

Canada Water

Parking project – October 2015

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Canada Water Parking project

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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

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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

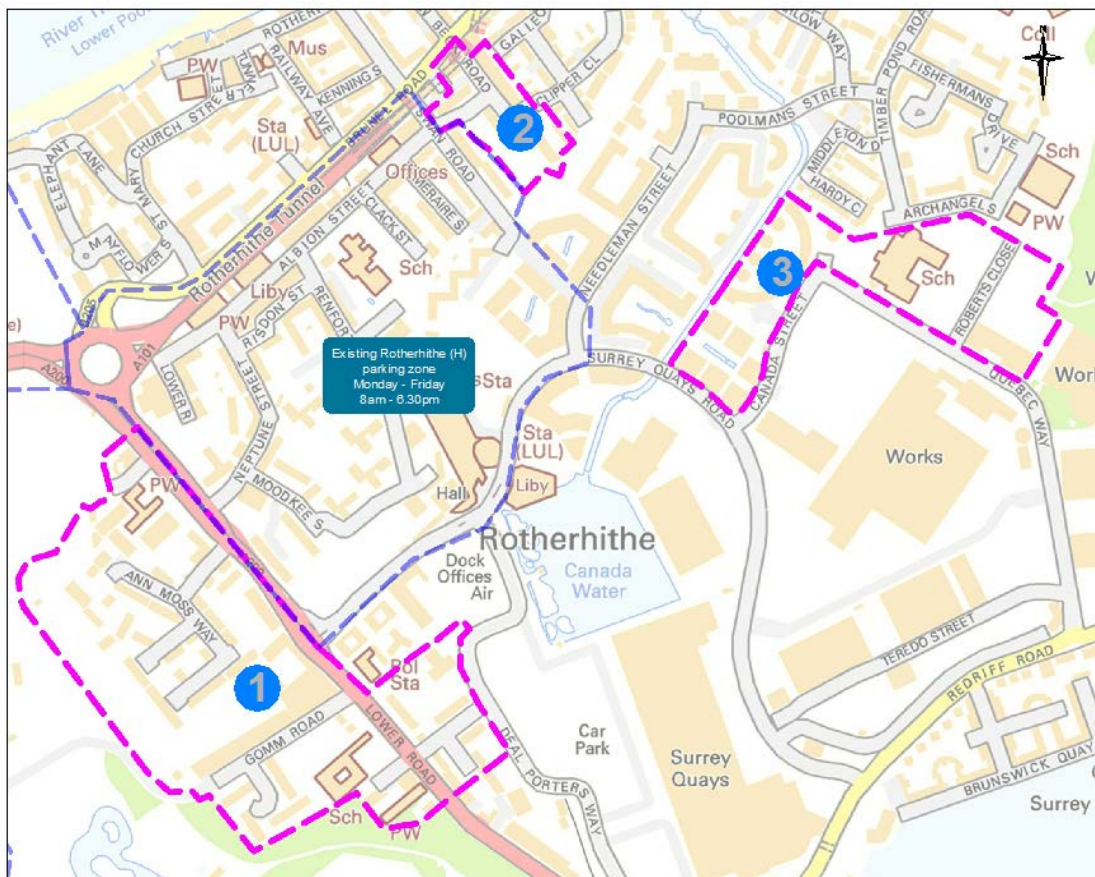


Figure 1 – Canada Water project area 1, 2 and 3

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

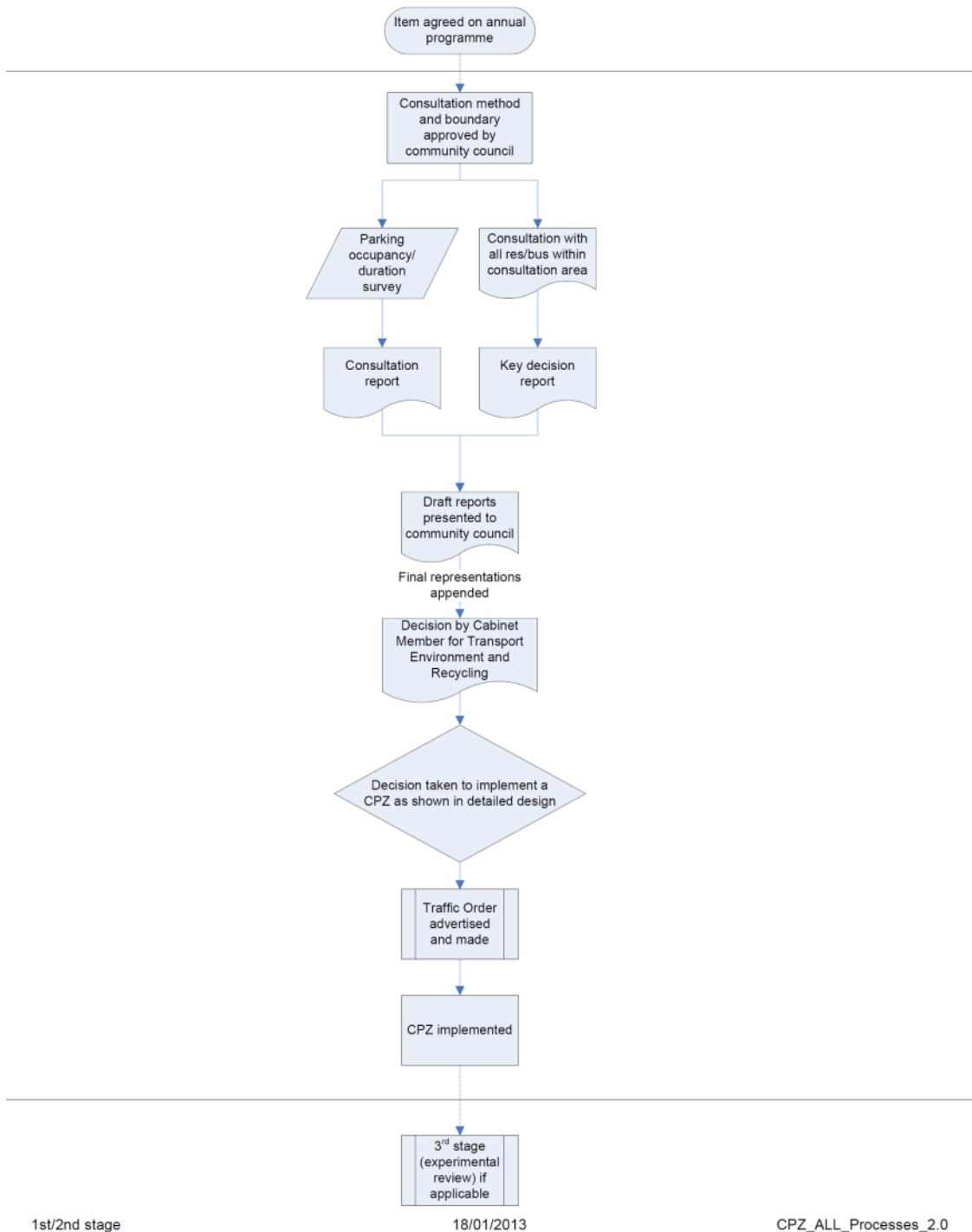


Figure 2 - Southwark CPZ process

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.

Southwark Council

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.

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

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

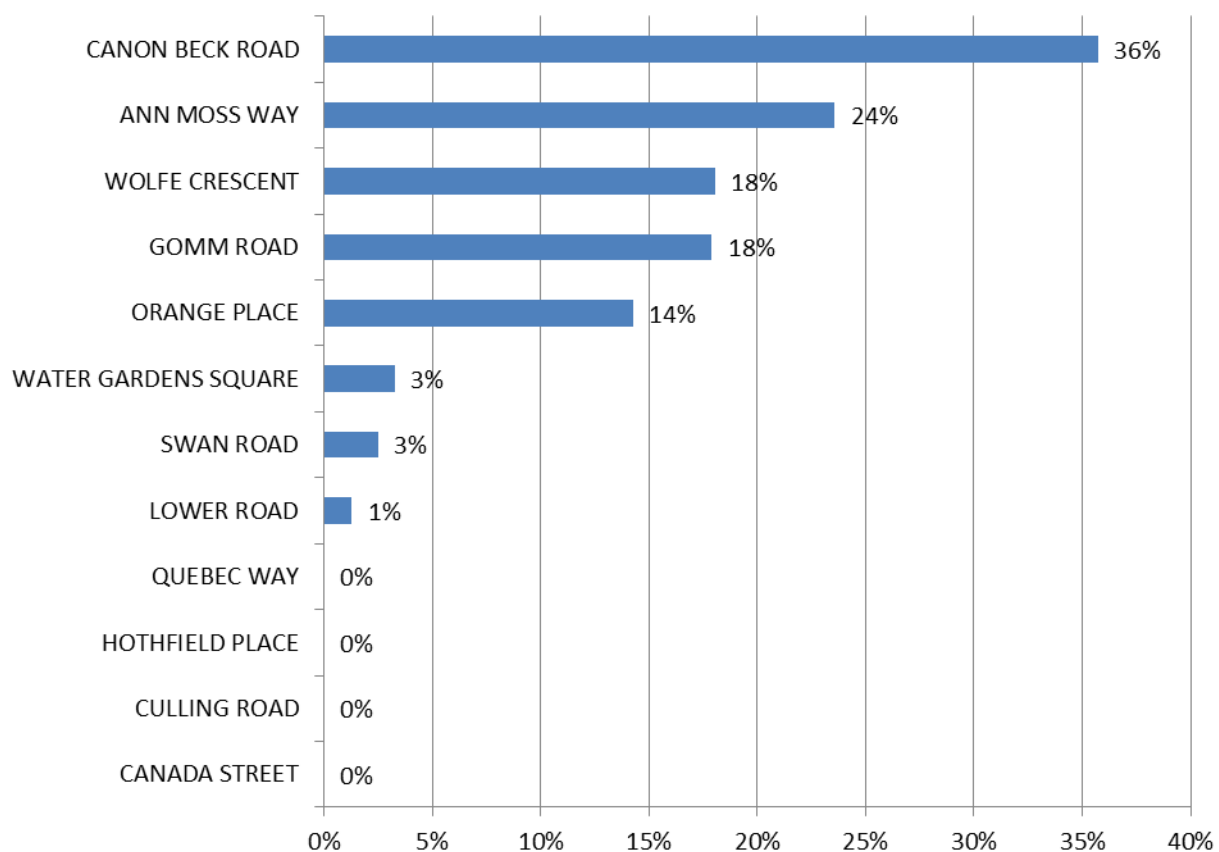


Figure 5 - Response received per street

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																	
Never	55%	43%																	
Monday - Friday (daytime)	27%	31%																	
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?	The reason(s) for respondents decision to say “No” or “Undecided” to question C4 are; <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% (Note that respondents were able to provide more than one answer to this question)
7. Q7: If a parking zone was introduced, which of the following hours would you like the parking zone to operate?	Most respondents favour the operational hour between 8.30am and 6.30pm if a parking zone were to be implemented. <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?	Most respondents indicated support for Monday to Friday operational days if a parking zone were to be introduced. <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?	Comments received during consultation are presented in detail in Appendix 4.

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.

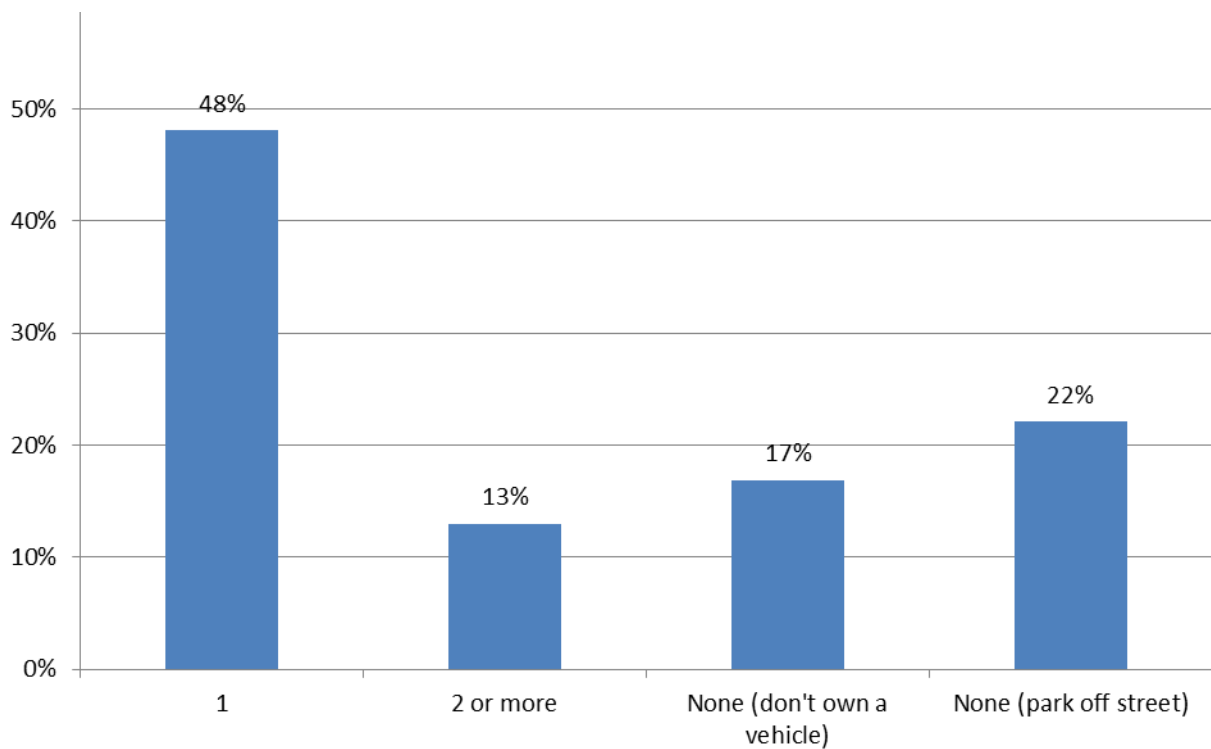


Figure 6 - How many vehicles does your household regularly park on street?

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.

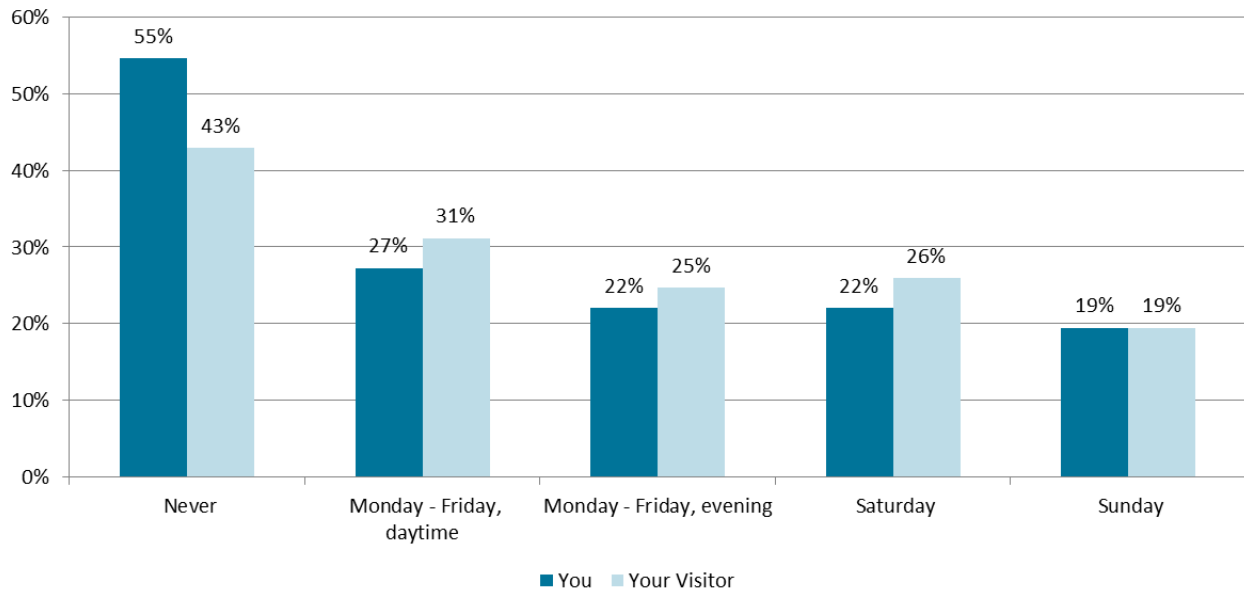


Figure 7 - B3. What time of day do you or your visitors have difficulty parking?

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%).

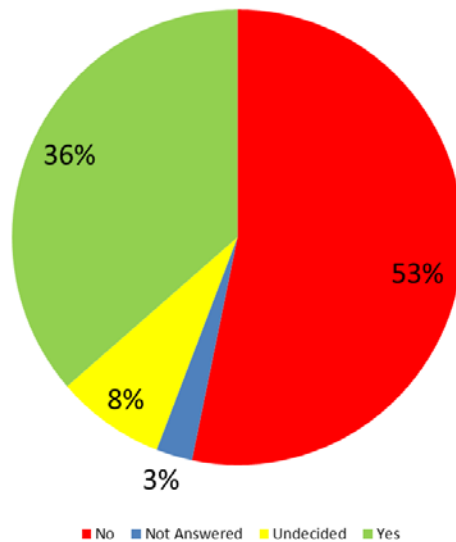


Figure 8 – Question C4 chart

- 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

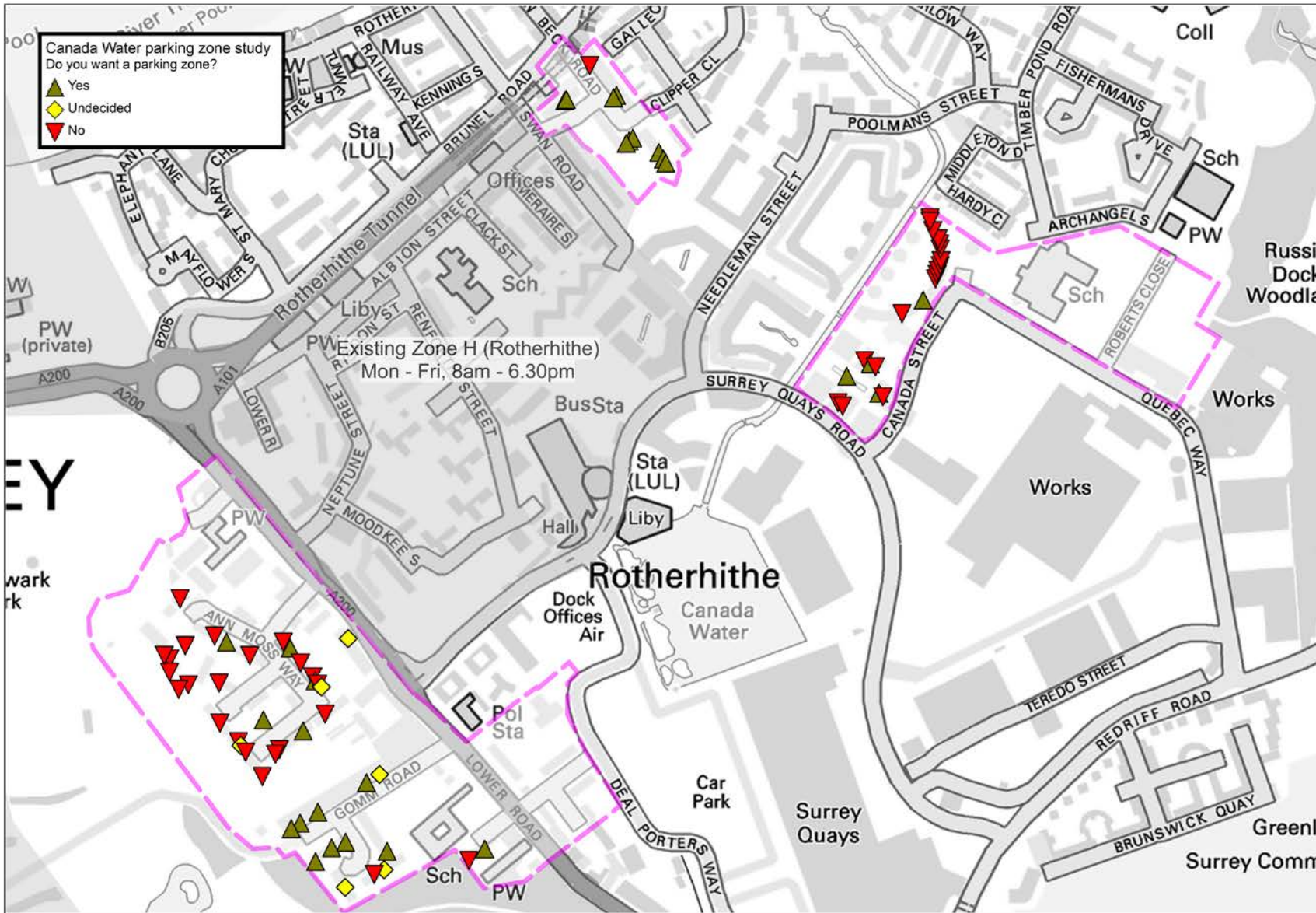


Figure 9 – Do you want a parking zone in your street?

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.

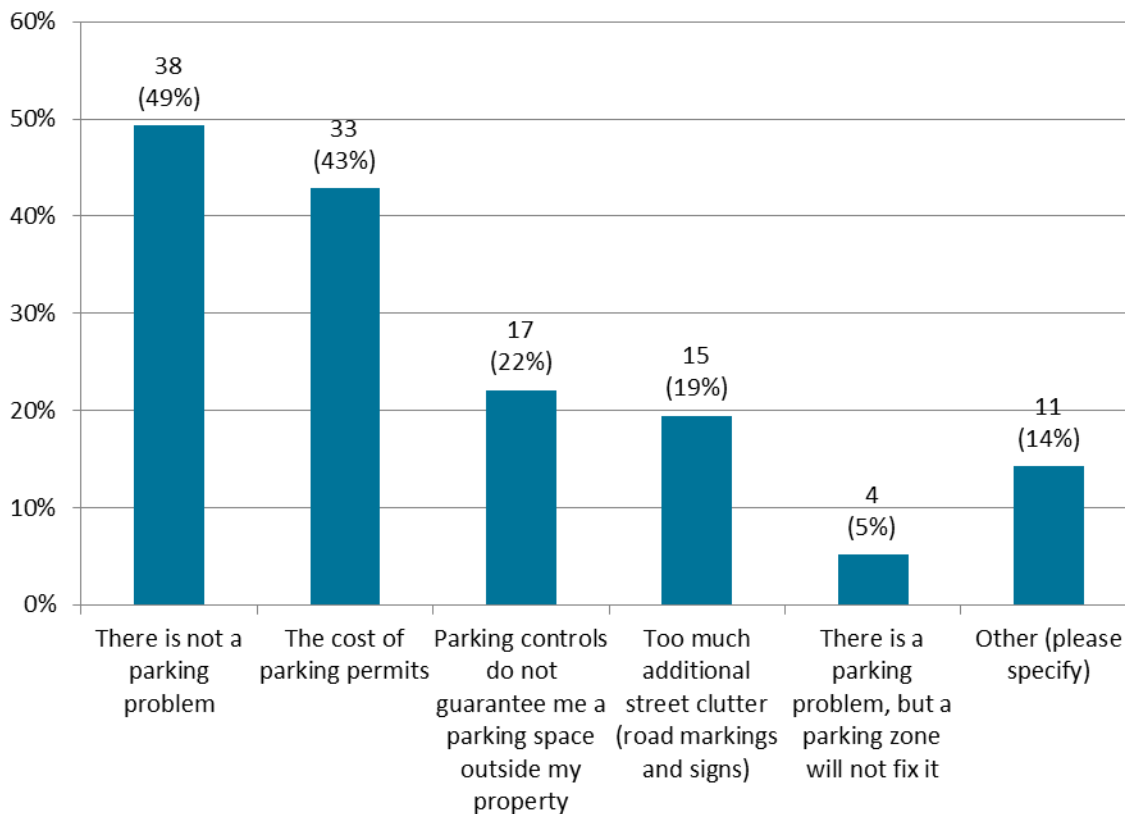


Figure 10 – Roads where responses to question C5 affect result

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.

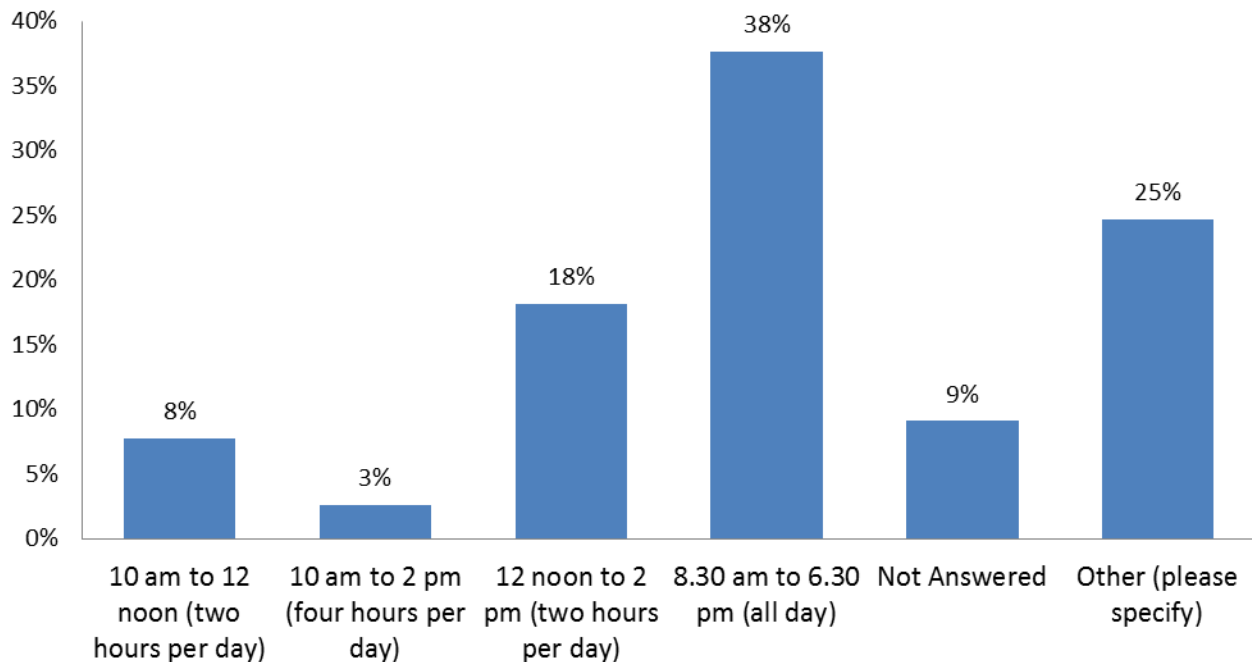


Figure 11 – Which hours would you like the parking zone to operate?

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.

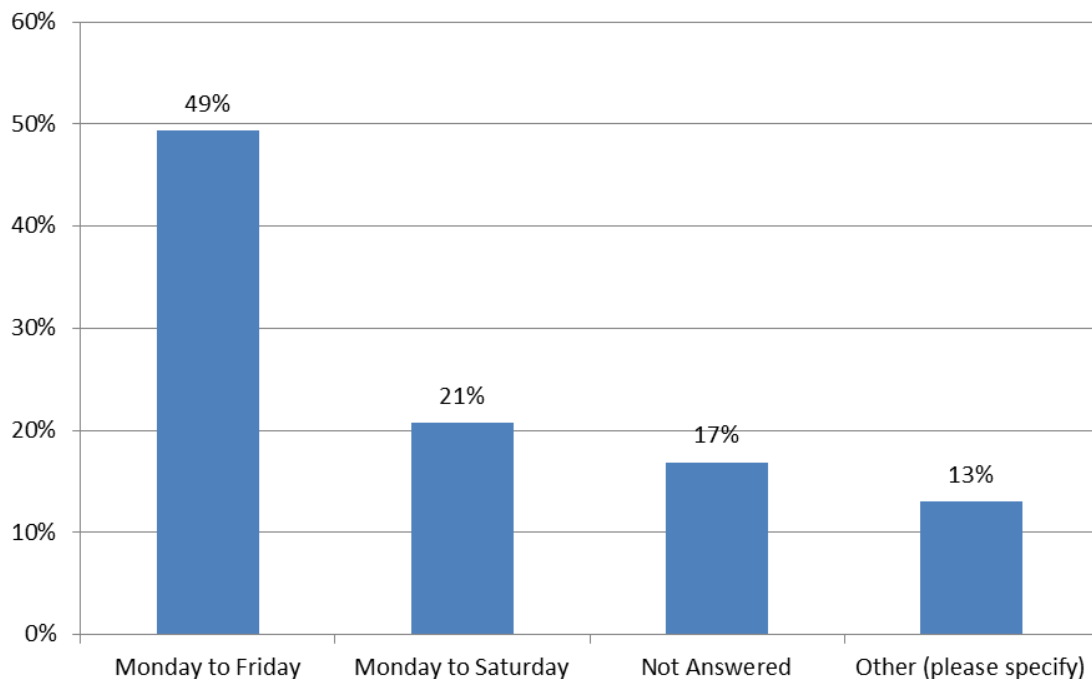


Figure 12 - Which of the following days would you like the parking zone to operate?

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

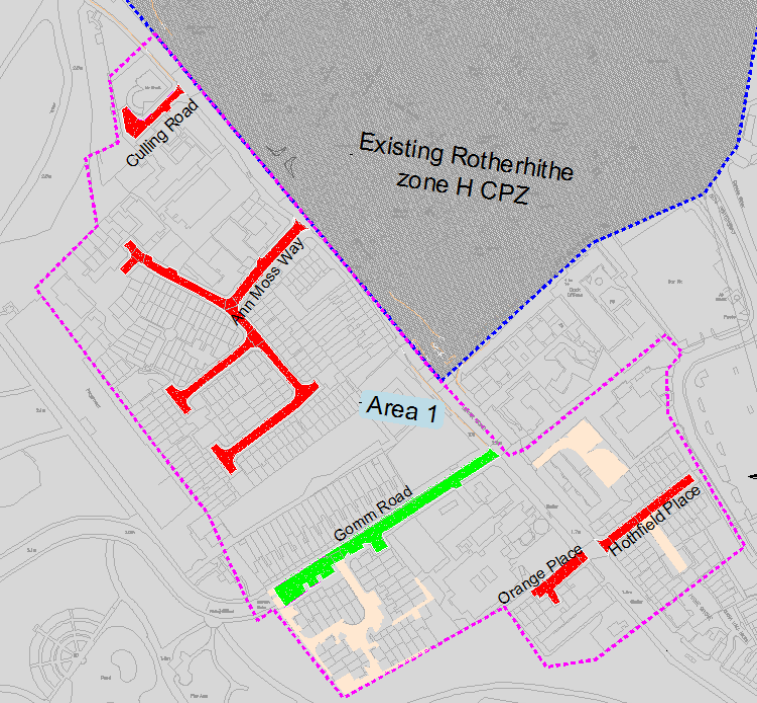
Option	Rationale	Risks	Benefits
<p>Introduce a parking zone in Area 1 - Gomm Road only.</p> <p>The new zone in this option would operate from Monday – Friday, 8.00am – 6.30pm and will be given the zone identification of H (an extension of the existing Rotherhithe zone).</p>  <p>Legend:</p> <ul style="list-style-type: 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

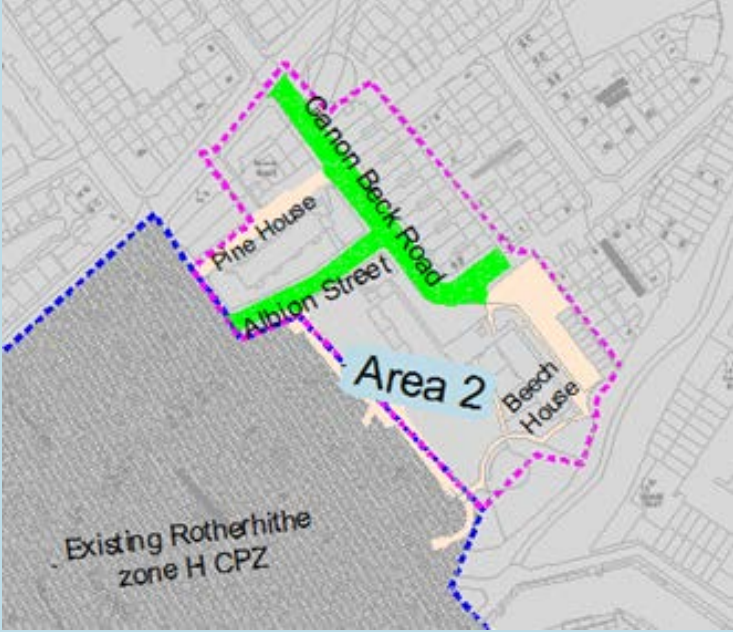
Option	Rationale	Risks	Benefits
<p>Introduce a parking zone in Canon Beck Road (south of Brunel Road) and Albion Street (between Swan Road and Canon Beck Road) only.</p> <p>The new zone in this option would operate from Monday – Friday, 8.00am – 6.30pm and will be given the zone identification of H (an 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

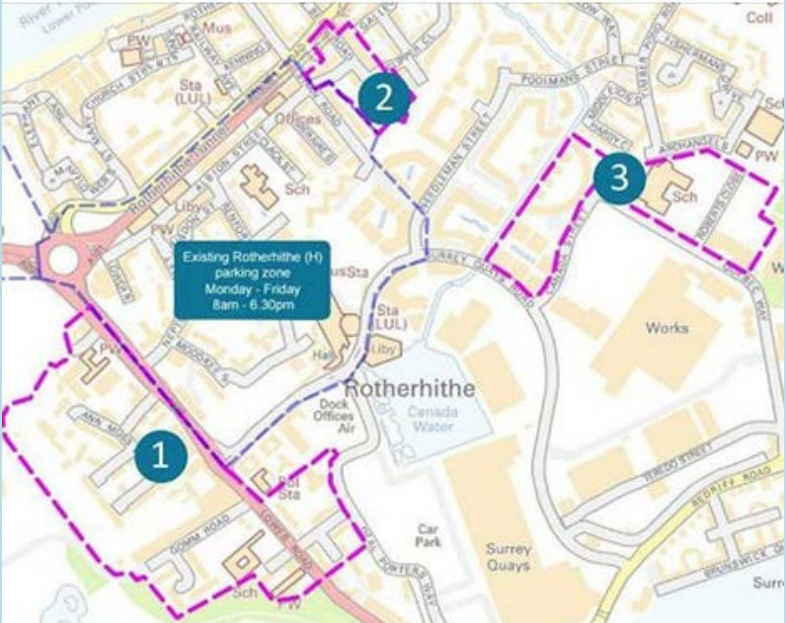
Option	Rationale	Risks	Benefits
<p>Not introduce a parking zone anywhere in the project area but introduce junction protection (double yellow lines) at all junctions to prevent obstructive or inconsiderate parking.</p> <p>This option would maintain the existing parking arrangements.</p> 	<p>Parking zones 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

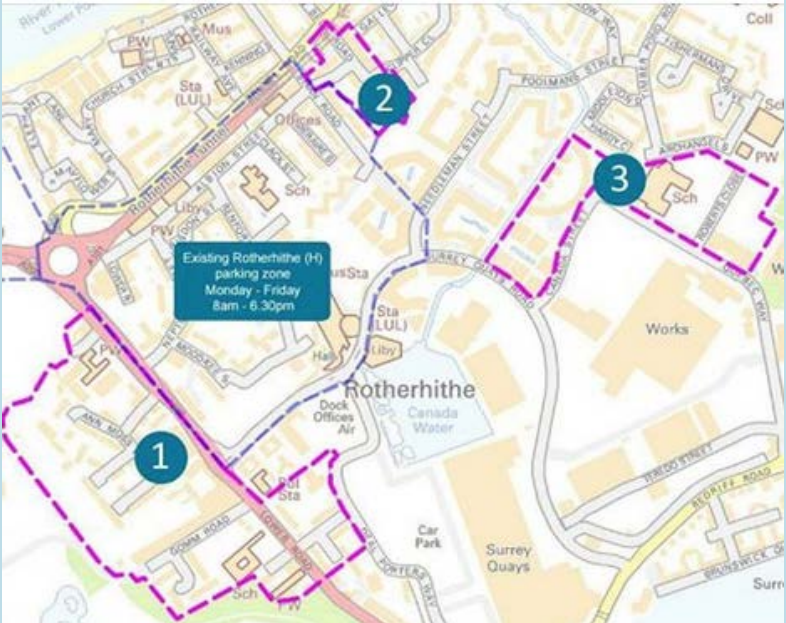
Option	Rationale	Risks	Benefits
<p>To introduce a parking zone in the entire project area</p> <p>This option may not be popular with the residents but it gives consideration for the various approved residential and commercial development in the area that will increase parking pressure once completed.</p> 	<p>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