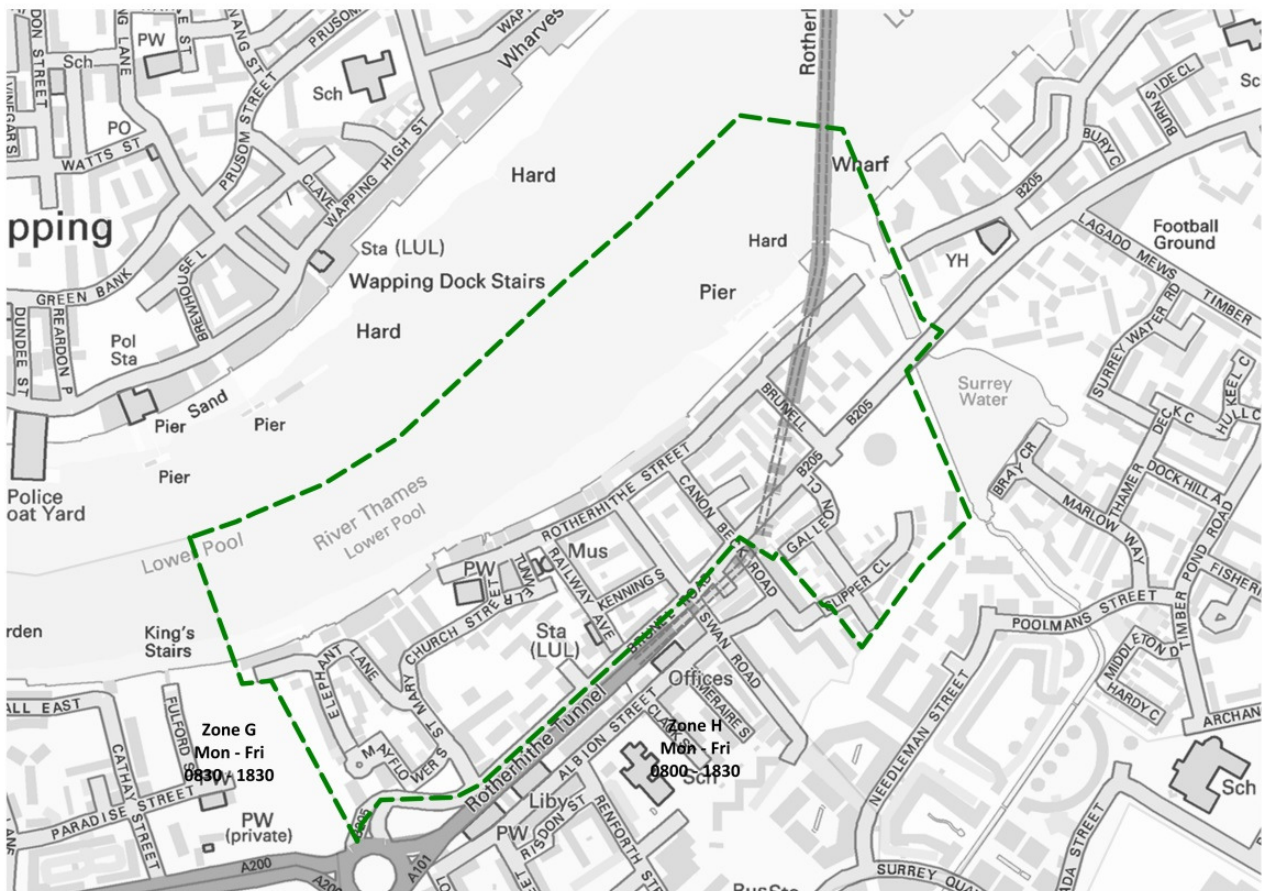


Rotherhithe

Parking study



In response to feedback from residents and parking stress surveys, the council consulted a network of streets in Rotherhithe to determine if a parking zone should be installed to reduce parking stress in the area

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Executive summary

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

Summary of key consultation findings

A total of 1,198 consultations were sent out to 26 streets within the consultation area. We received a total of 181 valid responses representing a response rate of 15%.

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

A street-by-street analysis shows that only two streets merit further consideration for the installation of a parking zone; Mayflower Street and Brunel Road. However, these streets do not form a logical area where a new parking zone can be considered. The extension of Zone H to the south could accommodate Brunel Road but unfortunately Mayflower Street does not fit so easily within an existing zone because of its proximity to St Marychurch Street which would also have to be included in any potential zone. Some safety improvements such as yellow lines around junctions could be considered throughout the study area.

The majority of respondents stated that they never have difficulty parking on their street but there was no clear majority when it comes to how difficult it is for their visitors to find a parking space.

15% of respondents were undecided on whether they would like a parking zone, 33% stated they would like a parking zone and 52% stated that they would not like a parking zone on their street. It is clear that the majority of residents do not want a parking zone.

Recommendations

Based on the results of the informal consultation, officers are making the following recommendations:

Recommendation	Rationale
1. To extend the existing (H) parking zone to cover Brunel Road	<ul style="list-style-type: none">• Brunel Road is immediately on the boundary of an existing parking zone, meaning that parking stress is likely to be high due to displacement.• A majority (54%) of respondents are in favour of a parking zone in Brunel Road• It is noted that a majority (70%) of respondents are in favour of a parking zone in Mayflower Street. Unfortunately Mayflower Street does not fit so easily within an existing zone because of its proximity to St Marychurch Street which would also have to be included in any potential zone
2. To not implement a parking zone in the remaining streets in the study area.	Even though the parking stress survey data indicates that there is a parking problem in the area and experience tells us that parking demand is going increase in the future. The majority of residents in this area have stated that they do not have a parking problem and do not want a parking zone to be implemented.
3. To install double yellow lines where it is unsafe to park. This includes road junctions, narrow streets and across	As shown in the parking stress survey, parking pressure is consistently increasing in this area. This leads to more inconsiderate and unsafe parking and thus the potential for more accidents.

Introduction

Background

Competition for parking in Rotherhithe has increased over the last few years. There are several reasons that this may be the case. Streets in Rotherhithe are within walking distance from Rotherhithe and Canada Water stations so commuters are likely to use the area during the day. Parking displacement may have taken place following the expansion of parking zone 'H' earlier in 2016. In addition, waiting restrictions have been implemented in the area for safety purposes so this may contribute to higher levels of parking demand.

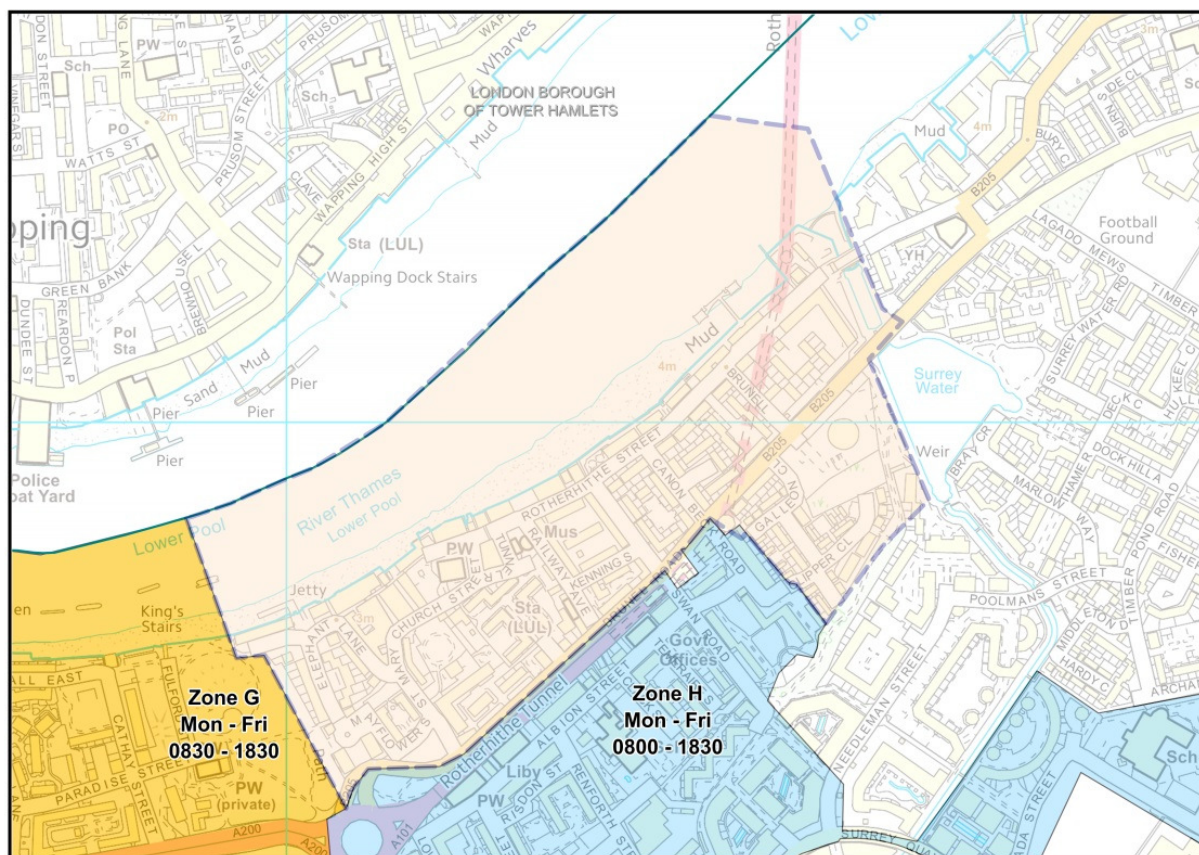
Based on parking stress surveys shown in Appendix A and regular requests from local residents, the decision was made to consult the area in between parking zones 'G' and 'H' to assess if a parking zone is appropriate in this area.

Following the discussion on the consultation methods at the Bermondsey and Rotherhithe Community Council meeting on 22 June 2016, the consultation methods were agreed. Informal consultation was carried out between Monday 26 September and Friday 21 October with all the residents within the study area.

A consultation pack - Appendix B was sent to all 1,198 properties in the area. It included a detailed map of the proposed parking zone, an information leaflet including background information on parking zones, advantages and disadvantages of living in a parking zone, details of an exhibition held during the consultation period and frequently asked questions.

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

Map showing consultation area



Timeline of events



Headline consultation results

Summary

15%

- Overall response rate
- 96% of respondents were residents
- 11 out of 26 roads received a response rate of over 10%

55%

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

52%

- Of respondents do not want a parking zone

Response rate

The consultation closed on Friday 21 October. Public access to the online consultation form was removed at midnight on this day. Paper consultations were accepted until the end of the following week to allow for any problems with the post.

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

The table below shows a breakdown of consultation returns

Total consulted	1198
Responses received	221
Duplicates	20
Out of area	20
Total omitted	40
Valid responses	181
Response rate for Rotherhithe area	15%

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

Many omitted responses were duplicates, one response was received from Eleanor Road and ten additional responses from Rotherhithe Street but these properties were outside of the consultation boundaries.

Community Engagement

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

A public exhibition was held on Wednesday 5 October at Canada Water library during which residents could discuss the proposals with council officers and provide feedback. There was good attendance at this exhibition.

A tweet was published on Southwark Council's twitter page on 7 October and 21 October to advertise that a consultation was taking place.

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

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

Analysis of Responses

Street by street - breakdown of results

This table shows that only 11 out of 26 roads had a response rate of over 10%. The majority of respondents never have difficulty parking and there is not a clear majority when it comes to their visitors. Only two roads merit further consideration but they do not form a logical boundary for their own parking zone.

Road status	Road Name	Count of road	Responses from road	Percentage response	What time of day do you have difficulty parking	What time of day does your visitor have difficulty parking	Do you want a parking zone?			Merits further consideration	
							Yes	No	Undecided		
Housing	ADAMS GARDENS ESTATE	102	2	2%	No clear majority	Monday - Friday, evening	0%	100%	0%	NA	
Public	BRUNEL ROAD	59	13	22%	Never	Monday - Friday, daytime	54%	31%	15%	Yes	
Public	CANON BECK ROAD	17	5	29%	Never	Never	0%	100%	0%	No	
Private	CLARENCE MEWS	84	14	17%	Never	Monday - Friday, daytime	36%	36%	29%	NA	
Public	CLIFTON PLACE	23	2	9%	Never	Monday - Friday, daytime	0%	0%	100%	No	
Private	CLIPPER CLOSE	6	0	0%	NA	NA	NA	NA	NA	NA	
Private	DOLPHIN CLOSE	2	0	0%	NA	NA	NA	NA	NA	NA	
Private	ELEANOR CLOSE	15	0	0%	NA	NA	NA	NA	NA	NA	
Public	ELEPHANT LANE	64	25	39%	Never	No clear majority	24%	60%	16%	No	
Private	GALLEON CLOSE	6	2	33%	Never	No clear majority	50%	50%	0%	NA	
Private	HOPE WHARF	23	5	22%	Never	Never	40%	60%	0%	NA	
Private	IRONSIDE CLOSE	6	0	0%	NA	NA	NA	NA	NA	NA	
Public	ISAMBARD PLACE	30	3	10%	Never	No clear majority	33%	0%	67%	No	
Public	KENNING STREET	28	0	0%	NA	NA	NA	NA	NA	No	
Public	KINBURN STREET	68	17	25%	Never	No clear majority	47%	47%	6%	No	
Public	KING STAIRS CLOSE	13	6	46%	Never	Never	0%	67%	33%	No	
Public	MAYFLOWER STREET	36	10	28%	Monday - Friday, daytime	Monday - Friday, daytime	70%	30%	0%	Yes	
Public	RAILWAY AVENUE	2	0	0%	NA	NA	NA	NA	NA	No	
Public	ROTHERHITHE STREET	281	50	18%	No clear majority	No clear majority	34%	52%	14%	No	
Public	RUPACK STREET	49	4	8%	Never	No clear majority	50%	50%	0%	No	
Private	SCHOONER CLOSE	3	0	0%	NA	NA	NA	NA	NA	NA	
Public	ST MARYCHURCH STREET	116	10	9%	Never	Never	20%	70%	10%	No	
Public	SWAN ROAD	151	12	8%	Never	No clear majority	8%	75%	17%	No	
Public	TUNNEL ROAD	1	1	100%	Monday - Friday, daytime	Monday - Friday, daytime	0%	100%	0%	No	
Private	WESTERN PLACE	3	0	0%	NA	NA	NA	NA	NA	NA	
Public	WINDROSE CLOSE	10	0	0%	NA	NA	NA	NA	NA	No	
Totals		26	1198	181	15%	Never	No clear majority	33%	52%	15%	No

Analysis of Responses – By Question

1. Are you a resident or business?

96% of respondents were residents and 4% were businesses.

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

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

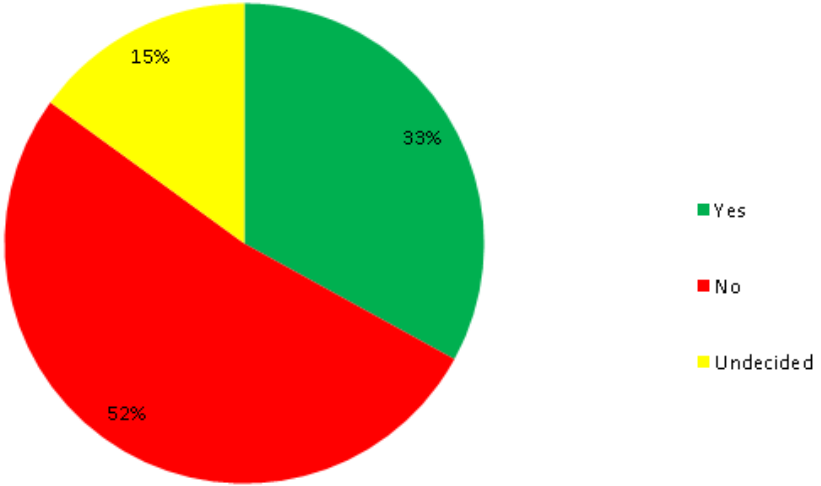
No. of vehicles	How many vehicles does your household regularly park on the street?
1	69
2 or more	20
None (don't own a vehicle)	30
None (park off-street)	60
Not Answered	2
Grand Total	181

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

The response to this question is shown in the street by street analysis table on page 07.

4. Do you want a parking zone?

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

Do you want a parking zone? Overall response	Comments								
 <p>A pie chart illustrating the overall response to the question 'Do you want a parking zone?'. The chart is divided into three segments: a green segment representing 'Yes' at 33%, a red segment representing 'No' at 52%, and a yellow segment representing 'Undecided' at 15%. A legend to the right of the chart identifies the colors: green for 'Yes', red for 'No', and yellow for 'Undecided'.</p> <table border="1"><thead><tr><th>Response</th><th>Percentage</th></tr></thead><tbody><tr><td>Yes</td><td>33%</td></tr><tr><td>No</td><td>52%</td></tr><tr><td>Undecided</td><td>15%</td></tr></tbody></table>	Response	Percentage	Yes	33%	No	52%	Undecided	15%	<p>Overall a majority of residents do not support a parking zone.</p> <p>Further analysis shows that only two streets support a parking zone, these are Mayflower Street and Brunel Road. However these are not geographically connected.</p> <p>Further analysis has been carried out where we have only looked at the responses from the streets that are public highway (i.e. ommiting all streets that are private or housing). This make no difference to the final result.</p> <p>The response by street is shown in the table on page 07.</p>
Response	Percentage								
Yes	33%								
No	52%								
Undecided	15%								

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?

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

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

Road Name	There is not a parking problem	The cost of permits	Parking controls do not guarantee me a space outside my house	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 below)
ADAMS GARDENS ESTATE	1	2	2			
BRUNEL ROAD	4	2	3	1		
CANON BECK ROAD	3	3	2	2		1
CLARENCE MEWS	5	4	3	2	1	3
CLIFTON PLACE	1	1		1	1	1
ELEPHANT LANE	12	11	10	7	4	4
GALLEON CLOSE					1	1
HOPE WHARF	3	1	2	1		
ISAMBARD PLACE						1
KINBURN STREET	9	6	2	3		
KING STAIRS CLOSE	6	3	3	3	1	
MAYFLOWER STREET	2	2			1	
ROTHERHITHE STREET	13	18	21	4	10	10
RUPACK STREET	3	2	1			1
ST MARYCHURCH STREET	6	6	5	3		1
SWAN ROAD	5	8	8	3	1	4
TUNNEL ROAD		1	1	1	1	1
Grand Total	73	70	63	31	21	28

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

A significant number of the additional reasons focus on parking zones deterring visitors, tradespersons and deliveries as well as the lack of parking provision and the cost of permits.

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

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

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

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

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

The table below shows a breakdown of the type of comments received in this section. A significant number of comments focused on the initial design and the amount of existing parking to be replaced by double yellow lines.

Count of Category	Categories									
Road	Cost	Commuter Problem	Initial Design	Money Making Scheme	Non-Categorised	No Parking Problem	Overspill	Parking Problem	Street Clutter	Grand Total
ADAMS GARDENS ESTATE	2									2
BRUNEL ROAD	1	3	4			1		2		11
CANON BECK ROAD	1		2			1				4
CLARENCE MEWS	1	1	3	1	2			2		10
CLIFTON PLACE			2							2
ELEPHANT LANE		1	10	2	1	3			1	18
GALLEON CLOSE			2							2
HOPE WHARF			2	1		1				4
ISAMBARD PLACE			2		1					3
KINBURN STREET	1	3	6	1	1	1		1		14
KING STAIRS CLOSE		1	2	1		1	1			6
MAYFLOWER STREET		3	2		3	1		1		10
ROTHERHITHE STREET	6	7	12	5	5			5		40
RUPACK STREET	1	1	1		1					4
ST MARYCHURCH STREET		1	4			1				6
SWAN ROAD	3	1	3	1	1	1			1	11
TUNNEL ROAD			1							1
Grand Total	16	22	58	12	15	11	1	11	2	148

The most common additional comment received in the consultation was about the initial design. This mainly consisted of complaints about the introduction of double yellow lines and the reduction of parking spaces. There were also several comments about the cost of permits and the belief that the implementation of a parking zone is a council money making scheme. Contrary to the final result of this consultation, a considerable about of residents do believe there is a commuter problem.

Communication received outside the informal consultation

As mentioned previously, 40 responses were omitted during the first stages of analysis. As shown in the table below, the majority of those outside of the area were also against the implementation of a parking zone.

Do you want a parking zone to be introduced in your street?	Response			
Road	No	Undecided	Yes	Grand Total
BRUNEL ROAD	1		1	2
ELEANOR CLOSE	1			1
ELEPHANT LANE			2	2
ISAMBARD PLACE			1	1
KINBURN STREET	4	1		5
KING STAIRS CLOSE	3			3
ROTHERHITHE STREET	10		3	13
ST MARYCHURCH STREET	1	2		3
SWAN ROAD	1			1
OTHER	6	1	2	9
Grand Total	27	4	9	40

68% of omitted responses were against the parking zone.

The most common additional comment received in the consultation was about the initial design i.e. concern about losing parking spaces and losing space for their business or visitors. There was also concern about the displacement of vehicles into other areas should a parking zone be implemented in Rotherhithe.

11 of the comments were received via email, telephone or exhibition and were responded to in detail.

Conclusions and Recommendations

Background on parking in the area

Rotherhithe is a residential district in south east London.

Rotherhithe is served by three stations Rotherhithe, Canada Water and Surrey Quays. Each station connects south east London with central London and have thus become more and more popular with commuters.

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

The council over recent years has also introduced double yellow lines in certain areas of the study area where comments have been received about dangerous and obstructive parking, for example on road junctions and across dropped kerbs, this is an indication of parking problems in the area.

Taking all this into consideration, it is envisaged that parking demand is likely to only increase in the area in the future.

Informal consultation

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

It is clear from comments made in the consultation responses as well as feedback received from residents at the exhibition that it is felt that the council has been excessive in the amount of double yellow lines proposed as part of the initial design.

Whilst there is support for a zone from a majority of residents in Brunel Road and Mayflower Street, it is noted that these are not geographically connected and that there is not a logical boundary for a new zone. There is however scope to extend Zone H to cover Brunel Road.

Proposed parking zone layout

The default approach when allocating the kerbside space in a parking zone is to propose parking bays where it is safe to park and double yellow lines where it is unsafe.

Due to the nature of the carriageway in the area, i.e., narrow streets and a large amount of off-street parking (dropped kerbs), the council have no other choice than to propose double yellow lines. It is unfortunate that safe parking space is limited in the area and it is likely that parking demand exceeds available space.

Parking stress surveys

Parking stress surveys were commissioned and carried out in January 2015. This was carried out on a weekday between the hours of 06:00-21.00.

It is noted from the parking stress survey data that the majority of streets did experience high (85% or greater) parking stress at some point during the day.

Brunel Road, Elephant Lane, Kenning Street and Swan Road demonstrated at some point during the day that parking was over saturation. This indicates that vehicles would have been parking illegally or dangerously, for example across a dropped kerb, double parked or on an existing double yellow line.

Road safety

This parking study provides an opportunity for the council to address any dangerous parking issues. In the past the council has had to keep revisiting the area to introduce double yellow lines where there has been a complaint about dangerous or obstructive parking. It is not good practice and is certainly poor value for money to make these changes as and when they arise. We will therefore be proposing double yellow lines at all locations where parking is deemed unsafe, this will mainly be on road junctions and where a street is too narrow to accommodate parking.

Recommendations

Having considered the findings of the informal consultation, as well as parking stress survey data, road safety concerns and best parking practice, the following recommendation are being made:

Recommendation	Rationale
1. To extend the existing (H) parking zone to cover Brunel Road.	<ul style="list-style-type: none">• Brunel Road is immediately on the boundary of an existing parking zone, meaning that parking stress is likely to be high due to displacement.• A majority (54%) of respondents are in favour of a parking zone in Brunel Road• It is noted that a majority (70%) of respondents are in favour of a parking zone in Mayflower Street. Unfortunately Mayflower Street does not fit so easily within an existing zone because of its proximity to St Marychurch Street which would also have to be included in any potential zone
2. To not implement a parking zone in the remaining streets in the study area.	Even though the parking stress survey data indicates that there is a parking problem in the area and experience tells us that parking demand is going increase in the future. The majority of residents in this area have stated that they do not have a parking problem and do not want a parking zone to be implemented.
3. To install double yellow lines where it is unsafe to park.	As shown in the parking stress survey, parking pressure is consistently increasing in this area. This leads to more inconsiderate and unsafe parking and thus the

This includes road junctions, narrow streets and across dropped kerbs. Appendix D.	potential for more accidents.
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