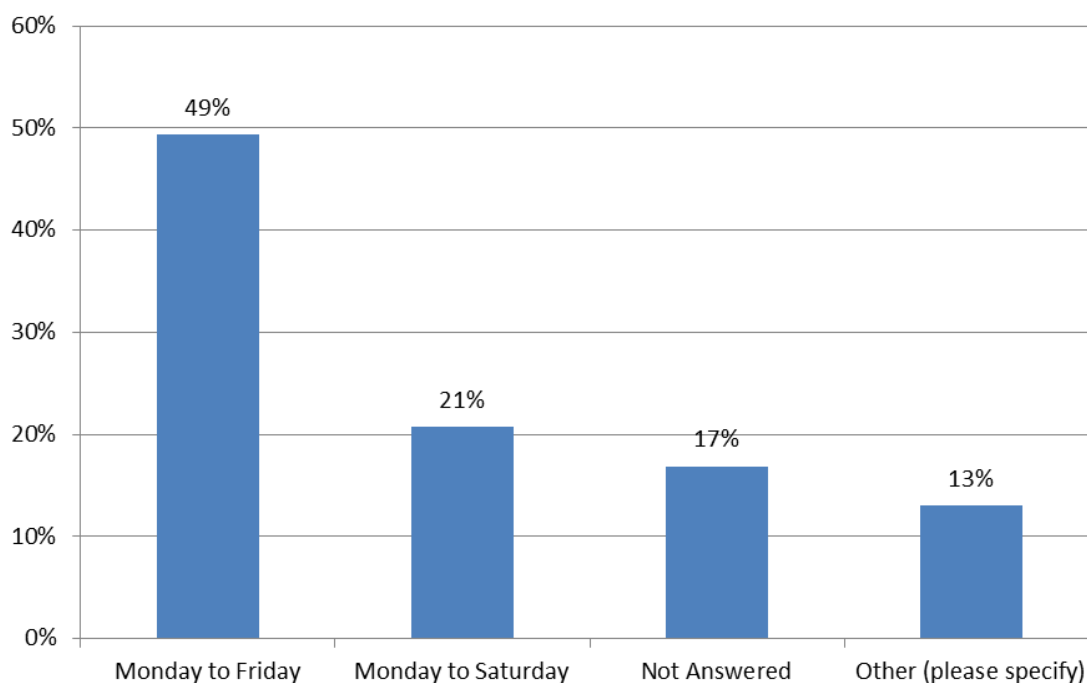


Figure 12 - Which of the following days would you like the parking zone to operate?

6.10 Q9: Do you have any comments about the proposal or the consultation?

6.10.1 A total of 57 comments were received during the consultation period, comments were received from streets across the project area. All comments can be found in Appendix 4.

6.11 Other correspondence

- 6.11.1 The consultation also generated correspondence from residents in the project area relating to various issues regarding the consultation process, the design and general concerns regarding the operation of parking in Southwark.
- 6.11.2 Only one piece of correspondence was received from a resident during the consultation relating to the project – this was responded to by an officer addressing the issue raised.
- 6.11.3 Two other enquiries were received by email. One was a simple straightforward request for access to a blocked gate and the other was information about an application for the building development (about 94 residential units) in the area.

6.12 Exhibition comments

- 6.12.1 As discussed in section 3.5, officers recorded comments made by persons attending the exhibitions. These included the following:
- 6.12.2 Key points raised by attendees to the exhibition were:
- Some residents still pay service charge to Housing Association. Do not want to pay service charge and permit charge.
 - Pub at the corner of Canon Beck Road and Albion Street isn't used and is being converted to flats
 - At Wolfe Crescent that there isn't a parking problem.
- 6.12.3 Specific points raised at the exhibitions are detailed on a road by road basis in **Table 18**, together with officer responses.

Source	Comment(s)	Response
Wolfe Crescent	<p>There was a general shared view amongst residents in Wolfe Crescent that there isn't a parking problem.</p> <p>Currently residents park partly on the footway/carriageway adjacent to the dropped kerbs to the access to the garages</p> <p>There are allocated parking bays in Wolfe Crescent; however these are private and allocated to residents in Carlton House, James House, Monkton House and Gorham House.</p>	<p>The council realise that on-street 'safe' parking spaces is limited in Wolfe Crescent, this is why residents have for many years parked partly on the footway in front of the accesses to the garages.</p> <p>It is also understood that part of the area is maintained by the council while the designated parking bays are private.</p> <p>By proposing a traditional parking zone in Wolfe Crescent, this would require the installation of roads markings throughout the street and this would involve yellow lines across the dropped kerbs as; a) it is deemed unsafe parking, and b) to maintain access to the garages.</p> <p>Excluding Wolfe Crescent from the parking scheme is an option, however, there is a risk that if a parking zone is introduced in nearby road, this could cause displacement to Wolfe Crescent, however this is unlikely as there is limited safe parking spaces in the Crescent.</p>
Gomm Road	<p>There are only three residents left who moved in when the houses were first built in 1985 which include the recessed parking bays in front of the houses. At the time the road was unedited so I could not get a disabled parking bay. I have a Blue Badge.</p> <p>I already pay over £200 service charge to the housing estate and can't see why I should pay parking Fees when the rest of the estate park Free. I think that 77 to 95 Gomm Road should be given estate status</p> <p>Some residents still pay service charge to Housing Association. Do not want to pay service charge and permit charge.</p>	<p>It is not possible for the council to provide parking permits at zero cost. The council's parking operation costs approximately £7 million per year. By law, we can only run this service from income that is generated from parking; we cannot use road tax, council tax, housing tax, etc.</p> <p>In terms of revenue, the parking account is ring fenced with legal restrictions on where it can be spent. Each council is also obliged to publish its parking income and expenditure on an annual basis, this is published within our Annual Transport Report</p> <p>Income from parking goes into the costs of operating and improving the system to meet the objectives of the parking controls. Any surplus is legally ring fenced and is spent on road safety (including school crossing patrols), nuisance/abandoned vehicles, network management and road maintenance.</p>
Canon Beck Road	Pub at the corner isn't used and is being converted to flats	Resident to the new development don't have private parking allocation and will thereby make use the roads to park their vehicles.

Source	Comment(s)	Response
Canada Street	Saunders House (located at the end of Canada Street) is private and the need for parking zone isn't necessary.	<p>It is understood that part of the area is maintained by the council while the designated parking bays are private. Therefore, by proposing a traditional parking zone in this area would require the installation of roads markings throughout.</p> <p>Doing this will reduce the already limited parking spaces in the area. Hence well thought through solution will be considered</p>

Table 18 - Comments received at exhibition

7 Project conclusions and proposed options

7.1 Conclusions

- 7.1.1 Parking controls continue to provoke varied opinion. The perception on whether or not controls are required will depend on personal factors as well as the local conditions on-street.
- 7.1.2 It should also be noted that self-selection bias may occur in a study where potential respondents have control over whether they participate.
- 7.1.3 Typically when respondents are volunteers, people with strong opinions or substantial knowledge are more likely to reply, potentially making the sample non-representative of the general population. As the public response to a consultation is through self-administered surveys, there is no control over those who choose to fill out the questionnaire.
- 7.1.4 Inferential statistical methods rest on the assumption that the results from a small sample can be generalised to the population from which it was drawn. As feedback received tends to be a non-probabilistic sample, the statistical significance of our results (either in favour or against the proposals) has not been, nor should it be, extrapolated across all stakeholders. We can only be certain that the consultation feedback received is representative of those who chose to respond.
- 7.1.5 The results from the consultation are conclusive and show that in response to the headline question “Do you want a parking zone to be introduced in your street?” indicated majority of respondents (53%) are **not in favour** of a parking zone across the project area as a whole.
- 7.1.6 Although majority of respondents in the project area are against a parking zone; a road by road analysis was carried out and each individual response mapped in a geographical information system (GIS) which provided opportunity to look for patterns beyond that displayed on a street level.
- 7.1.7 The further analysis identified that parking stress and residents’ parking experience and views vary across the project area.
- 7.1.8 The project area is not geographically connected and is divided into 3 areas, the consultation conclusions from each road are discussed in **Table 19**. Section 7.3 gives the rationale, risks and benefits to these options.

7.2 Further consideration

- 7.2.1 Further investigation in Quebec Way highlighted a new housing development is being proposed along Quebec Way and following completion, it is envisaged that parking pressure will increase around this area.
- 7.2.2 No representation was received from Roberts Close during the consultation period. This road is used mainly by businesses to park their vehicles. Hence, when the development in the area is completed, Roberts Close will experience a high volume of parking pressure.
- 7.2.3 A resident from Saunders House (at the end of Canada Street) raised concerns during the exhibition about the parking space round Saunders House being private. Like Wolfe Crescent, a part of this road is maintained by the council while the designated parking area is not.

- 7.2.4 Other issue raised during the exhibition was the removal of the waiting restriction at the approach into Wolfe Crescent. Further investigation indicated that although the waiting restrictions have been on-street for few years, they did not meet with the traffic regulation order and were subsequently removed.
- 7.2.5 The waiting restriction at the approach will be reconsidered during this proposal and recommended to be remarked on-street.

Area	Road	Conclusion
1	ANN MOSS WAY	<ul style="list-style-type: none"> 72% of respondents are opposed to a parking zone The majority of respondents indicated that they never experience difficulty parking The weekday parking stress surveys indicated medium to high parking occupancy (78%) It is noted that the majority of properties in Ann Moss Way have private off street parking Existing double yellow lines are in place in sections of the roads to prevent dangerous and inconsiderate parking
1	CULLING ROAD	<ul style="list-style-type: none"> No consultation responses were received from the 2 address on Culling Road The weekday parking stress surveys indicated a low to medium parking occupancy (69%)
1	GOMM ROAD	<ul style="list-style-type: none"> 67% of respondents are in support of a parking zone The majority of respondents indicated that they experience difficulty parking, Monday – Friday during the daytime The weekday parking stress surveys indicated a very high average parking occupancy (120%) Comments received during the exhibition also highlighted residents from Gomm Road have to compete with commuters (who make use of the park, school and leisure centre) for parking spaces on their road There is a section of Gomm Road that serves properties 21 – 77, that is classified as non-public highway. This section of road is excluded from proposals but these properties will be entitled to apply for any permits for any proposed zone.
1	HOTHFIELD PLACE	<ul style="list-style-type: none"> No consultation responses were received from residents in Hothfield Place The weekday parking stress surveys indicated a very high average parking occupancy (137%)
1	LOWER ROAD	<ul style="list-style-type: none"> Although this falls within the project area, parking control are not proposed as this section of road is already controlled with waiting and loading restrictions as part of Rotherhithe (H) parking zone.
1	ORANGE PLACE	<ul style="list-style-type: none"> The feedback from this road did not indicate a clear majority with 50% in favour and 50% opposed. The weekday parking stress surveys indicated a low to medium parking occupancy (53%)
2	CANON BECK ROAD	<ul style="list-style-type: none"> 80% of respondents are in support of a parking zone. The majority of respondents indicated that they experience difficulty parking, Monday – Friday during the daytime The weekday parking stress surveys indicated a very high average parking occupancy (92%) Residents mentioned during the exhibition that the pub (The Lord Nelson) at the junction of Albion Street and Canon Beck Road no longer operate as a pub, and it is currently being converted to a number of flats. This will add further parking pressure to the already saturated parking in the area.
2	SWAN ROAD	<ul style="list-style-type: none"> Swan Road is already within the existing Rotherhithe (H) parking zone. However there is a block of flats (Pine House) which is situated between Swan Road and Canon Beck Road and fronts Albion Street. This section of Albion Street is uncontrolled and should be included in any proposed CPZ.
3	CANADA STREET	<ul style="list-style-type: none"> No representation was received from the 6 postal address on Canada Street (Saunders House) Water Garden Square and Wolfe Crescent adjoin Canada Street; however these roads have their own private parking. The weekday parking stress surveys indicated a very high average parking occupancy (113%)
3	QUEBEC WAY	<ul style="list-style-type: none"> No consultation responses were received from the 3 address on Quebec Way (a school and 2 business premises) The weekday parking stress surveys indicated a very high average parking occupancy (92%) The high occupancy rate is a clear indication that non-resident parking is taking place. It is anticipated that the parking pressure will only increase further once the housing development in the area is completed.

Area	Road	Conclusion
3	WATER GARDENS SQUARE	<ul style="list-style-type: none"> • 63% of respondents are opposed to a parking zone • Water Garden Square is made up of several building blocks with private access to a gated underground parking space. • Visitors to residents in Water Garden Square are believed to make use of Canada Street to park because the underground parking space is limited and is only for residents.
3	WOLFE CRESCENT	<ul style="list-style-type: none"> • 92% of respondents are opposed to a parking zone • The majority of respondents indicated that they never experience difficulty parking • Residents of Wolfe Crescent have complex parking arrangement - part of the road (designated parking bays) is not maintained by the council while the other part (like the front of garages) is adopted and maintained by the council. • Some residents of Wolfe Crescent have for many years parked outside their garages while some park in allocated bays. Others park where feasible around the estate. • Proposing a traditional parking zone in Wolfe Crescent would require the installation of roads markings throughout the adopted area of the road and this would involve yellow lines across dropped kerbs and in front of garages, thereby taking away residential parking spaces.

Table 19 - Consultation conclusion.

7.3 Proposed parking zone options

7.3.1 The council have proposed four options that can be considered for the Canada Water project area. The rationale, risks and benefits for each option is discussed as follows:

- **Option 1** – To introduce a parking zone in Area 1 - Gomm Road only (excluding Ann Moss Way, Culling Road, Hothfield Place and Orange Place).
- **Option 2** – To introduce a parking zone in Area 2 - Canon Beck Road (south of Brunel Road) and Albion Street (between Swan Road and Canon Beck Road).
- **Option 3** – To introduce a parking zone in Area 3 - Canada Street, Roberts Close and Quebec Way (excluding Wolfe crescent and Saunders House).
- **Option 4** – Not introduce a parking zone anywhere in the project area but introduce junction protection (double yellow lines) at all junctions to prevent obstructive or inconsiderate parking.
- **Option 5** – To introduce a parking zone to all roads within the entire project area (Areas 1, 2 and 3).

7.4 Proposed option 1

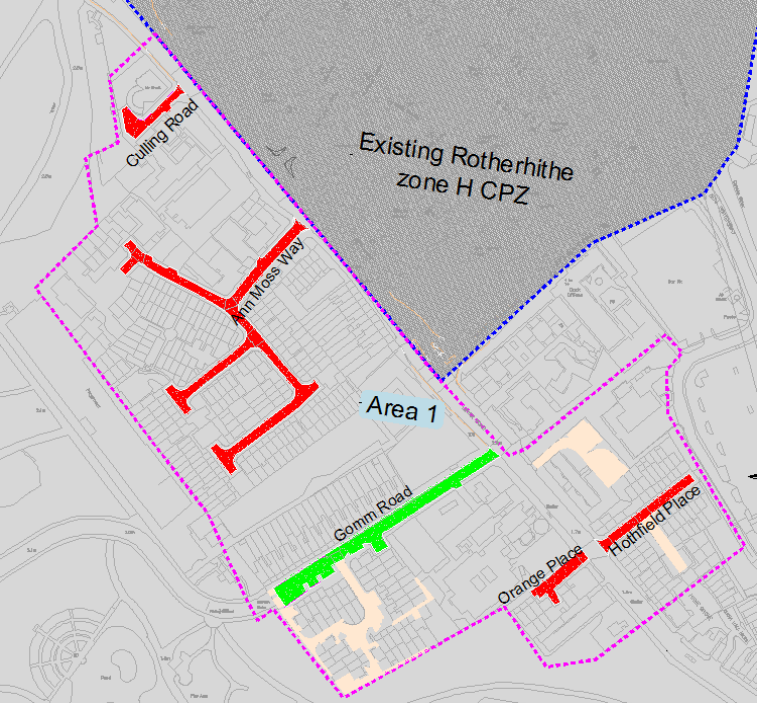
Option	Rationale	Risks	Benefits
<p>Introduce a parking zone in Area 1 - Gomm Road only.</p> <p>The new zone in this option would operate from Monday – Friday, 8.00am – 6.30pm and will be given the zone identification of H (an extension of the existing Rotherhithe zone).</p>  <p>Legend:</p> <ul style="list-style-type: none"> Exclude from proposal Include in a zone Existing Zone H CPZ 	<p>Analysis on a road by road basis indicated 67% of respondents from Gomm Road favour the proposed scheme.</p> <p>The majority of respondents indicated that they experience difficulty parking, Monday – Friday during the daytime</p> <p>The weekday parking stress surveys indicated a very high average parking occupancy (120%)</p> <p>Residents indicated they have to compete with commuters (who make use of the park, school and leisure centre) for parking spaces on their road.</p> <p>Other roads in this area either did not indicate support for a parking zone or did not indicate a clear majority to the questionnaire during the consultation period.</p>	<p>Residents may not necessary find parking outside their homes.</p> <p>The scheme may cause displacement to roads on the periphery of the proposed area which could trigger the need for further consultation and additional funding.</p>	<p>The initial proposals for Area 1 have been amended to reflect residents’ concerns.</p> <p>The scheme will address the parking problem in Gomm Road where there is support for a parking zone.</p>

Table 20- Proposed option for Area 1

7.5 Proposed option 2

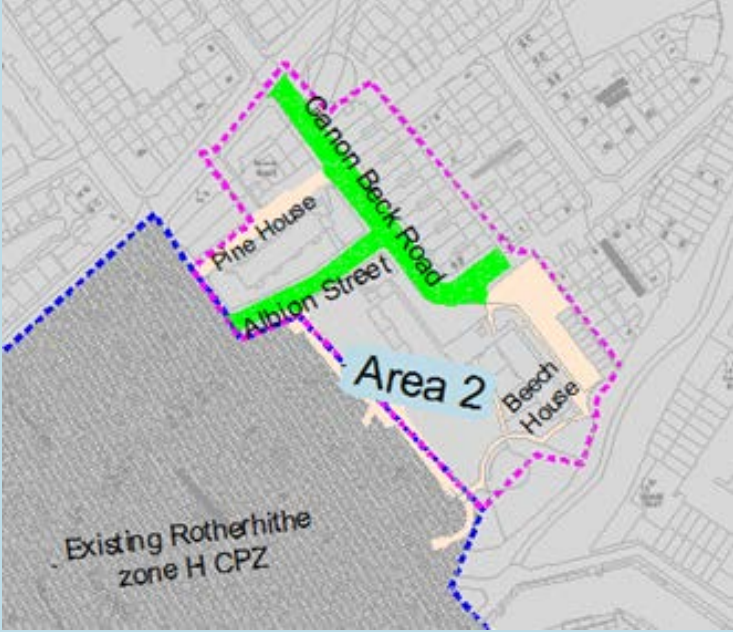
Option	Rationale	Risks	Benefits
<p>Introduce a parking zone in Canon Beck Road (south of Brunel Road) and Albion Street (between Swan Road and Canon Beck Road) only.</p> <p>The new zone in this option would operate from Monday – Friday, 8.00am – 6.30pm and will be given the zone identification of H (an extension of the existing Rotherhithe zone).</p>  <p>Key</p> <ul style="list-style-type: none"> Include in a zone Existing Zone H CPZ Private road 	<p>Canon Beck Road indicated 80% support for the scheme.</p> <p>Residents have indicated they experience parking displacement from the existing Rotherhithe zone H CPZ area.</p> <p>During the exhibition, residents highlighted the pub within the area is currently being converted to residential flats.</p> <p>Residents from Pine House - Swan Road indicated 100% support for the scheme and should be given consideration to purchase permits if a CPZ is approved due to the proximity of the estate.</p>	<p>The scheme may cause displacement to roads on the periphery of the proposed area which could trigger the need for further consultation and additional funding.</p> <p>If the area is excluded from the scheme, residents will continue to experience parking displacement from neighbouring roads in the Rotherhithe zone H area.</p>	<p>Scheme will address the parking problem in Area 2 where there is support for a parking zone.</p>

Table 21 – Proposed option for Area 2

7.6 Proposed option 3


Option	Rationale	Risks	Benefits
<p>Introduce a parking zone in Canada Street, Roberts Close and Quebec Way.</p> <p>The new zone in this option would operate from Monday – Friday, 8.00am – 6.30pm and will be given the zone identification of H (an extension of the existing Rotherhithe zone).</p>  <p>Key</p> <ul style="list-style-type: none"> Include in a zone Exclude from the proposal 	<p>The overall response rate from Area 3 indicated 81% opposition to the scheme. However, it should be noted that all the respondents from this area are from residents of Wolfe Crescent and Water Garden Square who already have their own private parking and are more inclined to object to the proposal.</p> <p>Parking on Canada Street and Quebec Way is over saturated with 113% and 95% occupancy rate respectively.</p> <p>Wolfe Crescent and Saunders House (at the end of Canada Street) although have their own private parking, concerns were raised about parts of the roads being private.</p> <p>A new housing and commercial projects have been approved for development along Quebec Way.</p>	<p>The scheme may cause displacement to roads on the periphery of the proposed area which could trigger the need for further consultation and additional funding.</p> <p>Lack of parking permit eligibility for residents fronting Canada Street will have an adverse impact on visitor and residents parking, especially when development in the area is completed.</p> <p>Proposing a traditional parking zone in Wolfe Crescent and Saunders House would require the installation of roads markings throughout the adopted area of the road and this would involve yellow lines across dropped kerbs and in front of garages, thereby taking away residential parking spaces.</p> <p>Parking pressure will increase around this area when the housing development is completed.</p>	<p>The initial proposals for Area 3 have been amended to reflect residents’ concerns and the new changes will address the parking concerns in Wolfe Crescent, Saunders House and Water Gardens Square.</p> <p>Introducing parking controls in the area will mitigate the parking pressure arising from the completion of the new housing development.</p>

Table 22 –Proposed option for Area 3

7.7 Proposed option 4

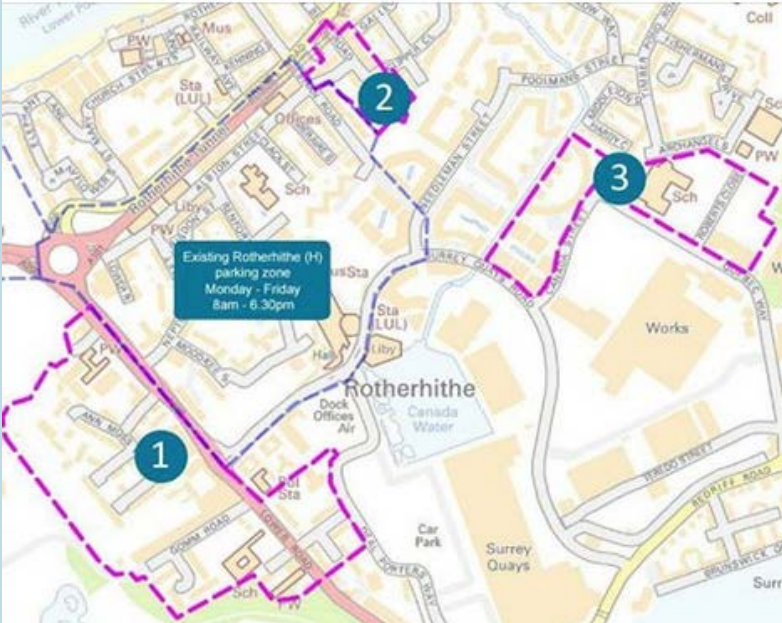
Option	Rationale	Risks	Benefits
<p>Not introduce a parking zone anywhere in the project area but introduce junction protection (double yellow lines) at all junctions to prevent obstructive or inconsiderate parking.</p> <p>This option would maintain the existing parking arrangements.</p> 	<p>Parking zones can be unpopular in some areas with commonly expressed concerns including the cost of the permits and displacement of parking to adjacent areas, resulting in “creep” of parking zones.</p> <p>53% of the overall feedback are opposed the scheme.</p> <p>Further analysis also indicated residents will still not change their minds even if neighbouring roads are within a controlled zone.</p>	<p>This would not address any of the issues shown by the parking stress surveys or stated by local residents.</p> <p>The parking stress surveys in the project area indicated most roads are experiencing high levels of parking stress that could be reduced by the use of a parking zone to remove commuter parking.</p> <p>The response to the questionnaire also indicates that there is local support for the introduction of a parking zone in some streets in the project area.</p> <p>Commuters would be able to continue parking in the area contributing to the overall high parking stress.</p>	<p>Residents and businesses would not incur the cost of permits to park within the area.</p> <p>No additional street clutter from signs and posts.</p> <p>Double yellow lines at junctions would remove obstructive or inconsiderate parking and improve safety.</p> <p>Commuters would still be able to park and access nearby facilities (e.g. rail stations, businesses).</p> <p>Double yellow lines will be installed at junctions regardless of the outcome of this consultation, which will improve vehicular and pedestrian safety.</p>

Table 23 – Proposed option 4 for All Areas

7.8 Proposed option 5

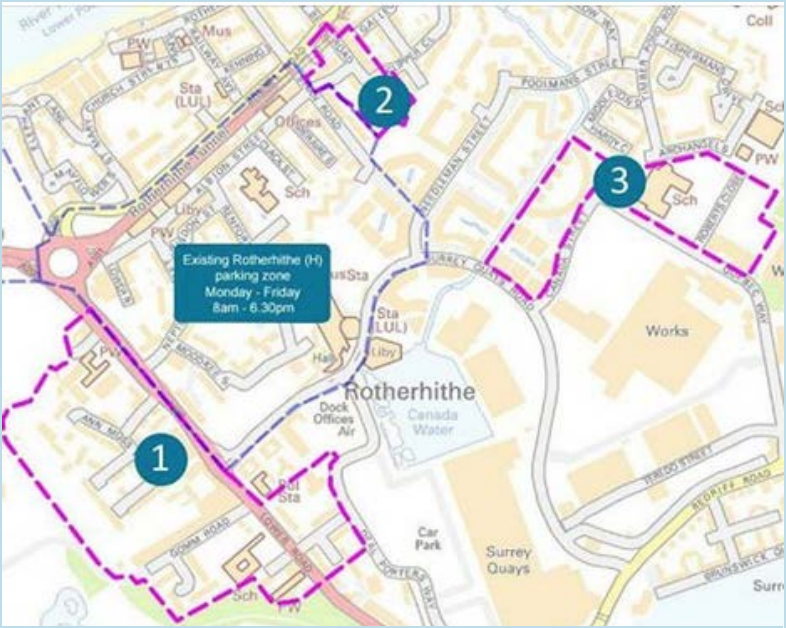
Option	Rationale	Risks	Benefits
<p>To introduce a parking zone in the entire project area</p> <p>This option may not be popular with the residents but it gives consideration for the various approved residential and commercial development in the area that will increase parking pressure once completed.</p>  <p>The map shows the Rotherhithe area with three proposed parking zones marked with purple dashed lines and numbered 1, 2, and 3. Zone 1 is located in the southwest, Zone 2 in the north, and Zone 3 in the east. An existing parking zone is also shown in the center, with a callout box indicating it is for Monday-Friday from 8am to 6:30pm. The map includes various landmarks such as the LUL station, Canada Water, and several schools and offices.</p>	<p>Several housing and commercial projects have been approved for development in the area.</p> <p>Analysis also indicate only three roads are opposed to the proposal from the project area.</p> <p>The parking stress surveys in the overall project area indicated most roads are experiencing high levels of parking stress that could be reduced by the use of a parking zone to remove commuter parking.</p>	<p>This may not address the individual parking issues of some roads or area as stated by local residents.</p>	<p>It will address the long term parking pressure that will arise from the completion of the housing and commercial developments in the area.</p> <p>Commuters would not be able to park and access nearby facilities (e.g. rail stations, businesses).</p> <p>Double yellow lines will be installed at junctions, which will improve vehicular and pedestrian safety.</p>

Table 24 – Proposed option 5 for All Areas

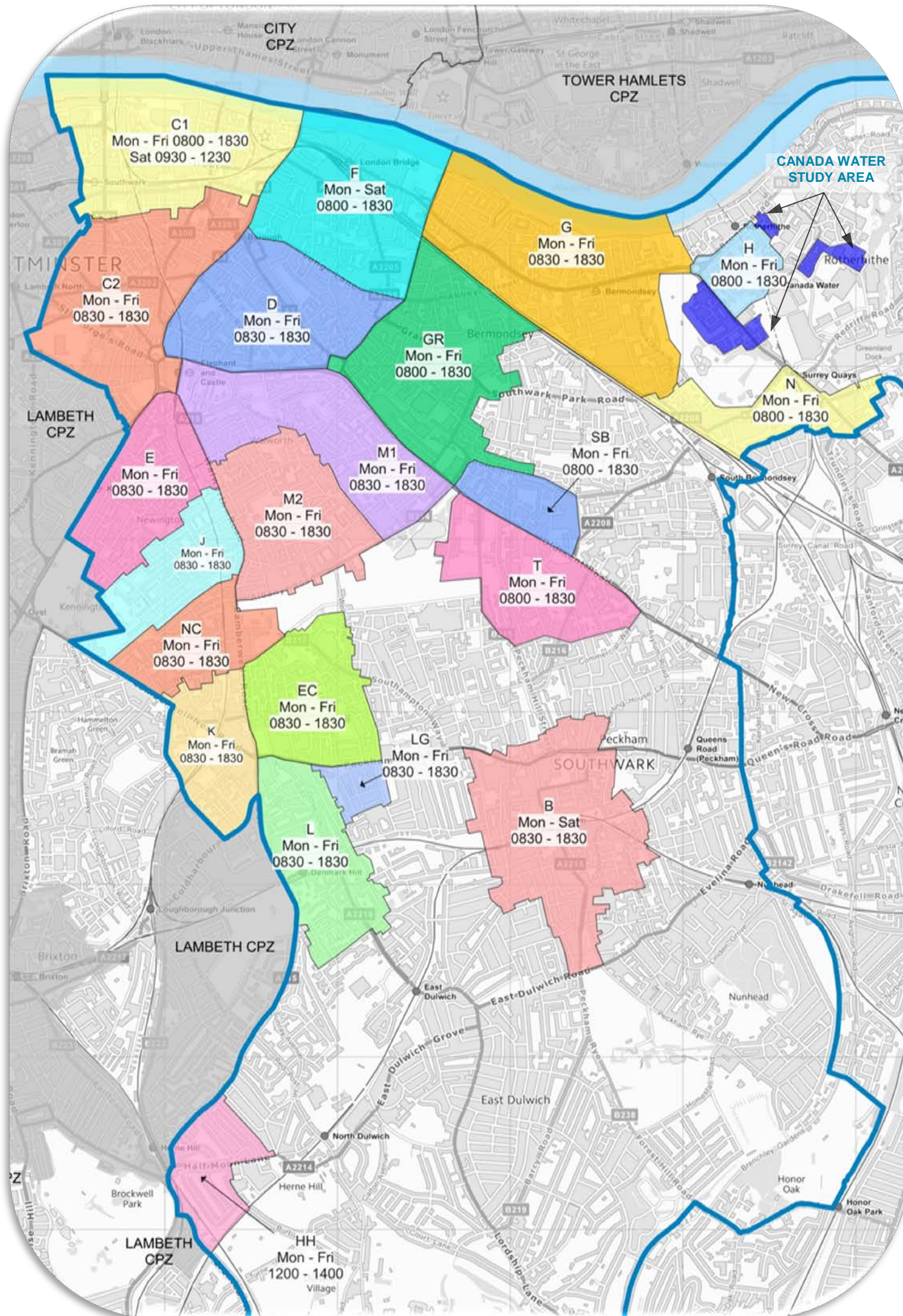
Appendix 1 – Parking zones in the London Borough of Southwark

Appendix 2 – Parking occupancy and duration surveys

Appendix 3 – Consultation materials

Appendix 4 – Comments from consultation

Southwark parking zones



Parking Stress Assessment – London Borough of Southwark



Denmark Hill and
Canada Water

Area 2 - Canada Water

3 Area 2 – Canada Water

3.1 Area characteristics

The Canada Water survey area (see Figure 6) is not as spatially concentrated as the Denmark Hill one. It can be visually divided into three smaller sections all of which are within close proximity to several parking trip generators that could contribute to a higher parking demand. These are the London Overground Rotherhithe station (to the north), the National Rail and London Underground Canada Water station (in the centre) and the National Rail Surrey Quays station (to the south). There is a number of shopping malls and other company building in the area that generally already provide parking facilities for the users.

On-street parking capacity for the area was calculated as 926 vehicles. Designated parking bays account for approximately 6% (marked bays with capacity for 59 vehicles) of the overall capacity.

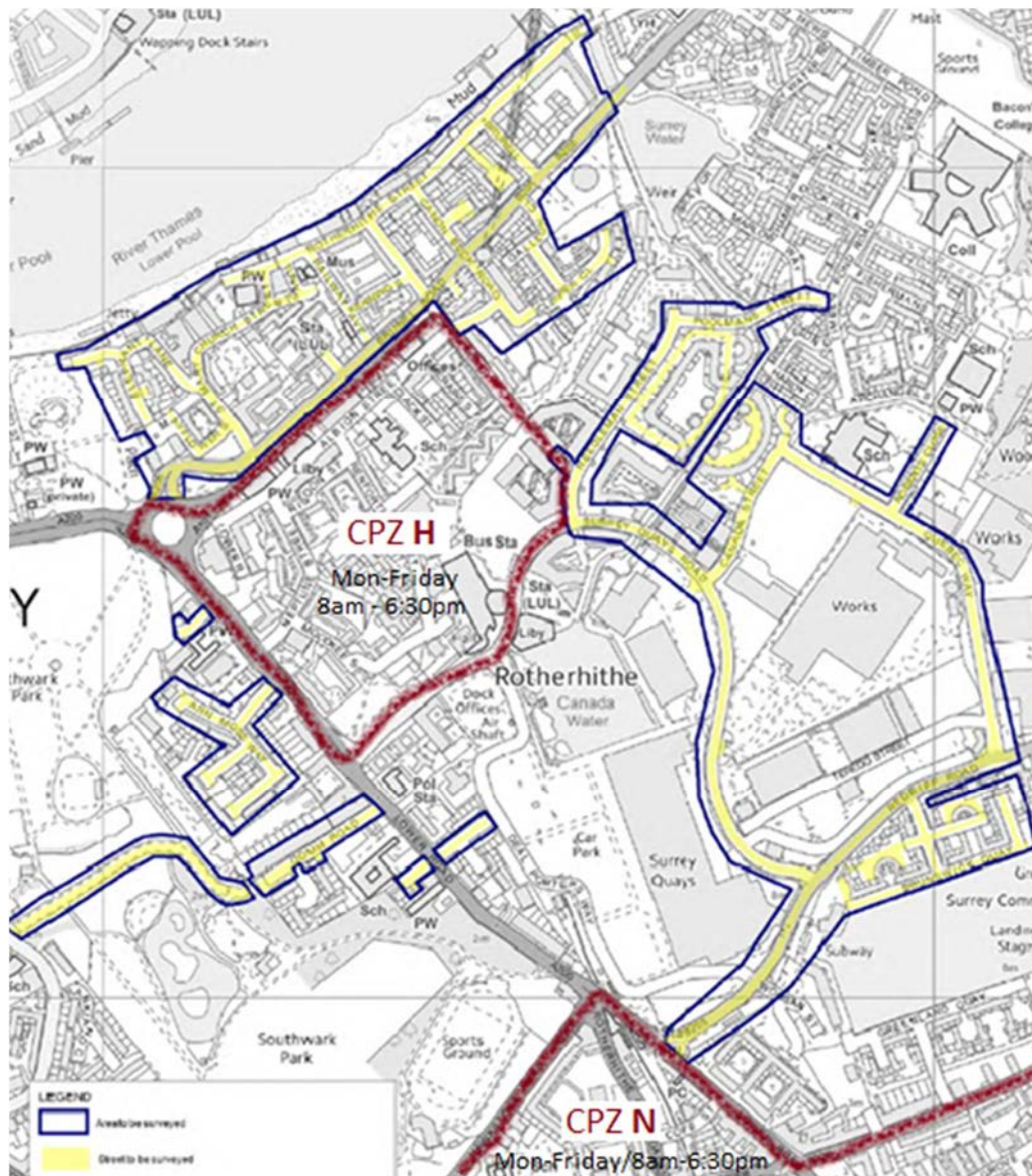


Figure 6: Geographic extents of the Canada Water survey area.

3.2 Weekday results – Wednesday, 14th January 2015

The average weekday parking occupancy for the area was 70%, ranging significantly from 1% to 280% (Table 12 and Figure 7). Over half of the streets were below medium stressed, with a limited number exceeding the on-street parking capacity. Namely, Canada Street, Elephant Lane, Hothfield Place and Kenning Street were stressed beyond capacity, with occupancy levels between 113% and 280%. Canon Beck Road and Quebec Way are both classified as very highly stressed with parking occupancy rates of 92% and 95%, respectively.

All these streets are in close vicinity of parking trip generators, such as the National Rail and London Overground stations and the existing CPZ's in the wider area. A high number of vehicles were found parked along existing parking restrictions (see Appendix). This provides an additional explanation for the very highly stressed and beyond capacity stressed streets. 11% (147 vehicles) of the surveyed vehicles were parked on double yellow lines and over 18% were violating existing restrictions. This issue is most evident for Canada Street, Elephant Lane and Quebec Way, where more than half of the surveyed vehicles were parked on double yellow lines.

As a general trend, the occupancy rates per street were higher for the period between 8am - 5pm and lower during the first survey beats of the weekday and after 6pm (Table 11). The overall demand for parking spaces per survey beat ranged from 440 to 621 vehicles (see Appendix). The greatest number of parked vehicles were observed between 9am – 4pm and the lowest before 7 am and after 6pm.

Table 8: Parking type based on parking activity (Canada Water - weekday).

PARKING TYPE	Vehicles
COMMUTER	207
LONG STAY	198
RESIDENT	401
SHORT STAY	532
Grand Total	1338

A total of 1338 vehicles were observed during the weekday survey period (Table 2). Approximately 40% of the overall occupancy was associated with short stay parking (532 vehicles). Resident parking was the second most common parking activity, accounting for 30% (401 vehicles) of all parked vehicles. Parking related to commuters and long stay parking accounted for 15% for each activity class.

As far as parking type per street is concerned (Table 12), 69% of the overall observed vehicles in the Canada Water area belonged to non-residents, whereas for the daytime survey beats (8am - 6pm), the average non-resident parking activity per street was 53%.

B205 Brunel Road, Hothfield Place, Orange Place, Quebec Way, Roberts Close and Needleman Street presented the highest percentages of parked vehicles belonging to non-residents throughout the survey period (Figure 8), ranging from 92-100%. Short stay parking activity was the highest for those streets, along with Catterick Road and B205 Redriff Road.

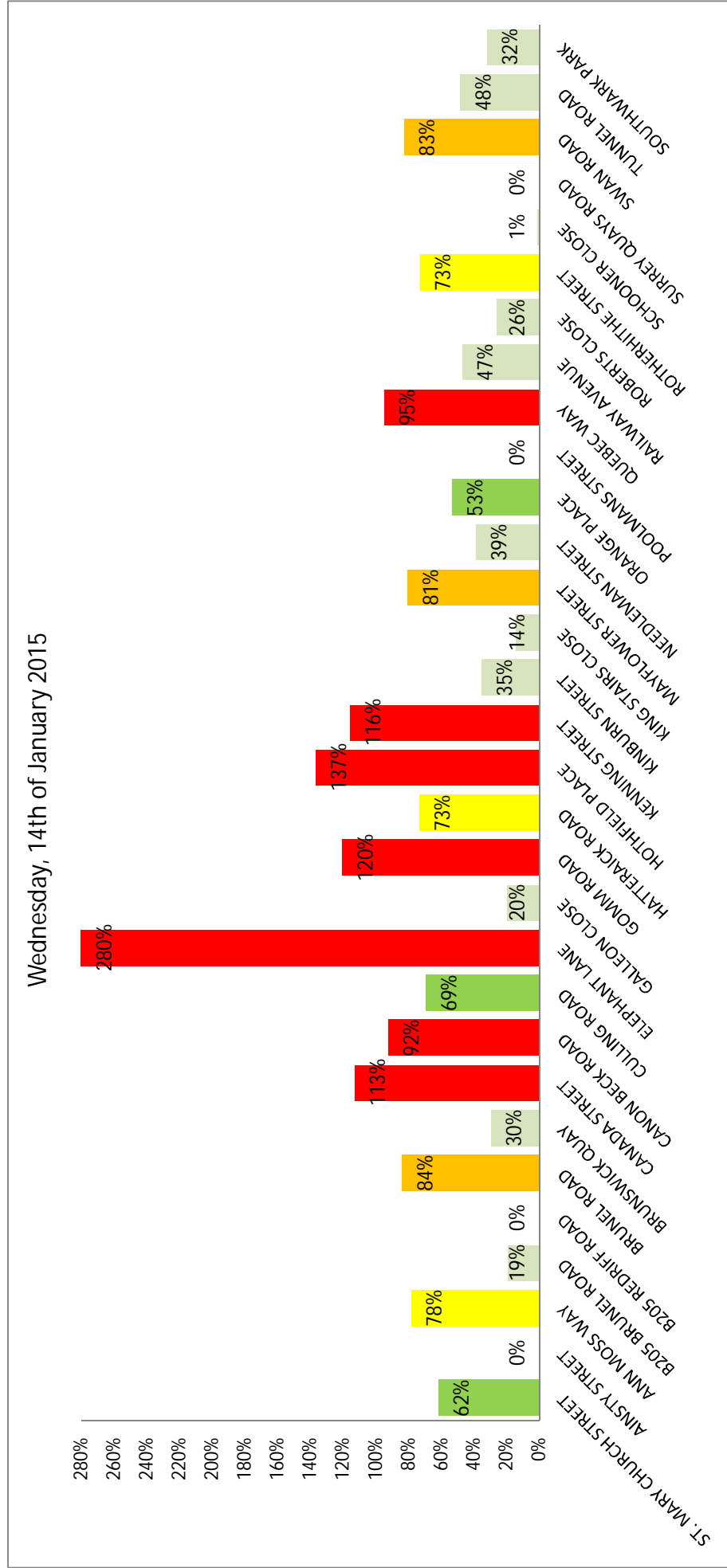
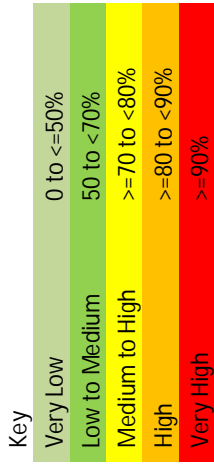


Figure 7: Average parking occupancy per street (Canada Water - weekday).

Table 9: Average parking occupancy per beat per street (Canada Water - weekday).

STREET NAME	Wednesday, 14th January 2015														Average	Capacity (No. Of Vehicles)	
	06:00 - 07:00	07:00 - 08:00	08:00 - 09:00	09:00 - 10:00	10:00 - 11:00	11:00 - 12:00	12:00 - 13:00	13:00 - 14:00	14:00 - 15:00	15:00 - 16:00	16:00 - 17:00	17:00 - 18:00	18:00 - 19:00	19:00 - 20:00			20:00 - 21:00
ST. MARY CHURCH STREET	44%	55%	60%	69%	69%	65%	65%	69%	62%	65%	56%	60%	60%	62%	64%	62%	55
AINSTY STREET	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0
ANN MOSS WAY	74%	77%	77%	83%	86%	83%	83%	83%	83%	91%	83%	63%	69%	69%	71%	78%	35
B205 BRUNEL ROAD	16%	16%	14%	14%	21%	21%	22%	22%	24%	24%	21%	21%	16%	17%	16%	19%	63
B205 REDRIFF ROAD	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0
BRUNEL ROAD	58%	73%	73%	88%	92%	96%	96%	100%	100%	96%	96%	85%	77%	62%	65%	84%	26
BRUNSWICK QUAY	23%	25%	26%	28%	29%	28%	29%	29%	30%	32%	37%	36%	32%	32%	29%	30%	114
CANADA STREET	100%	108%	117%	129%	104%	121%	117%	104%	108%	133%	113%	129%	108%	104%	96%	113%	24
CANON BECK ROAD	95%	91%	95%	86%	93%	95%	93%	95%	86%	89%	93%	98%	98%	86%	89%	92%	44
CULLING ROAD	27%	82%	82%	91%	91%	91%	91%	100%	91%	100%	109%	45%	18%	9%	9%	69%	11
ELEPHANT LANE	257%	286%	286%	329%	300%	300%	314%	314%	314%	300%	286%	257%	229%	214%	257%	280%	7
GALLEON CLOSE	25%	19%	19%	19%	19%	19%	19%	19%	13%	19%	19%	19%	19%	25%	20%	20%	16
GOMM ROAD	118%	116%	111%	120%	125%	123%	127%	125%	120%	141%	125%	107%	114%	114%	120%	120%	44
HATTERAICK ROAD	100%	100%	100%	100%	100%	50%	0%	0%	50%	50%	50%	50%	100%	100%	150%	73%	2
HOTHFIELD PLACE	150%	183%	150%	133%	133%	133%	117%	117%	117%	100%	117%	133%	133%	133%	200%	137%	6
KENNING STREET	100%	100%	111%	111%	133%	122%	122%	122%	122%	122%	122%	111%	111%	111%	111%	116%	9
KINBURN STREET	30%	28%	28%	34%	36%	40%	34%	36%	40%	42%	36%	38%	38%	34%	34%	35%	53
KING STAIRS CLOSE	13%	13%	13%	25%	13%	13%	13%	25%	13%	13%	13%	13%	13%	13%	13%	14%	8
MAYFLOWER STREET	73%	69%	77%	92%	88%	73%	88%	85%	85%	88%	85%	92%	77%	69%	65%	81%	26
NEEDLEMAN STREET	20%	20%	20%	60%	40%	80%	40%	20%	40%	80%	40%	20%	20%	40%	40%	39%	5
ORANGE PLACE	56%	56%	56%	50%	44%	50%	50%	50%	69%	56%	56%	56%	50%	50%	50%	53%	16
POOLMANS STREET	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0
QUEBEC WAY	15%	79%	110%	138%	138%	131%	141%	131%	126%	133%	82%	79%	54%	36%	26%	95%	39
RAILWAY AVENUE	45%	45%	45%	50%	50%	50%	50%	55%	50%	50%	45%	45%	45%	36%	41%	47%	22
ROBERTS CLOSE	5%	5%	9%	27%	36%	41%	41%	45%	36%	45%	32%	23%	23%	14%	9%	26%	22
ROTHERHITHE STREET	66%	68%	70%	76%	77%	78%	78%	77%	75%	67%	69%	72%	72%	73%	73%	73%	88
SCHOONER CLOSE	6%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	16
SURREY QUAYS ROAD	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0
SWAN ROAD	67%	67%	83%	83%	83%	90%	87%	87%	87%	87%	93%	80%	80%	83%	83%	83%	30
TUNNEL ROAD	55%	55%	55%	55%	45%	59%	55%	50%	45%	41%	45%	45%	36%	36%	45%	48%	22
SOUTHWARK PARK	16%	16%	30%	48%	61%	59%	58%	50%	45%	37%	30%	8%	8%	8%	8%	32%	123

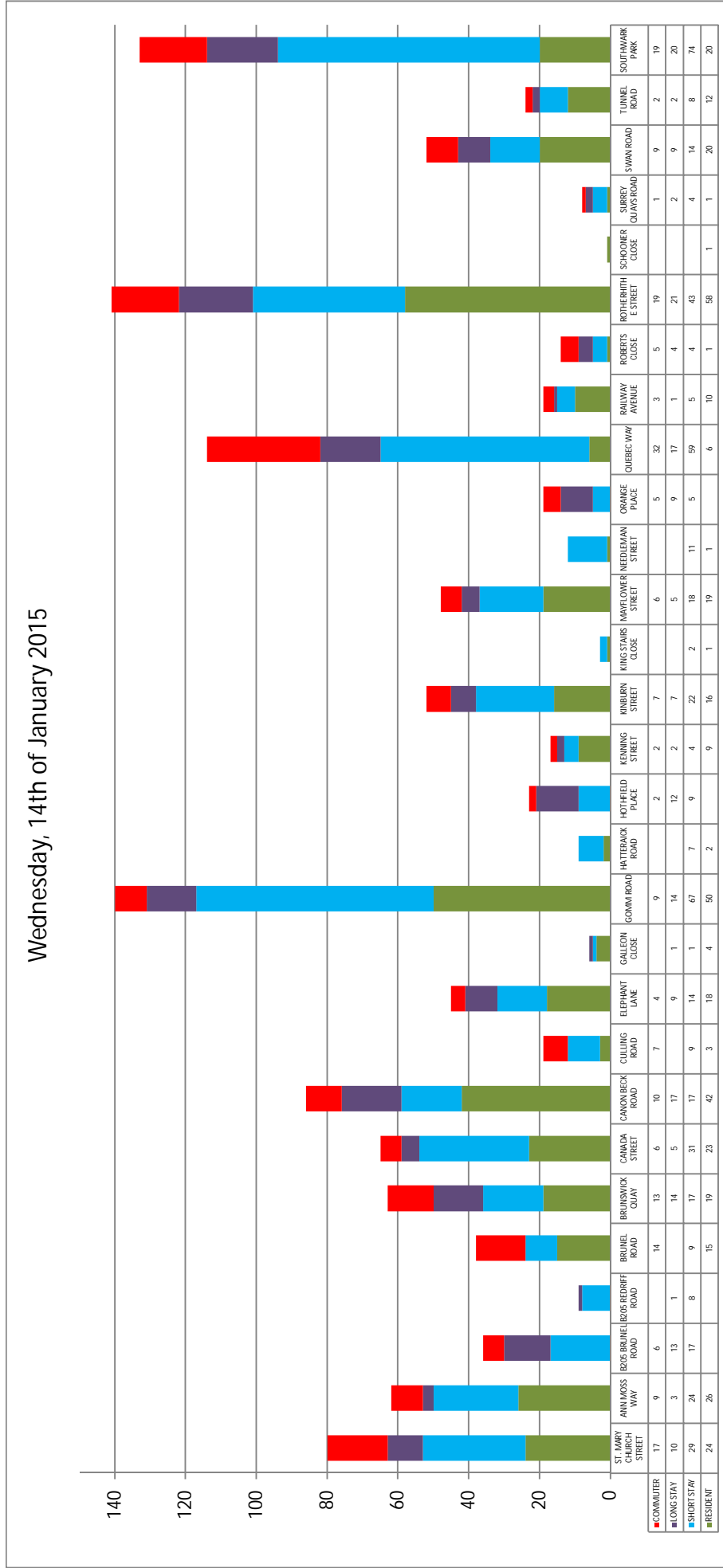


Figure 8: Parking by type of use (Canada Water - weekday).

3.3 Weekend results – Saturday, 17th January 2015

As expected, the weekend parking characteristics for the Canada Water area varied from the weekday ones. The average parking stress level was lower at 52% and, in general, vehicle occupancy was lower during the weekend than during the weekday survey (Figure 9 and Table 13).

The majority of streets showed a very low to low parking stress levels throughout the survey beats (Table 11). Elephant Lane, Hothfield Place, Catterick Road, Kenning Street, Canada Street and Canon Beck Road still showed the highest parking occupancy rates as during the week.

The fact that the above streets appeared stressed beyond capacity for several survey beats can be attributed to the same reasons as for the weekday survey. Indeed, a number of vehicles were observed parked along designated parking restrictions (see Appendix). Namely, 5% of the observed vehicles were parked on double yellow lines and a total of 13% were violating existing restrictions. This was prominent for Needleman Street and Quebec Way, where half of the surveyed vehicles were located within the double yellow line route.

The overall demand for parking spaces per beat ranged from 375 to 436 (see Appendix). The greatest number of parked vehicles was observed between 7am – 4pm. These numbers were lower during the afternoon and evening survey beats.

Table 10: Parking type based on parking activity (Canada Water - weekend).

PARKING TYPE	Vehicles
COMMUTER	83
LONG STAY	123
RESIDENT	399
SHORT STAY	502
Grand Total	1107

A total of 1107 vehicles were surveyed in the Canada Water area during Saturday, 17th January 2015 (Table 10). As with the weekday survey, short stay parking was the most common activity, equating to 45% (502 vehicles) of the overall occupancy, followed by parking associated with residents, which accounted for 36%. Long stay parking did not vary significantly between the weekday and weekend survey (11% - 123 vehicles). Finally, as expected on a weekend, the percentage of commuter vehicles over the sum of observed vehicles was almost half (8%) compared to that of the weekday survey.

The average ratio of non-resident vehicles over the total of observed vehicles (Table 13) did not vary significantly compared to the weekday survey (66%). Generally, the non-resident vehicle percentages per street appeared lower during the weekend, with Hothfield Place, Brunel Road and Quebec Way showing the greatest decrease in observed vehicles belonging to non-residents.

It is also worth mentioning that for A205 Brunel Road, Gomm Road and St. Mary Church Street, cars parked for a short period of time accounted for more than half of the overall number of observed vehicles (Figure 10).

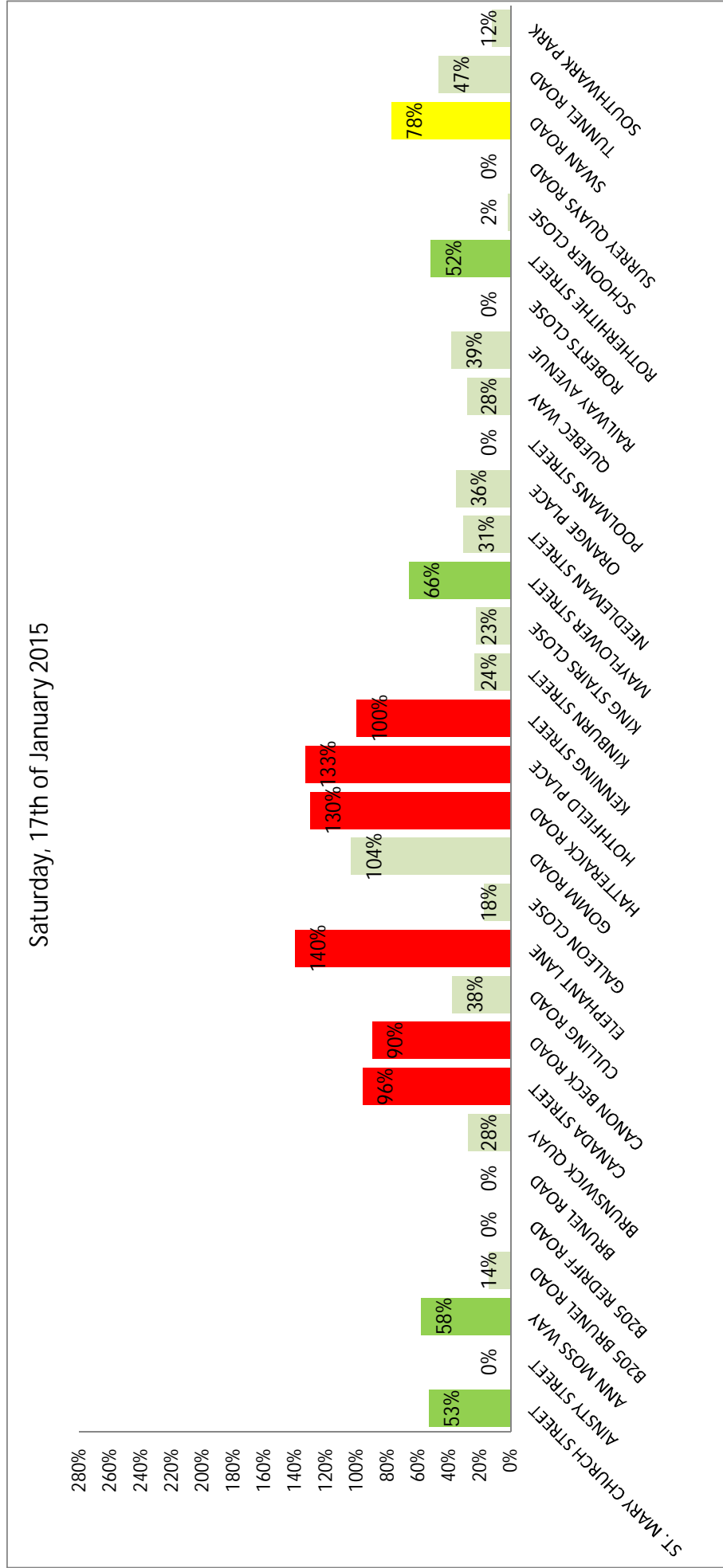
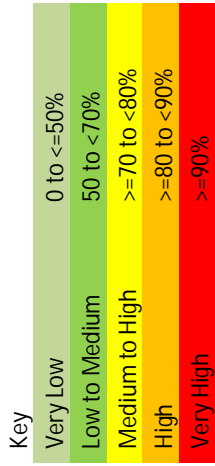


Figure 9: Average parking occupancy per street (Canada Water - weekend).

Table 11: Average parking occupancy per beat per street (Canada Water - weekend).

STREET NAME	Average parking occupancy (%) - 17th January 2015, Saturday														Average	Capacity	
	06:00 - 07:00	07:00 - 08:00	08:00 - 09:00	09:00 - 10:00	10:00 - 11:00	11:00 - 12:00	12:00 - 13:00	13:00 - 14:00	14:00 - 15:00	15:00 - 16:00	16:00 - 17:00	17:00 - 18:00	18:00 - 19:00	19:00 - 20:00			20:00 - 21:00
ST. MARY CHURCH STREET	53%	56%	60%	60%	56%	53%	49%	56%	58%	49%	53%	51%	53%	49%	44%	53%	55
AINSTY STREET	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0
ANN MOSS WAY	54%	57%	54%	51%	66%	69%	66%	60%	51%	51%	54%	49%	57%	63%	71%	58%	35
B205 BRUNEL ROAD	14%	17%	16%	17%	13%	13%	14%	16%	16%	13%	10%	10%	14%	14%	16%	14%	63
B205 REDRIFF ROAD	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0
BRUNEL ROAD	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26
BRUNSWICK QUAY	25%	30%	29%	28%	27%	26%	27%	27%	31%	31%	30%	26%	26%	25%	27%	28%	114
CANADA STREET	75%	88%	88%	96%	104%	96%	96%	108%	113%	100%	100%	100%	104%	92%	88%	96%	24
CANON BECK ROAD	100%	98%	98%	86%	82%	82%	80%	89%	84%	93%	98%	93%	91%	91%	86%	90%	44
CULLING ROAD	0%	27%	64%	100%	100%	100%	100%	82%	0%	0%	0%	0%	0%	0%	0%	38%	11
ELEPHANT LANE	171%	157%	171%	171%	157%	143%	114%	129%	129%	100%	143%	100%	143%	143%	129%	140%	7
GALLEON CLOSE	25%	25%	19%	19%	13%	13%	13%	13%	13%	13%	6%	19%	25%	25%	25%	18%	16
GOMM ROAD	109%	105%	109%	114%	130%	130%	105%	93%	98%	84%	91%	102%	105%	89%	93%	104%	44
HATTERAICK ROAD	100%	100%	100%	100%	100%	100%	50%	50%	100%	100%	50%	200%	250%	300%	250%	130%	2
HOTHFIELD PLACE	150%	150%	150%	117%	117%	100%	133%	133%	167%	167%	133%	83%	117%	150%	133%	133%	6
KENNING STREET	111%	111%	111%	100%	122%	111%	100%	100%	100%	111%	78%	100%	67%	89%	89%	100%	9
KINBURN STREET	28%	26%	28%	30%	28%	26%	23%	25%	23%	21%	19%	19%	21%	19%	21%	24%	53
KING STAIRS CLOSE	0%	25%	25%	25%	25%	13%	13%	13%	13%	13%	25%	38%	38%	38%	23%	23%	8
MAYFLOWER STREET	77%	69%	62%	77%	77%	65%	69%	62%	65%	65%	62%	54%	62%	62%	65%	66%	26
NEEDLEMAN STREET	20%	40%	20%	0%	20%	40%	60%	40%	40%	20%	40%	40%	40%	20%	20%	31%	5
ORANGE PLACE	19%	19%	25%	19%	13%	44%	38%	38%	63%	44%	44%	38%	44%	44%	50%	36%	16
POOLMANS STREET	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0
QUEBEC WAY	23%	31%	33%	41%	38%	41%	44%	26%	26%	26%	23%	21%	15%	15%	18%	28%	39
RAILWAY AVENUE	41%	41%	41%	41%	36%	41%	36%	41%	36%	45%	41%	41%	32%	32%	36%	39%	22
ROBERTS CLOSE	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22
ROTHERHITHE STREET	52%	52%	53%	49%	49%	45%	44%	52%	56%	56%	55%	51%	56%	55%	52%	52%	88
SCHOONER CLOSE	6%	0%	0%	6%	0%	0%	0%	0%	0%	0%	6%	6%	6%	0%	0%	2%	16
SURREY QUAYS ROAD	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0
SWAN ROAD	80%	77%	77%	83%	80%	83%	73%	73%	90%	83%	73%	83%	67%	70%	70%	78%	30
TUNNEL ROAD	45%	45%	50%	45%	41%	36%	36%	45%	59%	55%	50%	41%	50%	50%	55%	47%	22
SOUTHWARK PARK	11%	11%	14%	13%	21%	15%	15%	15%	12%	16%	15%	7%	7%	7%	7%	12%	123



Figure 10: Parking by type of use (Canada Water - weekend).

3.4 Summary – Canada Water

Overall, both Denmark Hill and Canada Water presented the same parking characteristics regarding parking occupancy for the different survey days. The weekly parking stress level was 71% for both areas, followed by a decrease of approximately 20% for the Saturday survey period.

Over half of the surveyed streets were below medium stressed with a small number of roads, namely Canada Street, Elephant Lane, Hothfield Place, Kenning Street, Canon Beck Road and Quebec Way, that appeared very highly and beyond capacity stressed for several survey beats during both the weekday and weekend periods. The latter could be attributed to the adjacent parking trip generators, such as the existing Controlled Parking Zones and the National Rail and Overground stations within the area.

The survey also revealed that 18% and 13% of vehicles for the weekday and weekend survey, respectively, were found parked along existing parking restrictions. This issue was more prominent in the Canada Water area compared to Denmark Hill.

Undoubtedly, short stay parking was the most common activity for both the weekday and Saturday survey periods. Although the percentage of parking associated with residents was very high, less than one third of the observed cars belonged to residents regardless the survey day.

Table 12: Street summary (Canada Water - weekday).

Wednesday, 14 January 2015

STREET NAME	Average occupancy %	Maximum occupancy %	Time of first max occupancy	Minimum occupancy %	Time of first min occupancy	Average % non-resident (all survey period 06:00-21:00)	Average % non-resident (daytime 08:00-18:00)
ST. MARY CHURCH STREET	62%	69%	09:00	44%	06:00	70%	49%
AINSTY STREET	-	-	-	-	-	-	-
ANN MOSS WAY	78%	91%	15:00	63%	17:00	58%	34%
B205 BRUNEL ROAD	19%	24%	14:00	14%	08:00	100%	100%
B205 REDRIFF ROAD	-	-	17:00	-	07:00	100%	100%
BRUNEL ROAD	84%	100%	13:00	58%	06:00	61%	52%
BRUNSWICK QUAY	30%	37%	16:00	23%	06:00	70%	49%
CANADA STREET	113%	133%	15:00	96%	20:00	65%	32%
CANON BECK ROAD	92%	98%	17:00	86%	09:00	51%	34%
CULLING ROAD	69%	109%	16:00	9%	19:00	84%	79%
ELEPHANT LANE	280%	329%	09:00	214%	19:00	60%	39%
GALLEON CLOSE	20%	25%	06:00	13%	14:00	33%	10%
GOMM ROAD	120%	144%	15:00	107%	17:00	64%	34%
HATTERAICK ROAD	73%	150%	20:00	0%	12:00	78%	63%
HOTHFIELD PLACE	137%	200%	20:00	100%	15:00	100%	100%
KENNING STREET	116%	133%	10:00	100%	06:00	47%	21%
KINBURN STREET	35%	42%	15:00	28%	07:00	69%	45%
KING STAIRS CLOSE	14%	25%	09:00	13%	06:00	67%	10%
MAYFLOWER STREET	81%	92%	09:00	65%	20:00	60%	41%
NEEDLEMAN STREET	39%	80%	11:00	20%	06:00	92%	42%
ORANGE PLACE	53%	69%	14:00	44%	10:00	100%	100%
POOLMANS STREET	-	-	-	-	-	-	-
QUEBEC WAY	95%	141%	12:00	15%	06:00	95%	92%
RAILWAY AVENUE	47%	55%	13:00	36%	19:00	47%	29%
ROBERTS CLOSE	26%	45%	13:00	5%	06:00	93%	83%
ROTHERHITHE STREET	73%	78%	11:00	66%	06:00	59%	41%
SCHOONER CLOSE	1%	6%	06:00	0%	09:00	0%	0%
SURREY QUAYS ROAD	-	-	12:00	-	07:00	88%	100%
SWAN ROAD	83%	93%	16:00	67%	06:00	62%	42%
TUNNEL ROAD	48%	59%	11:00	36%	17:00	50%	32%
SOUTHWARD PARK	32%	61%	10:00	8%	17:00	66%	85%
ZONE AVERAGE	71%	92%	N/A	49%	N/A	69%	53%
ZONE MAX	280%	329%	N/A	214%	N/A	100%	100%
ZONE MIN	1%	6%	N/A	0%	N/A	0%	0%

Key

Very Low	0 to <=50%
Low to Medium	50 to <70%
Medium to High	>=70 to <80%
High	>=80 to <90%
Very High	>=90%

Table 13: Street summary (Canada Water - weekend).

Wednesday, 14 January 2015

STREET NAME	Average occupancy %	Maximum occupancy %	Time of first max occupancy	Minimum occupancy %	Time of first min occupancy	Average % non-resident (all survey period 06:00-21:00)	Average % non-resident (daytime 08:00-18:00)
ST. MARY CHURCH STREET	53%	60%	08:00	44%	20:00	65%	31%
AINSTY STREET	-	-	-	-	-	-	-
ANN MOSS WAY	58%	71%	20:00	49%	17:00	59%	30%
B205 BRUNEL ROAD	14%	17%	07:00	10%	16:00	76%	45%
B205 REDRIF ROAD	-	-	13:00	-	06:00	-	-
BRUNEL ROAD	0%	0%	-	0%	-	28%	12%
BRUNSWICK QUAY	28%	31%	14:00	25%	19:00	58%	32%
CANADA STREET	96%	113%	14:00	75%	06:00	61%	39%
CANON BECK ROAD	90%	100%	06:00	80%	12:00	55%	32%
CULLING ROAD	38%	100%	09:00	0%	06:00	100%	100%
ELEPHANT LANE	140%	171%	06:00	100%	15:00	54%	14%
GALLEON CLOSE	18%	25%	06:00	6%	16:00	43%	7%
GOMM ROAD	104%	130%	10:00	84%	19:00	63%	36%
CATTERICK ROAD	130%	300%	19:00	50%	12:00	88%	50%
HOTHFIELD PLACE	133%	167%	14:00	83%	17:00	63%	34%
KENNING STREET	100%	122%	10:00	67%	18:00	57%	14%
KINBURN STREET	24%	30%	09:00	19%	16:00	63%	46%
KING STAIRS CLOSE	23%	38%	17:00	0%	06:00	100%	100%
MAYFLOWER STREET	66%	77%	06:00	54%	17:00	57%	30%
NEEDLEMAN STREET	31%	60%	12:00	0%	09:00	92%	89%
ORANGE PLACE	36%	63%	14:00	13%	10:00	83%	52%
POOLMANS STREET	-	-	-	-	-	-	-
QUEBEC WAY	28%	44%	12:00	15%	19:00	68%	36%
RAILWAY AVENUE	39%	45%	15:00	32%	18:00	47%	9%
ROBERTS CLOSE	0%	0%	-	0%	-	65%	-
ROTHERHITHE STREET	52%	56%	14:00	44%	12:00	-	41%
SCHOONER CLOSE	2%	6%	06:00	0%	07:00	67%	100%
SURREY QUAYS ROAD	-	-	09:00	-	19:00	78%	72%
SWAN ROAD	78%	90%	14:00	67%	18:00	51%	29%
TUNNEL ROAD	47%	59%	14:00	36%	11:00	70%	50%
SOUTHWARD PARK	12%	21%	10:00	7%	18:00	83%	48%
ZONE AVERAGE	51%	71%	N/A	33%	N/A	66%	44%
ZONE MAX	140%	300%	N/A	100%	N/A	100%	100%
ZONE MIN	0%	0%	N/A	0%	N/A	28%	7%

Key

Very Low 0 to <=50%

Low to Medium 50 to < 70%

Medium to High >=70 to <80%

High >=80 to <90%

Very High >=90%



Canada Water Consultation questionnaire

Have your say about parking

We would like to hear your views on the proposal to introduce parking controls to your area. Please read the background document and consider the drawing before completing the questionnaire online or by returning it to us via the freepost address, by Friday 19 June 2015.

The quickest way to respond is online at www.southwark.gov.uk/parkingprojects

Postal responses should be sent to the following address:

FREEPOST RSDT-BHXX-SCAJQ, Public Realm Projects (Parking Design), Floor 3, Hub 1, Southwark Council, Public Realm Division, PO BOX 64529, London, SE1P 5LX.

SECTION A – About you

It is important to know some details about you so that we can carefully analyse the results. To enable your comments to be matched to your street and to avoid any possible duplication of responses we need your full details.

1. Are you a resident or business? Resident Business

Name <i>(required)</i>	
House / flat number and street name <i>(required)</i>	
Postcode <i>(required)</i>	
Email <i>(optional)</i>	

SECTION B – Your parking experience

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

None (don't own a vehicle) None (park off-street) 1 2 or more

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

Never	<input type="checkbox"/> You	<input type="checkbox"/> Your visitor
Monday-Friday, daytime	<input type="checkbox"/> You	<input type="checkbox"/> Your visitor
Monday-Friday, evening	<input type="checkbox"/> You	<input type="checkbox"/> Your visitor
Saturday	<input type="checkbox"/> You	<input type="checkbox"/> Your visitor
Sunday	<input type="checkbox"/> You	<input type="checkbox"/> Your visitor

SECTION C – The proposals and your views

4. Do you want a parking zone to be introduced in your street?

This is the key question that helps decide whether or not parking controls are introduced

Yes No Undecided

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? (i.e. if a neighbouring road was in favour, would you then want parking controls to be introduced in your street?)

Parking controls can cause displacement. A parking zone in a street next to yours is likely to increase demand for a space in your street.

Yes No Undecided

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

Please tick all options that apply to you.

- 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 (please specify) _____

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

- 10 am to 12 noon (two hours per day)
- 12 noon to 2pm (two hours per day)
- 10 am to 2pm (four hours per day)
- 8.30 am to 6.30pm (all day)
- Other (please specify) _____

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

- Monday to Friday
- Monday to Saturday
- Other (please specify) _____

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

Please use this section to make any comments on the consultation process and/or suggestions for how we can improve the parking layout (position and type of parking bay) in the feasibility design.

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Replies will be used for the analysis of parking requirements in the area and for no other purpose. The information you provide will be used fairly and lawfully and Southwark Council will not knowingly do anything which may lead to a breach of the Data Protection Act 1998.

<p>Further information</p> <p>Telephone: 020 7525 3657</p> <p>Email: parkingreview@southwark.gov.uk</p> <p>Further information on parking in Southwark can be found online by visiting www.southwark.gov.uk/parkingprojects</p>	<p>Postal responses should be sent to the following address:</p> <p>FREEPOST RSdT-BHXK-SCAJQ Public Realm Projects (Parking Design) Floor 3, Hub 1 Southwark Council Public Realm Division PO BOX 64529 London, SE1P 5LX</p>
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Canada Water parking zone consultation

May 2015

www.southwark.gov.uk/parking



Why have I received this consultation pack?

Southwark Council has received requests from residents to introduce or consult upon a parking zone.

Taking this into consideration as well as a planning application commitment to undertake a parking study in the area, the council has agreed to carry out a new consultation as part of a project to assess if a parking zone is appropriate in the following areas:

- Gomm Road area (Plan 1)
- Canon Beck Road area (Plan 2)
- Canada Street area (Plan 3)

We are also consulting on the option to introduce a maximum duration of stay for parking within Southwark Park.

Further details for this consultation can be found on notices posted in the Southwark Park car parks or online at www.southwark.gov.uk/parkingprojects

Have your say on proposals to introduce new parking controls

We are asking all local residents and businesses whether a parking zone should be introduced in your street and if so, during what times of the day. Your views are important to us even if you do not own a vehicle or park in your street.

To help you understand what is being proposed this leaflet contains:

- How to have your say (page 3)
- What are the proposals? (page 4)
- Southwark parking permits (pages 5 to 7)
- Frequently asked questions (FAQ) (pages 8 to 10)
- What happens after the consultation closes? (page 11)
- Further information (page 12)

Inserts

- Questionnaire
- Parking bay feasibility drawings:
 - Plan 1 – Gomm Road area
 - Plan 2 – Canon Beck Road area
 - Plan 3 – Canada Street area

Have your say...

Online

Complete the questionnaire at www.southwark.gov.uk/parkingprojects

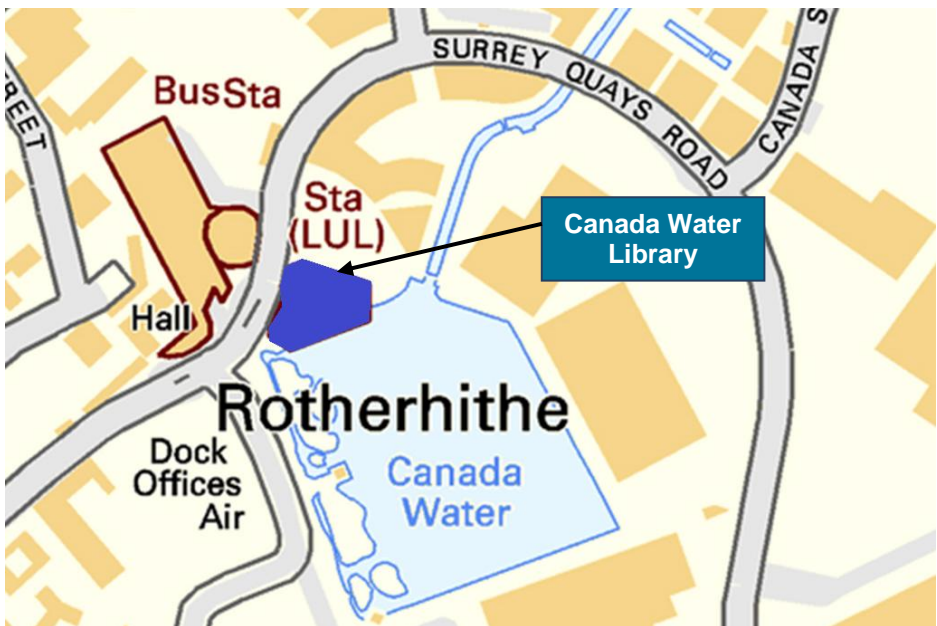
Post

Put your completed questionnaire in an envelope and return it to us via our FREEPOST address (no stamp required)

At an exhibition

Come along and talk to officers at one of the following drop-in sessions

Canada Water Library
Thursday 11 June 2015, between 4.30pm and 7.30pm
Saturday 13 June 2015 between 11.30am and 2.30pm



The consultation closes on
Friday 19 June 2015

What are the proposals?

Primarily we want to know if you support the principle of a parking zone in your street and, if so, when it should operate (times of day and days of the week).

Read about the advantages and disadvantages of a zone in the FAQ

Parking layout

To help you understand what a parking zone might look like we have enclosed a feasibility drawing for each area that shows *where* parking bays could safely be provided. We have also suggested what *type* of bay they could be and who could use them (e.g. resident, loading, blue badge holders, visitor bays). We welcome your comments on this allocation of kerb space.

The consultation area is **not** a proposed parking zone boundary. We will analyse all feedback on a street by street basis and, if support is identified, this may result in recommendations being made for a zone extension or new zone(s) covering a smaller area than covered by this consultation.

The drawing for each area is also available online
www.southwark.gov.uk/parkingprojects

Double yellow lines at junctions

We are committed to improving safety on our roads.

Vehicles that park at junctions reduce the visibility for all road users and increase the risk of a collision.



We will be recommending that 7.5 metres of double yellow lines are installed on all junctions in the consultation areas, irrespective of the outcome of the parking zone consultation.

We acknowledge that parking may be at a premium. However, safety and access take priority over the possible loss of parking spaces.

Rule 243 of The Highway Code says:

“DO NOT stop or park:

- *anywhere you would prevent access for Emergency Services;*
- *opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space;*
- *in front of an entrance to a property;*
- *on a bend”.*

Southwark parking permits

Will I have to buy a parking permit if my street becomes a parking zone?

Yes. As a resident or business in the area you will need to purchase either a resident or business permit to park during zone hours. Outside of zone hours you will not need a permit. Our permits are now 'virtual'.

What if I do not have a vehicle?

You **do not** need to purchase a resident or business permit.

If you have a visitor who wishes to park within a parking zone they will need a visitors permit for their entire stay, during the hours of the zone's operation. These must be purchased in advance.

If a parking zone is introduced, can everyone in the area buy a permit?

Restrictions on parking permits apply to some new developments where a planning condition exists. Please check with the planning department for any restrictions on parking before submitting a permit application.

What are virtual parking permits?

You apply for your permit online and it is issued to your vehicle immediately. They replace paper permits that had to be posted to you and then displayed in your windscreen.

How many permits am I entitled to?

There is a limit of one resident permit per person to a maximum of three per household.

What permits would I be entitled to?

Resident permit costs			
1 month	3 months	6 months	12 months
£15.74	£36.58	£67.83	£125
75% discount for blue badge holders			
75% discount for alternative fuel vehicles and solo motorcycles			
Business permit costs			
3 months	6 months	12 months	
£176	£352	£577.50	
Virtual visitor permits			
1x one hour stay			£1.50
1x five hour stay			£2.50
1x one day stay			£5
10x one hour stay			£10
10x five hour stay			£20
10 x one day stay (1 st purchase during year)			£25
10 x one day stay (2 nd & subsequent purchases)			£45
50% discount for blue badge holders			
Home care workers		Professional health workers	
12 months		12 months	
£125		£125	
On-street pay parking			
£2.50 / hour (pay by phone)			

Permit costs correct at time of publication

For further information regarding parking permits in Southwark, please visit our website

www.southwark.gov.uk/parkingpermits

Resident permits

If you live within the parking zone and your vehicle is registered to that address, you will be entitled to buy a resident parking permit.

Exceptions may apply if your property is a recent development and has a planning condition that limits parking permits.

The permit doesn't entitle you to park in a different parking zone.

Business permits

Businesses operating from an address within Southwark's parking zones may buy permits for vehicles that are essential to their business. They are not available if the vehicle is just used for commuting purposes.

Visitor permits

Residents can buy visitor permits for use by their family, friends or tradespersons. You can buy visitor permits even if you don't have a resident permit or a car.

Visitors will need a visitor permit to park in a residents' bay. If you do not want to buy visitor permits they will need to:

- park on your driveway or land;
- park in a pay by phone space; or
- visit outside of the operating times of the zone when parking is free.

Home care workers' permits

The home care workers' permit enables care staff working for approved home care organisations to park whilst visiting their clients.

The permits are issued to the organisation not to individuals within the organisation. It is the responsibility of the organisation to make the permit available to its home care workers. The permits can be transferred between the organisation's home care workers and their vehicles. Each organisation can hold up to five permits.

Professional health workers' permits

Professional health workers' permits are used by medical and health professionals when making home visits to patients.

The permit cannot be used by medical professionals as a convenient method of parking near their place of work.

Frequently asked questions

What is a parking zone?

Parking zones are used internationally as an effective way of prioritising kerb space in favour of certain types of road user or activity (e.g. residents or vehicles that are loading).

Locations that are safe to park are identified by marked bays. All other areas are restricted and are not available for parking; these are usually indicated by yellow lines.

During the operational times of a zone, parking bays can only be used by specific types of user (e.g. resident permit holders). Signs will clearly indicate who is permitted to park.

The use of a permit system means that priority can be given to resident parking but others (e.g. commuters) can be excluded. This should help ease the pressure on street parking.

The council has the power to issue a penalty charge notice (a 'parking ticket') to motorists who don't follow the parking signs.

What are the advantages and disadvantages of a parking zone?

ADVANTAGES

- Prioritises space for local residents businesses and their visitors.
- Prevents commuter parking
- Improves access for vehicles – especially emergency service and refuse vehicles
- Improves highway safety and reduces inconsiderate parking
- Enables 'permit-free' planning conditions to be placed upon future developments
- Reduces the dominance of parked cars on a street, enabling other use of that space

DISADVANTAGES

- There are cost implications associated with the operation of a parking zone
- Displacement effect to nearby uncontrolled roads
- Those wanting to park must pay for a parking permit
- Street clutter (signs and lines)

What if we don't have a parking problem in our street?

Tell us! We want everyone to respond to this consultation with their views because you know the area best. We will carefully analyse the results on a street by street basis and make recommendations accordingly.

It is important to consider that the introduction of parking controls in one street often results in displacement of parking into adjacent streets, as commuters and other motorists may move their cars somewhere else.

Consequently, we also ask those who are not in favour at the moment if they would change their mind if the adjacent street to them became part of a zone.

What days and hours would the parking zone operate?

This is an aspect of this consultation. The questionnaire asks what time you think controls should operate. The outcome of the consultation and results of the parking stress survey will help us make a final decision.

What is the difference between an all day and a part day zone?

All day parking zone (e.g. 8.30am to 6.30pm)

All day controls are successfully used in areas that have a high demand for parking throughout the course of the day and with pressure from a variety of sources. This includes streets that are close to town centres, leisure attractions and public transport hubs etc.



These zones give a high degree of priority for local residents, businesses and their visitors; reducing the negative effects of commuter parking. Of course, longer hours of operation also mean that residents and visitors who want to park on-street will need a permit or to pay for parking more frequently.

Part day parking zone (e.g. 12 noon to 2pm)

Part day controls are most successful in areas that have a sudden surge on demand for parking once a day, such as streets that are close to a commuter rail station. An example of this is Herne Hill (HH) parking zone.



Outside of operational hours (i.e. most of the day) then parking is free and unrestricted. This can offer greater flexibility to residents and their visitors but it is also likely to result in higher pressure upon parking and with fewer available spaces. This is especially the case if the demand for parking isn't solely associated with rail station commuter parking.

Would shorter operating hours result in cheaper parking permits?

Shorter operating periods would not result in lower permit prices; although you might need fewer visitor permits per year which would save you money. The council takes the view that parking permits should be the same price in all zones within Southwark because the service that we provide (prioritising parking to certain groups) remains the same, irrespective of any operational details.

What if I am a disabled blue badge holder or have a disabled bay?

Blue badge holders can park free and without time limit in all shared use bays, pay and display bays and dedicated blue badge bays. They can also park on yellow lines for a maximum of three hours.



If you don't have a blue badge bay outside your home you are entitled to a 75% discount on a resident's parking permit.

Does Soutwark set up parking zones in order to make money?



No. Parking zones are introduced as a tool to manage the finite supply of parking space on our road network.

We need to charge for parking permits to cover the operational costs of the zone. We maintain a ring-fenced parking account and publish full details of income and expenditure annually.

By law, any surplus on the parking account must be invested back into transport related improvements such as highway improvements, school crossing patrols, public realm improvements and safer car parks.

Parking stress surveys

The council commissioned a parking stress survey using a standard methodology for collation of data on occupancy and duration of stay.

The results of the survey help provide a clear picture about the profile of parking in the area.

The following details can be noted:

The full weekday and weekend parking surveys can be found on our website and will be available to view at the exhibitions.

Study area	Street	Average weekday parking occupancy
Plan 1	Ann Moss Way	78%
	Culling Way	69%
	Gomm Road	120%
	Hothfield Place	137%
	Orange Place	53%
Plan 2	Canon Beck Road	92%
Plan 3	Canada Street	113%
	Quebec Way	95%

What happens after the consultation closes?

We will analyse all the responses on a street by street basis and report the draft findings and recommendations to the community council, which you are welcome to attend.

The council's policies support the introduction of parking zones but only where there is local support to do so.

The final report and any final design will be approved by the Cabinet Member for Environment, Transport and Recycling in November 2015.

Should a parking zone be approved, we will write to you to explain what happens next, but the stages are summarised below

Phase	Expected dates
Draft consultation findings and recommendations reported to community council	October 2015
Final report to Cabinet Member for Regeneration, Planning and Transport	November 2015
Statutory traffic order consultation	Winter 2015
Delivery and implementation of parking zone (subject to consultation results)	Early 2016



Further information

Further information about the project can be found online

www.southwark.gov.uk/parkingprojects

Telephone: 020 7525 3657

Email: parkingreview@southwark.gov.uk

Please note that we are not able to respond to all comments individually

Postal responses should be sent to the following address:

FREEPOST RSDT-BHXK-SCAJQ

Public Realm Projects
(Parking Design)

Floor 3, Hub 1

Southwark Council

Public Realm Division

PO BOX 64529

London, SE1P 5LX

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

للترتيب لترجمة هذه الكراسة خذها رجاءً إلى أحد العنوانين التاليين:

Para obtener una traducción de este folleto, llévelo a:

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

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

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

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

為獲取此單張的翻譯版本，請將單張帶到以下一站式辦事處：

Walworth

376 Walworth Road
SE16 2NG

Bermondsey

11 Market Place
Southwark Park Road
SE16 3UQ

Peckham

122 Peckham Hill Street
Ground Floor
SE15 5JR

**For a large print version of this document,
please contact 020 7525 3657 or email:**

parkingreview@southwark.gov.uk

**This consultation closes on:
19 June 2015**

Feasibility design overview

The parking layout for your street can be found on one of the three attached plans

The enclosed plan is provided to help you understand what a parking zone could look like if it was approved for your area.

The suggested positions and types of parking bay are based upon our initial surveys and reflect the council's highway design standards.

Please use the questionnaire to tell us your views on this design. All comments received will be considered and will help shape the final recommendations.

The boundary shown on the plan identifies the project and consultation area; it is not the boundary of a proposed new zone. The outcome of this consultation will help the council understand which streets support a parking zone and how our design should be refined to reflect those opinions. This may result in a new zone (or an existing zone extension) being approved for some, all or none of the streets consulted.

The design principles of our feasibility design

- Provide parking bays wherever safe and unobstructive to traffic
- Restrict parking at junctions and dropped kerbs to ensure good visibility and access for all road users
- Prioritise parking spaces in favour of resident and business permit holders
- Provide the option of paid (visitor) parking within an easy walk of each street
- All existing disabled bays to remain
- Minimise the visual impact of traffic signs and lines through innovative design such as permit parking areas (PPA) and restricted parking zones (RPZ)

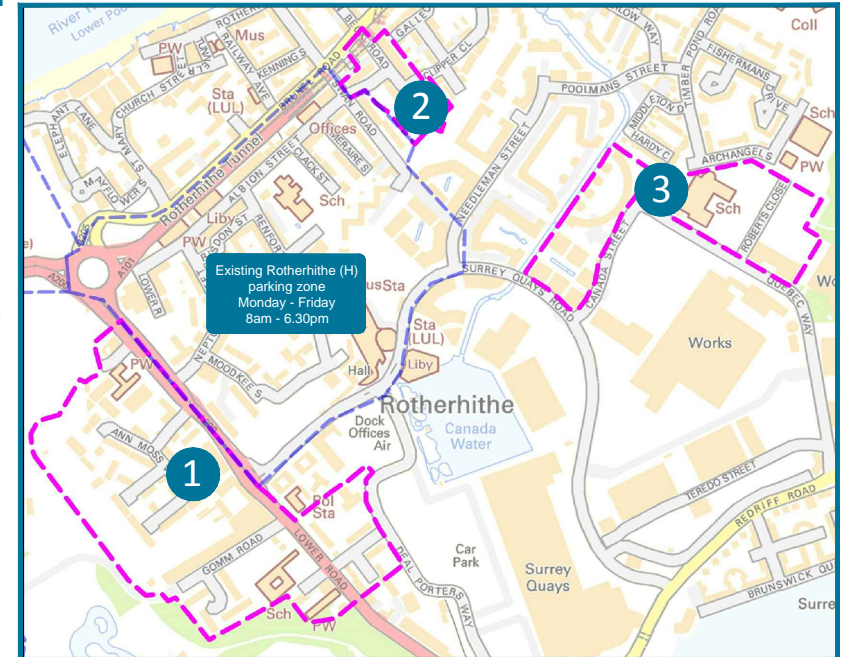
Permit parking area



PPAs reduce the visual impact of parking controls by removing white parking bay lines. They allow permit holders to park in the locations they think are appropriate but without the pressure of commuters. Signs are installed at the entrance to the area and at repeated intervals. Yellow lines will still be used to indicate where it is unsafe to park.

The entry signs do not restrict any access into the street, for example to make deliveries or reach private parking areas or driveways.

These types of schemes are extremely successful at minimising the impact that other parking zones may have, as they greatly reduce the requirement for road markings and signs. However, because the signage is very limited, they do work best in small, contained areas and not on extensive road networks.



Loading and unloading

Parking bays - You can stop to load and unload in any parking bay (except a disabled bay) for a maximum of 20 minutes during zone hours

Yellow lines - Loading and unloading is permitted on single and double yellow lines for a maximum of 40 minutes so long as the loading is continuous

Legend to plans

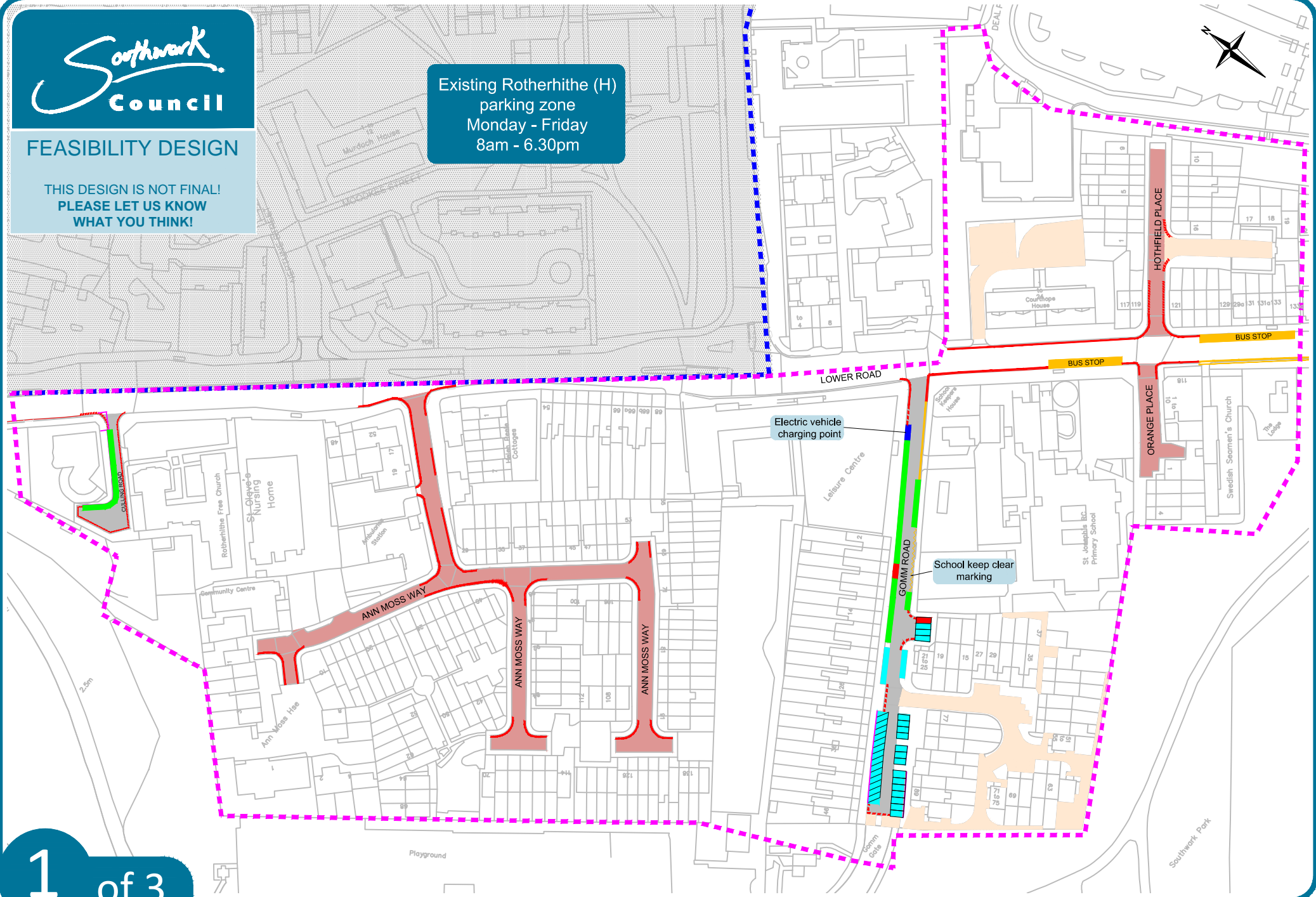
Area of road	Colour on plan
Double yellow line (existing)	
Double yellow line (proposed)	
Single yellow line (existing)	
Dropped kerb	

Area of road	Colour on plan
Permit bay (proposed)	
Permit and paid bay (proposed)	
Disabled bay (existing)	
CPZ boundary (existing)	

Area of road	Colour on plan
Permit Parking Area	
Public highway	
Non-public highway	
Boundary of study area	

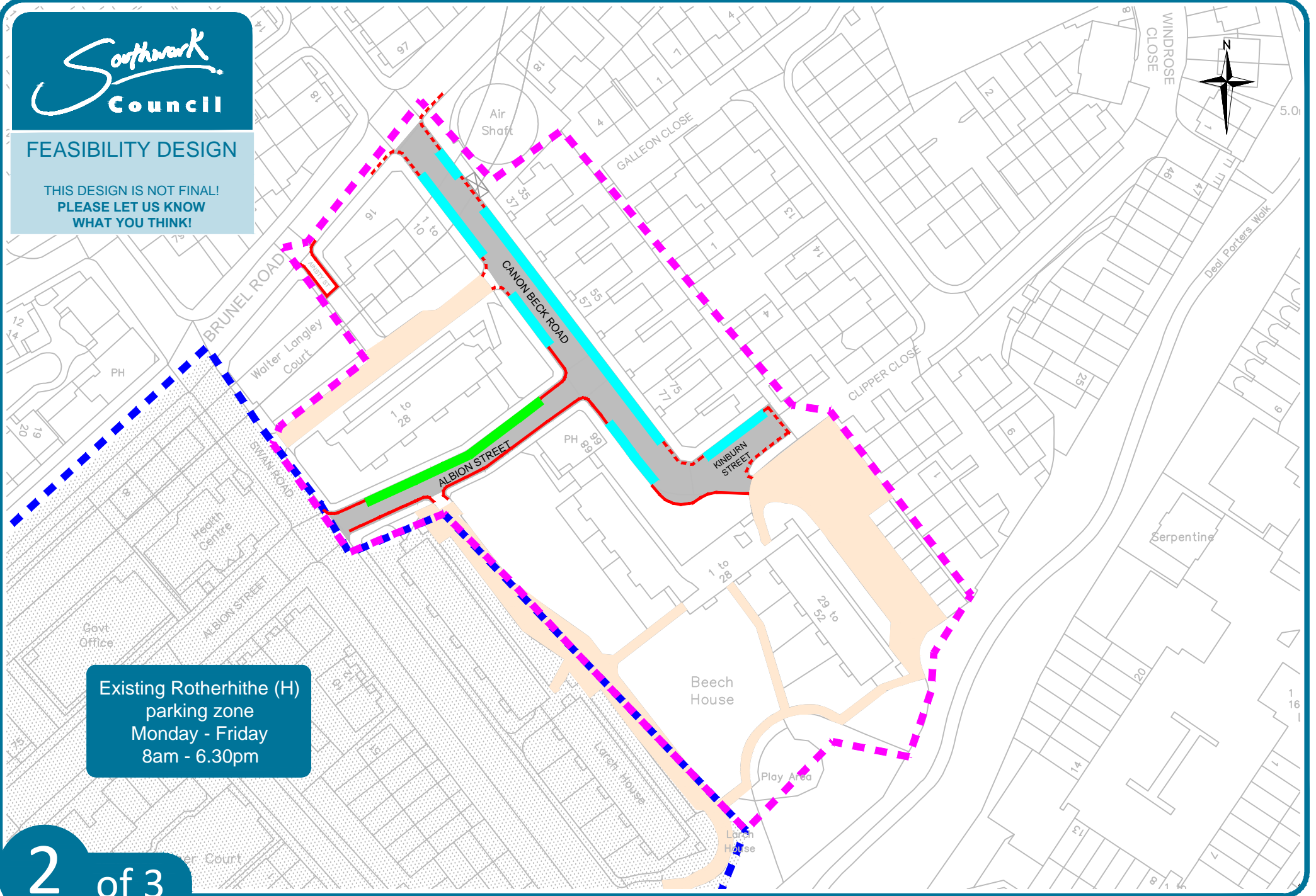
THIS DESIGN IS NOT FINAL!
PLEASE LET US KNOW
WHAT YOU THINK!

Existing Rotherhithe (H)
parking zone
Monday - Friday
8am - 6.30pm



FEASIBILITY DESIGN

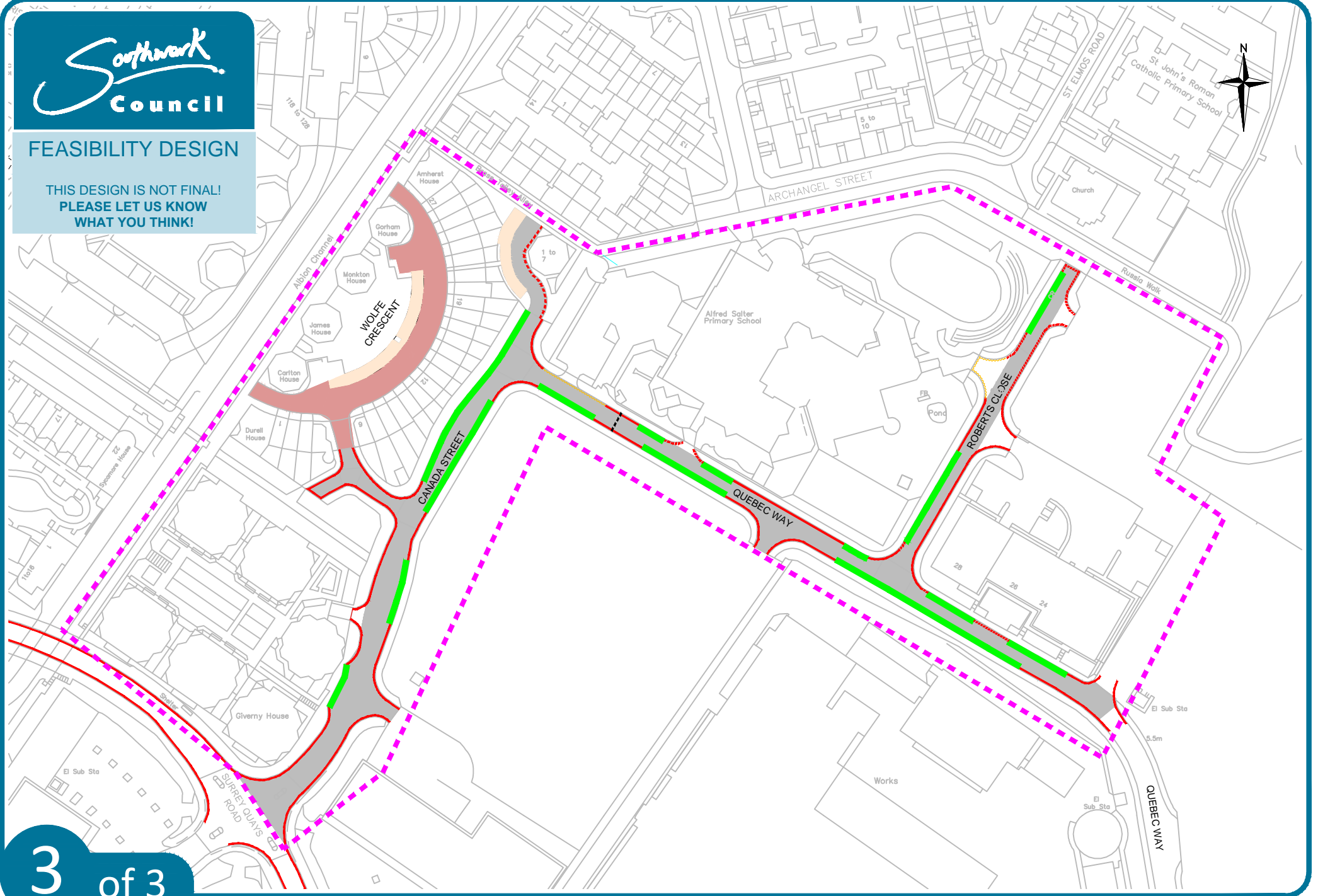
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All comments received are included in this appendix. Comments are shown as per the original submission (including original spelling and grammar), although details that may identify the respondent (e.g name or property number) have been removed.

All comments starting with INT, Blank and in UPPER CASE were entered internally from paper questionnaires submitted by post. All other comments were submitted via an online questionnaire.

All comments starting LATE and in UPPER CASE are postal responses received between the consultation closing date of 19 June and 26 June 2015 (additional time allowed for responses posted on 19 June to reach the council). Responses after this date were not recorded.

Road	Comments
Ann Moss Way	As stated above, I am strongly against parking controls in Ann Moss Way. There is not, and has never been, a problem with parking for residents here or their visitors. Parking controls have previously been proposed by the Council some years ago and were opposed by residents here and we remain opposed to this proposal. The only reason that the Council would put in parking controls here is as a money making opportunity as there is no benefit of doing so to residents here. It is entirely unnecessary and unwanted and will also look very ugly in what is currently a very pretty cul de sac.
Ann Moss Way	Based on my personal knowledge of the overwhelming objection to these proposals by the residents of Ann Moss Way, if the council continues to move forward with these proposals, I consider that such action would be so unreasonable that no reasonable council would have taken such a decision.
Ann Moss Way	Do not bring parking restrictions to Ann Moss Way.
Ann Moss Way	Do not include Ann Moss Way. We are perfectly fine as we are at present and do not need or want your restrictions, thank you.
Ann Moss Way	Do not want parking Zone. No need parking zone. Please provide evidence of requests from residents to introduce or consult upon a parking zone. If number of requests is enough to be considered.
Ann Moss Way	I am undecided, on the one hand parking restriction would stop non-residents from parking in our street but on the other hand it would also cause more expense for residents who would have to pay for visitors to park outside their house. Could residents be given free permits for visitors? Will parking permits only be sold to local residents or can anyone else buy them? I am also concerned about displacement if adjacent streets have parking restrictions and my street doesn't.
Ann Moss Way	I or my guests have never had a problem parking on Ann Moss Way.
Ann Moss Way	I understand the main problem is the commuters using the street as parking. I also agree with neighbours who have regular visitors that it can be difficult to park in my side of the street at times. If a resident area is introduced, I would prefer it to be restricted to 2 hours a day then revise its effect and if needed, increase to four hours and so on before a full 8;30-6;30 is introduced.
Ann Moss Way	I'm wondering if the proposed plans for Quebec way and Canada street has taken into consideration the impact that parking enforcements would have on the parents and children of Alfred Salter school. This school does not have breakfast clubs or after school childcare facilities and as a result working parents have to be very precise in working/pick up arrangements. This means that many need to drive to drop off and collect children. To not be able to do this would have a huge negative impact on working parents and childcare costs. It also would not favour parents who have to travel quite far to get to the

	<p>school and therefore also need to drive, unfortunately children are no longer guaranteed their local school and travelling in is commonplace.</p> <p>As the school doesn't provide after school clubs, these activities need to be elsewhere, again, making driving essential in order to reach the places on time.</p> <p>I also have an interest in how the parking occupancy was carried out. I had noticed my road being particularly busy one day and seen people on the street and assumed the extra cars were to do with their work. I did approach the people recording information and asked what they were doing, but it did raise the question as to whether this was an accurate survey or was perhaps purposely skewed in some way???</p>
Ann Moss Way	INT
Ann Moss Way	INT.
Ann Moss Way	INT. ALL RESIDENTS HAVE A DESIGNATED PARKING SPOT. THERE IS NO NEED FOR A PARKING ZONE ON ANN MOSS WAY.
Ann Moss Way	INT. AS FAR AS I AM AWARE THERE IS NOT A PARKING PROBLEM IN ANN MOSS WAY DUE TO OFF STREET PARKING. THERE IS NOT ENOUGH FREE PARKING IN THE AREA, SO WHY CANNOT ANN MOSS WAY GIVE SOME FREE PARKING TO SOME PEOPLE. THIS OPPORTUNITY IS BECOMING VERY RARE!!!
Ann Moss Way	INT. I THINK ANN MOSS WAY HAS BEEN GETTING INCREASINGLY BUSY WITH COMMUTER PARKING OVER PAST YEAR AND THIS RISKS SPOILING PEACEFUL NATURE OF THE CUL DE SAC. UNFORTUNATELY, I THINK ALL DAY PARKING CONTROLS ARE THE BEST ANSWER AS, IF NEIGHBOURING STREETS INTRODUCE THEM AND ANN MOSS WAY DOES NOT, ANN MOSS WAY WILL BEGIN TO BE USED MORE FOR SCHOOL RUN PARKING AS WELL.
Ann Moss Way	INT. IN RESPONSE TO QUESTION 5, WE ARE ALREADY ADJACENT TO THE EXISTING ROTHERHITHE PARKING ZONE AND PARKING DOESN'T SEEM TO BE A PROBLEM ON THIS STREET. IN RESPONSE TO QUESTION 7, A PARKING RESTRICTION BETWEEN 8.30 AND 10.30 WOULD DETER ANY POTENTIAL PARKING BY COMMUTERS. IT IS ALSO WORTH NOTING THAT ANN MOSS WAY IS A 5 MINUTE WALK FROM THE HUGE CAR PARK FOR SURREY QUAYS SHOPPING CENTRE, SO THERE IS CAPACITY FOR PARKING LOCALLY. I'VE NOT NOTICED PARKING ISSUES ON ANN MOSS WAY.
Ann Moss Way	INT. NOT NEEDED IN ANN MOSS WAY. NOT NEAR ENOUGH TO CANADA WATER STATION FOR COMMUTERS TO USE. WOULD BE ANOTHER CONSIDERATION FOR VISITORS/DELIVERIES. ONLY RESIDENTS PARK IN ANN MOSS WAY - RARELY SEE AN UNKNOWN VEHICLE.
Ann Moss Way	It would be helpful, if road parking is to be restricted, to have clear signage that the private parking spaces allocated to specific properties (i.e. 'driveways') are not available for public use. For example, the bay outside our house (which is specifically allocated for our private use); and also the area designated 'Ann Moss House' on the plans. These are private land, but the open layout of the estate does not make it clear. We have already experienced people parking in our private space, thinking it is just a public parking space. This could get worse, if on-street parking is restricted.
Ann Moss Way	LATE
Ann Moss Way	LATE. I WANT A PARKING ZONE. IT HAS TO GO IN ALL THE AREAS OTHERWISE THE KNOCK ON AFFECT ON ROADS WITHOUT IT WOULD BE SILLY. ALL ROADS NEED IT PARTICULARLY MONDAY TO FRIDAY. A 2 HOUR RESTRICTION WORKS VERY WELL IN OTHER PARTS OF LONDON. DOES NO NEED TO BE ALL DAY. 2 HOURS STOPS THOSE THAT PARK FOR STATION, BUSES ETC.

Ann Moss Way	please do not introduce parking permits into this street. Parking permits are the whole reason why I had to move away from my last property.
Ann Moss Way	<p>The very nature of your questions would suggest to me that you are bent on introducing a parking zone no matter what we say. Seems your stand that parking zones cause displacement is acting as your get out clause for those residents that might oppose this proposal.</p> <p>Would be interesting to know how much income is normally generated for the council when parking zones are introduced? This could end up costing us an extra £120.00 a year for a service not required.</p> <p>I appreciate budgets are being cut but please don't introduce a parking zone not required.</p>
Ann Moss Way	There is not a problem with parking in Ann Moss Way. This is a small residential cul-de-sac, with most homes having their own driveway. The additional street parking is limited anyway, and mostly used by residents with second cars, so parking zones would be a waste of time. I live at the rear of Ann Moss Way on an area of unadopted road which is not owned by the council, I don't have a driveway but do have two allocated parking places outside my home, which are not controlled by permits. I think if a parking zone was introduced in Ann Moss Way, those residents with second cars living in homes on the proposed roads would park in the area outside my property, which is for people without driveways, instead of paying out the ridiculous charges for resident permits. I strongly feel that this proposal is more about raising revenue for the local authority than helping residents. If it was purely about stopping commuter parking in the area, then why not put in place a residents only parking scheme with free permits to homeowners/tenants on proof of residence?
Ann Moss Way	You should extend the double yellow lines at the entrance into Ann Moss Way. Cars parked too close to the junction with Lower Road effectively means that cars enter Ann Moss Way on the wrong side of the road. This is dangerous.
Ann Moss Way	(blank)
Canon Beck Road	Am very much for the parking permit in this area however it should be free for resident. There always an issues with parking in this area because people will park here all day and take the train to work and us the resident never has any parking spaces.
Canon Beck Road	As a resident I would like to be able to park as near as possible to my home as currently people are using spaces to commute which is unfair.
Canon Beck Road	<p>I don't see the need for a new Controlled Parking Zone for Canon Beck Road. Surely the most sensible thing for this area is to simply extend the existing CPZ marked as zone H. This gives much more flexibility for residents to make use of the (currently) underused residents parking in zone H.</p> <p>In addition, I do not see the need to alter the current parking bays at the Southern end of Canon Beck Road. 3 vehicles can easily be parked in a line perpendicular to the highway. To change this to parallel parking would effective reduce the amount of parking space as well as restricting the available turning space. Essentially a lose, lose situation for residents, emergency vehicles and other road users (e.g. Southwark Council recycling and refuse vehicles) alike.</p>
Canon Beck Road	INT. CANON BECK ROAD IS ONE OF THE LAST STREETS IN THE AREA WITHOUT PERMITS. THIS MEANS THAT MANY CARS IN THE AREA USE IT TO PARK.

	WE'VE ASKED THE COUNCIL IF WE COULD PAY TO ACCESS THE ALBION STREET OR SWAN ROAD PARKING, BUT WAS TOLD NO. WE ARE, THEREFORE, OFTEN STUCK WITH WHERE TO PARK OUR CAR. WE'VE ALSO SEEN AN INCREASE OF PEOPLE ARRIVING WITH THEIR CARS IN THE MORNING BEFORE WALKING OVER TO CANADA WATER TUBE OR ROTHERHITHE OVERGROUND STATION. THIS EXTRA COMMUTER PRESSURE IS JUST TOO MUCH! WE HOPE THE PROPOSAL WILL GO FORWARD WITHOUT ANY UNNECESSARY DELAYS. ALSO - STRANGELY, SUNDAY AFTERNOONS - EVENINGS - IT'S OFTEN IMPOSSIBLE TO PARK UNLESS YOU'RE RIDICULOUSLY LUCKY!
Canon Beck Road	INT. IT WOULD CAUSE ME GREAT ANXIETY IF I WAS FORCED TO BUY A PARKING PERMIT TO PARK OUTSIDE OR NEAR MY OWN FLAT. THERE IS ALWAYS A SPACE IN THE ROAD OR NEARBY. IF YOU WANT TO RELIEVE PARKING ON THE ROADS THEN INTRODUCE COMPULSARY UNDERGROUND CAR PARKS INTO NEW DEVELOPMENTS AT THE PLANNING STAGE. I DO NOT WANT PARKING PERMITS INTRODUCED IN CANON BECK ROAD AND AM WHOLY AGAINST THE PRINCIPAL. THERE ARE PARKING PERMIT BAYS IN SWAN ROAD WHICH ARE NOT USED - THE ROAD IS MOSTLY EMPTY ALL DAY. REMOVING THESES PERMIT AREAS WOULD BE A BETTER IDEA, AS THEY ARE NOT USED, AND THIS WOULD ALLOW MORE FLEXIBILITY.
Canon Beck Road	INT. MYSELF AS I'VE ALREADY SAID ABOVE THE SURROUNDING STREETS NOT OUR CONCERN THE PROBLEM FOR RESIDENTS WITH CARS IS THE CAR PARK ADJACENT TO BEECHHOUSE. YOU SHOULD ONLY GIVE UP TO A MAXIMUM OF 2 PERMITS PER HOUSEHOLD. NO MORE PLUS VISITOR PERMITS FOR FRIENDS AND FAMILY. ALSO, I'VE NOTICED THAT YOU HAVE COMPLETELY FORGOTTEN ABOUT THE AGE OF MOST OF THE RESIDENTS WHO HAVE A CAR AND DID NOT GROW UP IN THE COMPUTER AGE AND SMART PHONES, LIKE ME, THEY DON'T EVEN KNOW HOW TO TURN ON A COMPUTER LET ALONE GO ON LINE FOR PURCHASE OF PERMITS, YOU MUST IMPLEMENT ANOTHER WAY BY PHONE OR LETTER ABOUT PURCHASING PERMITS.
Canon Beck Road	It would be a good idea to use the space next to the play area as there is already a road there.
Canon Beck Road	The design looks to be exactly what is required in Canon Beck Road. On weekdays parking is nigh on impossible due to commuters and also residents of Swan Road who park here presumably to avoid buying a permit for their own road! Compare Canon Beck and Swan Roads during the week and at weekends - Swan Road empty during the week, Canon Beck Road full. Swan Road full at weekends, spaces free in Canon Beck Road.
Canon Beck Road	There is already absolutely minimal parking available in the Canon Beck Road area and is usually self policing in maximising its use. Making the area a restricted zone beyond the absolute minimum can only be seen as a cash cow if you charge the hourly rates proposed for visitors beyond one or two hours. Your objective should only to be to deter commuter parking and nothing else.
Canon Beck Road	(blank)
Gomm Road	I am 94 years old and do not drive, irely on my daughter to care for me and she visits me regularly in her car. I live in the part of Gomm Rd not included in the parking proposals and am concerned that parking restrictions in the public highway part of Gomm rd will simply move the problem to my 'estate' area of Gomm rd. i am concerned therefore that my main carer will not be able to park as the spaces will all be filled by those looking for free parking on the

	estate.
Gomm Road	I fully support this proposal. Gomm Road is plagued by drivers who, due to the proximity to the Underground, park here all day Monday to Friday while working in central London. It may also help to encourage parents from St Joseph's primary school to consider other means of transport when dropping off and collecting their children.
Gomm Road	INT
Gomm Road	INT.
Gomm Road	INT. AS IT IS TODAY, GOMM ROAD PARKING IS MAKING IT MORE DANGEROUS THAN NECESSARY FOR THE CHILDREN AT ST JOSEPHS SCHOOL IN GOMM ROAD, THEREFORE, ENDORSE THESE PROPOSALS.
Gomm Road	INT. I AM IN FAVOUR OF ANY SCHEME THAT ALLOWS US TO PARK, AT ANY TIME. PREFERABLY - GOMM ROAD PARKING FOR GOMM ROAD RESIDENTS. A PARKING PERMIT IN THEORY WOULD BE THE SOLUTION IF WE WOULD HAVE THE PLACE IN OUR ROAD AVAILABLE, AND IT WAS NOT STILL SHORT OF SPACES IN THE AREAS IN THE SAME ZONE. PRESENTLY, WE ARE UP AGAINST COMMUTERS PARKING AND TRAVELLING TO WORK, PEOPLE FROM CANADA WATER WHO REFUSE TO PAY FOR THEIR OWN PARKING PERMITS IN THEIR AREA AND USING GOMM ROAD AS THEIR LONG TERM PARKING SOLUTION, OTHERS USING GOMM ROAD AS A CAR PARK WHILE USING 7 ISLANDS DAY AND NIGHT.
Gomm Road	INT. I'VE LIVED ON THE ESTATE FOR 31 YEARS WHEN NEW. THERE ARE 12 SPACES AND 9 PLACES TO PARK. IF THERE WERE PARKING ZONE WE WOULD LOSE 9 PLACES THROUGH YELLOW LINES AND I THINK IT WOULD CAUSE A BIG PROBLEM IF GOMM ROAD WAS ZONED.
Gomm Road	INT. PARKING ZONE SHOULD BE EXTENDED TO ALSO INCLUDE REAR SIDE OF GOMM ROAD, PLEASE SEE ATTACHED MAPS.
Gomm Road	INT. PLEASE CONSIDER 7 DAYS PERMIT ONLY PARKING . AS A RESIDENT OF GOMM ROAD WE OFTEN FIND OURSELVES NOWHERE TO PARK - THE STREET IS USED AS LONG STAY PARKING (IE LEAVING CARS ON ROAD AND GETTING ON TUBE STATION AND COMING BACK LATE EVENING OR AFTER A LONG HOLIDAY ABROAD. PLEASE HAVE THESE 7 DAY PERMITS AS ITS REALLY NEEDED FOR THE RESIDENTS. PLEASE UNDERSTAND THE FREE PARKING IS ALSO ENCOURAGING BAD DRIVERS AROUND SCHOOL TIMES AND CAUSING CONGESTION ON GOMM ROAD. PLEASE CONSIDER THESE PROBLEMS THAT ARE FOREVER NOT ENDING.
Gomm Road	INT. THE PROPOSAL DOES NOT INCLUDE THE WHOLE OF GOMM ROAD. I LIVE IN THE CUL DE SAC OF GOMM ROAD AND I CONSISTENTLY FIND LEISURE CENTRE VISITORS AND PARK VISITORS PARKING OUTSIDE MY HOUSE, CAUSING ME TO PARK ON THE MAIN GOMM ROAD. IF THE PROPOSAL FOR GOMM ROAD (MAIN ROAD) PASSES, I AM AFRAID THE PARKING SCENARIO WILL WORSEN ON MY PART OF GOMM ROAD. PLEASE REVISE. UNLESS YOU COULD PUT A SIGN ON THE ENTRANCE OF THE CUL DE SAC THAT ACCESS IS RESTRICTED TO RESIDENTS ONLY.
Gomm Road	It will important to make every conceivable space available to ensure that we keep access to the maximum number of parking bays. A consideration for me is that I have young grandchildren who visit regularly and I cannot walk a distance with them and their belongings, (especially the twins), or leave them alone in the house while I return to the car for any reason.
Gomm Road	The street is becoming almost impossible to get parked. From the commuters

	<p>who arrive in the morning and then walk to the tube or the gym users or the parents of school children who leave car all day and the visitors to the park. It just means that you can never confidently get parked</p>
Lower Road	<p>INT. WE ARE HAPPY FOR A PARKING ZONE (OF THE PROPOSED AREA) TO BE INTRODUCED, HOWEVER, THE ISSUE IT NEEDS TO ADDRESS IS COMMUTERS PARKING ON ANN MOSS WAY ALL DAY. AS SUCH WE FEEL STRONGLY THAT ALL DAY CHARGING FOR VISITOR PERMITS IS NOT REQUIRED. 1) 2 HOUR SHOT IN THE MIDDLE OF THE DAY WOULD DEAL WITH THE ISSUE AND 2) AS WE LIVE ON THE MAIN ROAD, THE ONLY PLACE VISITORS CAN PULL IN TO DROP SOMETHING OFF IS IN ANN MOSS WAY - IT WOULD BE VERY DIFFICULT IF THEY COULD NOT STOP THERE AT ANY TIME DURING THE DAY, BUT A 2 HOUR PERIOD WOULD BE OK. COULD YOU ALSO CONFIRM WE WOULD BE ENTITLED TO VISITOR PERMITS FOR ANN MOSS WAY? THANKS.</p>
Orange Place	INT.
Orange Place	INT. I HAVE PROBLEMS PARKING ON SATURDAYS (ALL DAY)
Swan Road	INT. IT IS SO FRUSTRATING WITH ALL THE COMMUTERS THAT PARK FOR USE OF THE STATION, SOMETHING NEEDS TO BE DONE TO STOP THEM, THERE ARE TOO MANY.
Swan Road	<p>Since double-yellows were added to Albion Street (About a year ago), parking has been very difficult anywhere near Ainsty Estate. This was done for access of refuse vehicles and they still do not use this road.</p> <p>The main problem now is that Non-Locals use our free parking area as parking on their commute into London. I have checked vehicle movements and this is definitely the case - with most leaving after 5pm weeknights. Many of these are large work/delivery vans which take up more than one parking space each.</p> <p>It has got to the stage where we dare not move our car, as when we return there are simply no spaces. We have to park far from home and try to keep watch for a free space then rush to the car to move it - which doesn't always work.</p> <p>Please implement as much, affordable, RESIDENTIAL permit parking as is possible as it is really very badly needed, along with prioritizing of local residents to get permits. I have seen heated arguments occur due to lack of parking.</p> <p>Your proposal for 7m double-yellow-line extension into all side streets really seems unnecessary as this entire area is a 20 mph zone and visibility onto Brunel Rd isn't really often that much of an issue. If it ever is an issue it is due to the speed of traffic along Brunel Road. We really could do with somebody on your team looking into speed-control measures from Canon Beck Rd to past Rotherhithe Tube Station.</p> <p>Thank you for this opportunity.</p>
Water Gardens Square	<p>Extension of current zone should be considered to provide more spaces.</p> <p>Whilst supporting the proposal, with the number of developments and therefore residents in the area set to increase the demand for road space is only going to worsen and the current plans only have a provision for a small number of cars to be parked.</p>
Water Gardens	INT. NOT SURE THERE IS A PROBLEM WITH PARKING AT THE MOMENT COST

Square	BENEFITS ANALYSIS OF THE INTRODUCTION OF THESE PARKING ZONES IS NOT APPARENT. PLEASE SHARE THE CONCERNS RAISED TO DATE IN THE EXHIBITION FOR RESIDENTS TO MAKE AN INFORMED DECISION. THE PROPOSED SPACE OUTSIDE OF WATER GARDENS SQUARE IS ALSO NOT FEASIBLE AND NOT PRACTICAL DUE TO THE SHAPE OF THE CURRENT PARKING BAYS. DISPLACEMENT WOULD NOT OCCUR, IF PARKING ZONES ARE NOT INTRODUCED.
Water Gardens Square	INT. THERE IS NOT A PARKING PROBLEM ON WEEKENDS IN CANADA STREET AND QUEBEC WAY. THIS IS THE ONLY TIME VISITORS TO MY FLAT USE ON STREETPARKING. I BELIEVE INTRODUCING PARKING CONTROLS WOULD CREATE A LACK OF PARKING SPACES AND COST MONEY TO LOCALS BECAUSE OF THE COST OF PERMITS, I SEE ONLY NEGATIVE RESULTS OF INTRODUCING THE PROPOSED PARKING CONTROLS FOR THIS AREA.
Water Gardens Square	LATE
Water Gardens Square	parking is 100% in use on Canada Street - visitors almost never able to park
Water Gardens Square	(blank)
Wolfe Crescent	<p>1. I suggest Wolfe Crescent (area marked red in the Feasibility Design map) be taken out of the parking zone. The two sides of the crescent are either garage entrances or privately owned open-air parking slots, in front of which non-owner cars should not park, as per section 243 of the Highway Code. Garage owners have parked in front of their own garages for 25+ years without problems. There has been no sign of overspill from the Canada Street or Quebec Way so far.</p> <p>2. To prevent overspill once the parking zone is introduced, a fob-operated traffic barrier could be considered at the entrance of Wolfe Crescent, with potentially the Wolfe Crescent freeholder company (owned by the residents) contributing to its running costs. You may want to consider a separate consultation on this issue.</p> <p>3. I suggest the council reduce the £125 p.a. parking permit fee. This is essentially another tax on motorists, and the amount is more than twice the national average, as per this article published this week:</p> <p>http://www.telegraph.co.uk/finance/personalfinance/household-bills/11664594/Parking-permit-postcode-lottery-750-in-Manchester-or-50p-in-Scotland.html</p> <p>Please note that I fully appreciate that the profits from parking permits, fines, etc. are ring-fenced for road improvements. However, these profits do reduce road spending from the council's other sources. I am not sure that it is fair that residents in selected (small) areas of the borough, where there are parking zones, contribute to road spending well beyond all others who happen to live in non-parking zoned streets.</p>
Wolfe Crescent	I am appalled that restrictions should be contemplated in our short crescent which is a no through road.
Wolfe Crescent	INT.
Wolfe Crescent	INT. IN MANY AREAS IN LONDON THEY HAVE A RESIDENT ONLY ZONE WHERE YOU PAY FOR A MONTHLY OR YERLY PASS I WOULD LIKE TO INTRODUCE THIS

	<p>TO MY AREA. TOO MANY PEOPLE ARE DRIVING INTO THE AREA AND JUST JUMP ONTO THE UNDERGROUND. I HAVE BEEN FORCED TO PARK MY CAR MILES FROM MY HOUSE ON SEVERAL OCCASIONS. A FEW TIMES I HAVE TO TALK TEN MINUTES TO MY CAR, DRIVE TO TESCO, THEN DROP MY SHOPPING AT HOME AND THEN PARK MY CAR TEN MINUTES AWAY FROM HOME AGAIN. RESIDENT ONLY ZONES WOULD BE IDEAL. BUT IF NOT, THE PARKING PER DAY SHOULD NOT BE SO CHEAP AS SUGGESTED, IT WILL MAKE NO DIFFERENCE OTHERWISE.</p>
Wolfe Crescent	<p>INT. PARKING IN WOLFE CRES IS CURRENTLY 95% FINE AND THE PROPOSED PARKING ZONE WILL ACTUALLY MAKE THINGS WORSE. ALMOST ALL PARKING IS EITHER IN ALLOCATED BAYS (NOT AFFECTED BY THE PARKING ZONE) OR NOSE-IN IN FRONT OF GARAGES, WHERE NO ONE ELSE CAN PARK, SIDEWAYS ON TO THE HOUSES, REDUCING PARKING SPACE AND HENCE MAKING PARKING WORSE. I PERSONALLY HAVE SPACE IN FRONT OF MY HOUSE TO PARK AND ANOTHER SPOT IN FRONT OF MY GARAGE IN CARLTON HOUSE, NEITHER OF WHICH GET USED BY ANYONE ELSE. I REALISE THAT PRESSURE ON PARKING OUTSIDE THE CRESCENT WILL HAVE A KNOCK ON EFFECT ON US, BUT THE PROPOSED PARKING ZONE IS NOT THE SOLUTION.</p>
Wolfe Crescent	<p>INT. WOLFE CRES HAS NEVER HAD AN ISSUE WITH PARKING, BUT CANADA STREET IS OFTEN VERY BUSY AS A RESULT OF THE FLATS AT THE WATER GARDENS, OFTEN CONTINUOUS PARKING ON DOUBLE YELLOW LINES AND NEVER A PARKING WARDEN IN SIGHT! I HAVE A REGULAR VISITOR (WHO IS A PENSIONER) WHO HELPS WITH MY CHILDREN - HE NEVER HAS ANY ISSUE WITH PARKING OUTSIDE WOLFE CRES, BUT THE EXPENSE OF A VISITORS PARKING PERMIT WOULD BE QUITE CONSIDERABLE.</p>
Wolfe Crescent	<p>INT. WOLFE CRESCENT HAS NATURAL STREET PARKING, RESIDENTS PARK OUTSIDE THEIR OWN GARAGES OR IN THEIR OWN PARKING BAYS. TO INTRODUCE PERMIT PARKING COULD PROVE PROBLEMATIC. PLEASE NOTE THAT EXTENSIVE BUILDING WILL SOON START ON CANADA STREET/QUEBEC WAY.</p>
Wolfe Crescent	<p>LATE. 1) IF THERE WAS A PARKING ZONE ON WOLFE CRESCENT RESIDENTS WOULD NOT BE ABLE TO GET INTO THEIR OWN GARAGES IF A CAR HAD PARKED IN FRONT OF THEIR HOUSES. 2) THERE IS NOT A PARKING PROBLEM IN THIS AREA AND IN ADDITION DOUBLE YELLOW LINES IN ENTRANCE TO WOLFE CRESCENT EXIT AND RESTRICTION IS NOT CURRENTLY ENFORCED. 3) INTRODUCING CPZ MAY INCREASE PARKING IN THE SPACES OWNED BY FLATS - AS PEOPLE TRY TO AVOID PAYING CHARGES. THERE IS CURRENTLY NOT A PROBLEM WITH CARS PARKED IN FLATS SPACES.</p>
Wolfe Crescent	<p>There is no parking problem in Wolfe Crescent, and it all allocated parking spaces and parking in front of properties. However commuters park on Canada street and Quebec way and I think it would be helpful if there was a 2 hour restricton on these roads, to stop commuters parking.</p> <p>I am also perplexed as to way the double yellow line under the arch leading into Wolfe Crescent has been removed recently, because if people start parking in this area there would be restricted access for emergency services and big lorries either delivering or picking up rubbish for the people living in the Crescent.</p>
Wolfe Crescent	<p>Wolfe Crescent does NOT have a parking problem and I can not find anyone who requested CPZ. Wolfe Crescent does not seem to be mentioned in the report. Canada Street & Quebec Way experience some commuter parking issues on the corners which impact on sight lines.</p>

	<p>There are integral garages to the houses the whole length of Wolfe Crescent and house residents park in front of or in their garages.</p> <p>It is not possible to introduce parking bays in front of people's garages.</p> <p>Why have the double yellow lines recently been removed from under the one and only vehicle entrance ? The lines put there specifically to stop parking and to allow emergency services unhindered access.</p> <p>Canada Street ends at the rear of no 18 Wolfe Crescent. The car park to Sanders House belongs to Wolfe Crescent Management Limited.</p> <p>The proposals to introduce a permit / pay bay opposite the entrance to Alfred Salter Primary School - on corner Quebec Way / Canada Street is ill conceived and dangerous.</p> <p>The proposals to introduce bays on either side of Quebec Way and Canada Street opposite one another turns public highways into narrow impassable lanes. They are ill conceived and dangerous proposals</p> <p>The bay outside the Water Gardens (Gilverny House) is vital for deliveries / disabled / taxi drops off / pick up. It should not be used for longer term parking</p>
Wolfe Crescent	<p>Wolfe Crescent is a cul de sac, and we have no real problem. It is used by some 'school run ' cars for Alfred Salter school, but is not a problem and does help to ease the 'outside school car jams'. We are a good community and tend to police this ourselves. It is imperative that we can continue to park on the entrance to our garages (they are too small to actually use) as several of us are OAP's. That means we only use our cars for essential use i.e. long journeys, heavy loads etc and continue mainly using public transport with the help of our Freedom Pass. Which also helps to lessen pollution,helps the environment and traffic jams etc.</p>
Wolfe Crescent	(blank)

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