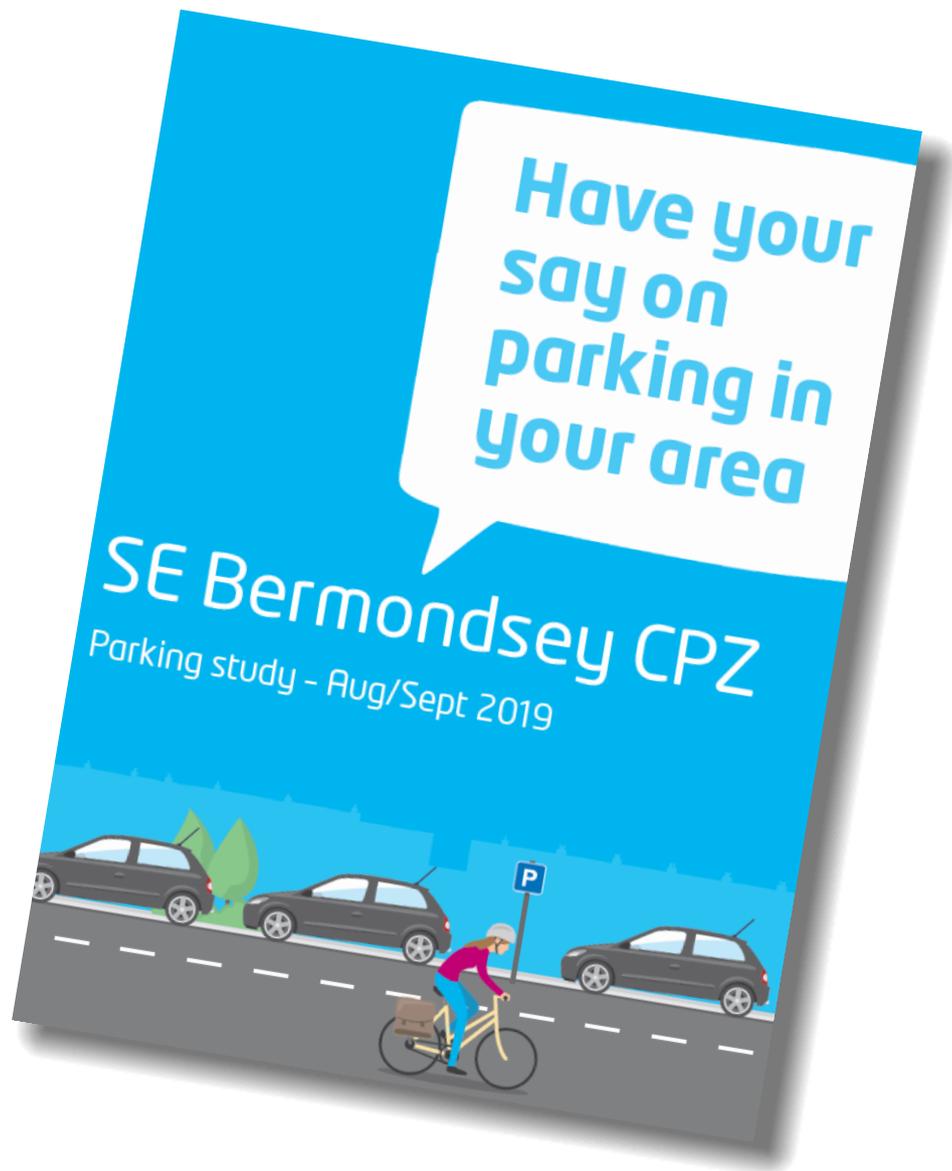


SE Bermondsey Parking zone - final report



Introduction

The aim of this report is to present a detailed summary of results from the consultation on a parking zone in the South East Bermondsey study area conducted between 31 August and 22 September 2019.

A separate report has been produced for Individual Decision Making (IDM) which sets out recommendations, background information, and key issues for consideration.

Consultation aims and method

The aims of this parking study were to find out if and where there is demand for a parking zone within the study area, what days and times residents and businesses would like the zone to operate and to invite feedback on the preliminary design. In addition we wanted to hear what people thought of proposed changes to the operation of existing short stay and loading bays.

All residents and businesses in the area were sent a letter with a link to the consultation website, a paper questionnaire and a self-addressed return first class envelope. A total of 1,166 consultation packs were sent out to 22 streets within the consultation area.

The consultation pack available online included a booklet of information about the proposals and the decision making process, and a proposed preliminary parking zone design.

Banners were placed on railings in four locations in SE Bermondsey to alert residents and visitors of the parking zone consultation. Consultation packs and questionnaires were also left at the library at the Blue and at the Made in Bermondsey pop up shop in the Blue where a large map was also displayed. The council also created posts on social media (Twitter and Facebook) to promote the consultation.

Officers met with local businesses prior to the consultation on 20 August 2019 at the Made in Bermondsey pop up shop in the Blue.

Officers also presented the project and listened to concerns and answered queries at a well-attended meeting with residents on Saturday 14 September 2019 at the South Bermondsey ward meeting held at Rennie and Manor TRA Hall, Galleywall Road.

The Blue businesses meeting outcomes

The following comments were received from BID and business representatives

- Paying £590.00 for a business permit would prove detrimental to small business owners in the Blue, which is a small local community shopping area.
- Parking restrictions could impede the upcoming regeneration programme for the area.
- Elderly customers would require longer periods for parking, such as three hours.
- Paying for parking in designated bays would need to be paid by phone, which is difficult for elderly people and those without a phone.
- Cars regularly park on the pavements outside the shops, causing danger and inconvenience to pedestrians.
- Parking officers are seldom present to enforce parking rules.
- When visitors can't park, they will go to Surrey Quays where parking is free.
- Parking in the Blue car park is for three hours and free of charge but is abused, with many vehicles left there all day. There is no effective enforcement to deter this.
- Would input from businesses be considered or disregarded.
- One business owner explained that although there was land outside their premises which was within their boundary. They have been stopped from parking there, causing major inconvenience.
- Loading bays are abused, with vehicles being left in the bays all day by some businesses and visitors. Meaning at times some businesses are unable to get deliveries. No action is taken to stop this.
- Many local people visit the Blue to make small local purchases and not to do a major shop and would not be happy to pay in the region of £3.00 to park.
- If CPZ was introduced, would the council have the resources to ensure that it was administered effectively to the overall benefit of businesses, residents and visitors.
- There is no provision for any parking spaces for businesses operating in the area.(Business opening hours)
- Members of the public to be able to use allocated parking spaces for 30 minutes (No return within 3 Hours)
- Residents to have parking permits?.
- Certain vehicles very rarely move from their parking spot.
- Concerns about insufficient space for motorcycles
- Also for delivery to housebound patients our business needs to have a parking space nearer to the business address.

South Bermondsey Ward meeting outcomes

On Saturday 14 September 2019 officers presented the project and listened to concerns and answered queries at a well-attended South Bermondsey ward meeting held at Rennie and Manor TRA Hall, Galleywall Road. This meeting was held by ward councillors. The following comments and concerns were raised from attendees at the South Bermondsey Ward meeting

- Displeasure at the timescales due to severe impact of displacement of parking caused by Thorburn Square zone after its implementation in October 2018 and requests for the programme to be shortened to ensure faster delivery of the zone.

- Concerns about insufficient parking space once the zone was implemented and for the amount of permit parking to be extended where possible
- Request for a site meeting to address parking design concerns in Beatrice Road

Consultation questionnaire results and analysis

- We received 215 responses from residents and businesses/organisations within the study area which represents a response rate of 18%. More than one response per address was accepted but duplicates removed where the same name was used. 13 responses were received from visitors to the area taking the total of responses to 228.
- The biggest proportion of responses was from residents (88%) followed by visitors (6%) businesses (6%) and organisations (2%).
- There was a clear majority across the whole area in response to the question 'Do you want a parking zone in your street?' with 122 (57%) in favour, 72 (33%) against and 21 (10%) undecided. Including the visitors to the area hardly changes the result (57%, 33% and 9%).

Key question 'Do you want a parking zone in your street?'	Number of responses	%
Yes	122	57%
No	72	33%
Undecided	21	10%

- Street-by-street results show 11 streets in favour, 6 streets against and 3 streets undecided. The streets with the most prominent support for the proposal were Camilla Road (20), Beatrice Road (17), Blue Anchor Lane and Roseberry Street (13 each). The most prominent opposition to the zone was from Lynton Road (20) and St James's Road (6). It should be noted that in some streets there were few responses and therefore the majority is represented by a small number of people.

	No. Properties	No. Responses	Yes	Yes %	No	No %	Undecided	Und. %
AMBROSE STREET	5	3		0%	3	100%		0%
ANCHOR STREET	156	12	10	83%	1	8%	1	8%
BEATRICE ROAD	38	21	17	81%	4	19%		0%
BLUE ANCHOR LANE	83	17	13	76%	3	18%	1	6%
CAMILLA ROAD	172	35	20	57%	11	31%	4	11%
DRAPPERS WAY	35	3		0%	2	67%	1	33%

FRANK MEWS	5	1		0%	1	100%		0%
GALLEYWALL ROAD	31	7	3	43%	2	29%	2	29%
KOTREE WAY	3	2	2	100%		0%		0%
LYNTON ROAD	174	35	12	34%	20	57%	3	9%
MARIA CLOSE	9	2	2	100%		0%		0%
MARKET PLACE	38	7	2	29%	3	43%	2	29%
ROCK GROVE WAY	61	5	3	60%	1	20%	1	20%
ROSEBERRY STREET	71	21	13	62%	4	19%	4	19%
SIMMS ROAD	20	8	7	88%	1	13%		0%
SOUTHWARK PARK ROAD	130	12	8	67%	4	33%		0%
ST JAMESS ROAD	13	7	1	14%	6	86%		0%
STRATHNAIRN STREET	46	12	8	67%	4	33%		0%
TENDA ROAD	17	4	1	25%	1	25%	2	50%
WINDMILL CLOSE	10	1		0%	1	100%		0%
Total in study area	1166	215	122	57%	72	33%	21	10%
Other (Visitor to the area)		13	9	69%	4	31%		0%
Grand Total		228	131	57%	76	33%	21	9%

Table 1 Detailed response per street to the key question “Do you want a parking zone in your street?”

- Figure 1 below shows a map indicating the level of support by street with majority support in green, majority against in red, and undecided/unclear majority in blue.

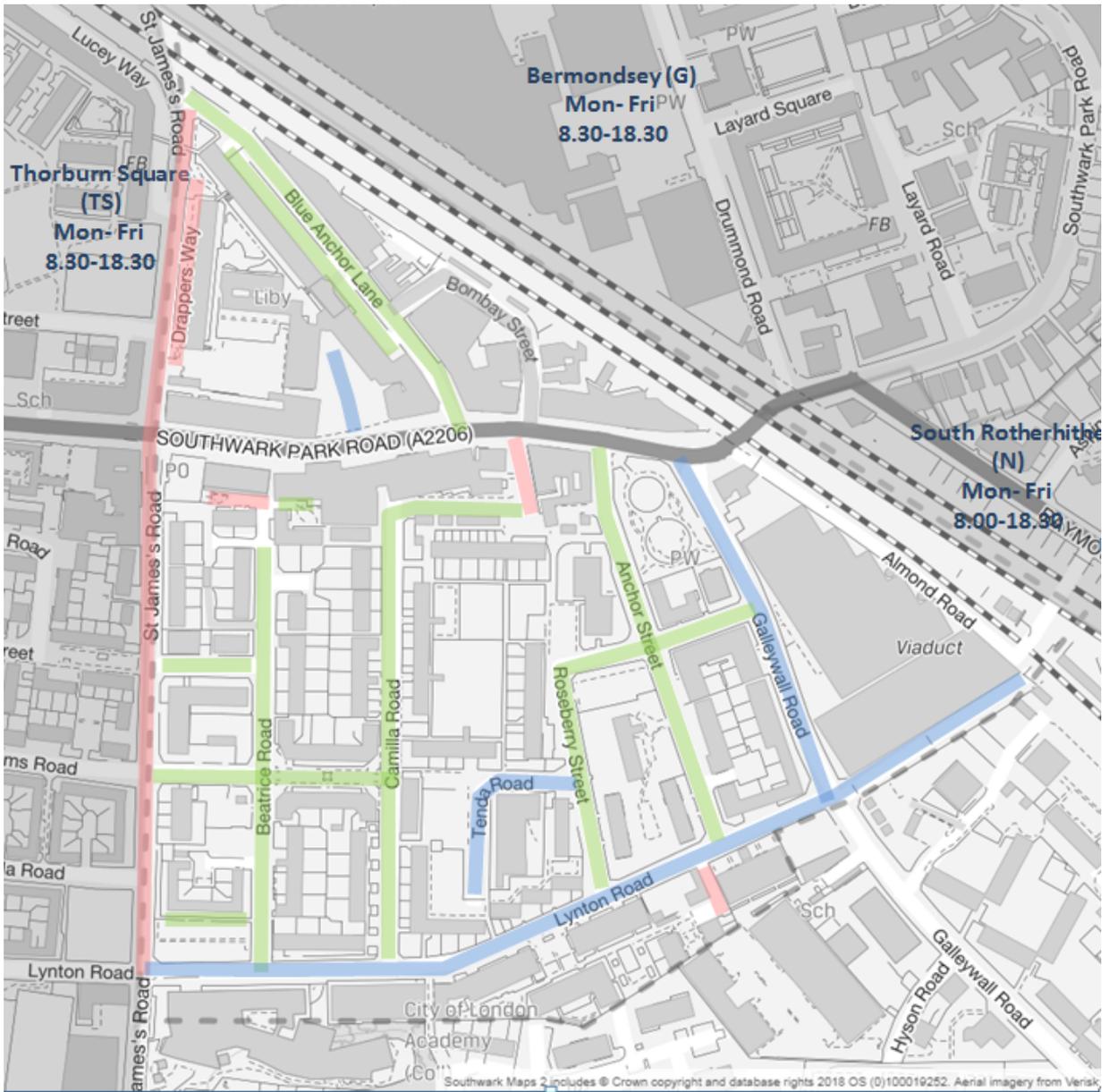


Figure 1 Response to question – Do you want a parking zone in your street?

- When asked if they would change their mind if an adjacent street had a zone implemented, the number of respondents in support increased to a 64% majority, with 13 streets in favour, 6 streets not in favour and 1 where there was no clear majority (see Figure 2 where majority support shown in green, majority against in red, and undecided/unclear majority in blue). Table 2 shows the detailed breakdown for each street.

	No. Properties	No. Responses	Original total in favour	Original % in favour	New total in favour	New % in favour
AMBROSE STREET	5	3		0%	0	0%
ANCHOR STREET	156	12	10	83%	10	83%
BEATRICE ROAD	38	21	17	81%	17	81%
BLUE ANCHOR LANE	83	17	13	76%	16	94%
CAMILLA ROAD	172	35	20	57%	21	60%
DRAPPERS WAY	35	3		0%	0	0%
FRANK MEWS	5	1		0%	0	0%
GALLEYWALL ROAD	31	7	3	43%	4	57%
KOTREE WAY	3	2	2	100%	2	100%
LYNTON ROAD	174	35	12	34%	16	46%
MARIA CLOSE	9	2	2	100%	2	100%
MARKET PLACE	38	7	2	29%	3	43%
ROCK GROVE WAY	61	5	3	60%	4	80%
ROSEBERRY STREET	71	21	13	62%	14	67%
SIMMS ROAD	20	8	7	88%	7	88%
SOUTHWARK PARK ROAD	130	12	8	67%	10	83%
ST JAMESS ROAD	13	7	1	14%	2	29%
STRATHNAIRN STREET	46	12	8	67%	8	67%
TENDA ROAD	17	4	1	25%	2	50%
WINDMILL CLOSE	10	1		0%	0	0%
Total in study area	1166	215	122	57%	138	64%
Other (Visitor to the area)		13	9	69%	9	69%
Grand Total		228	131	57%	147	64%

Table 2 Detailed response per street adjusted to include those that would change their mind if a zone was implemented in a neighbouring road.

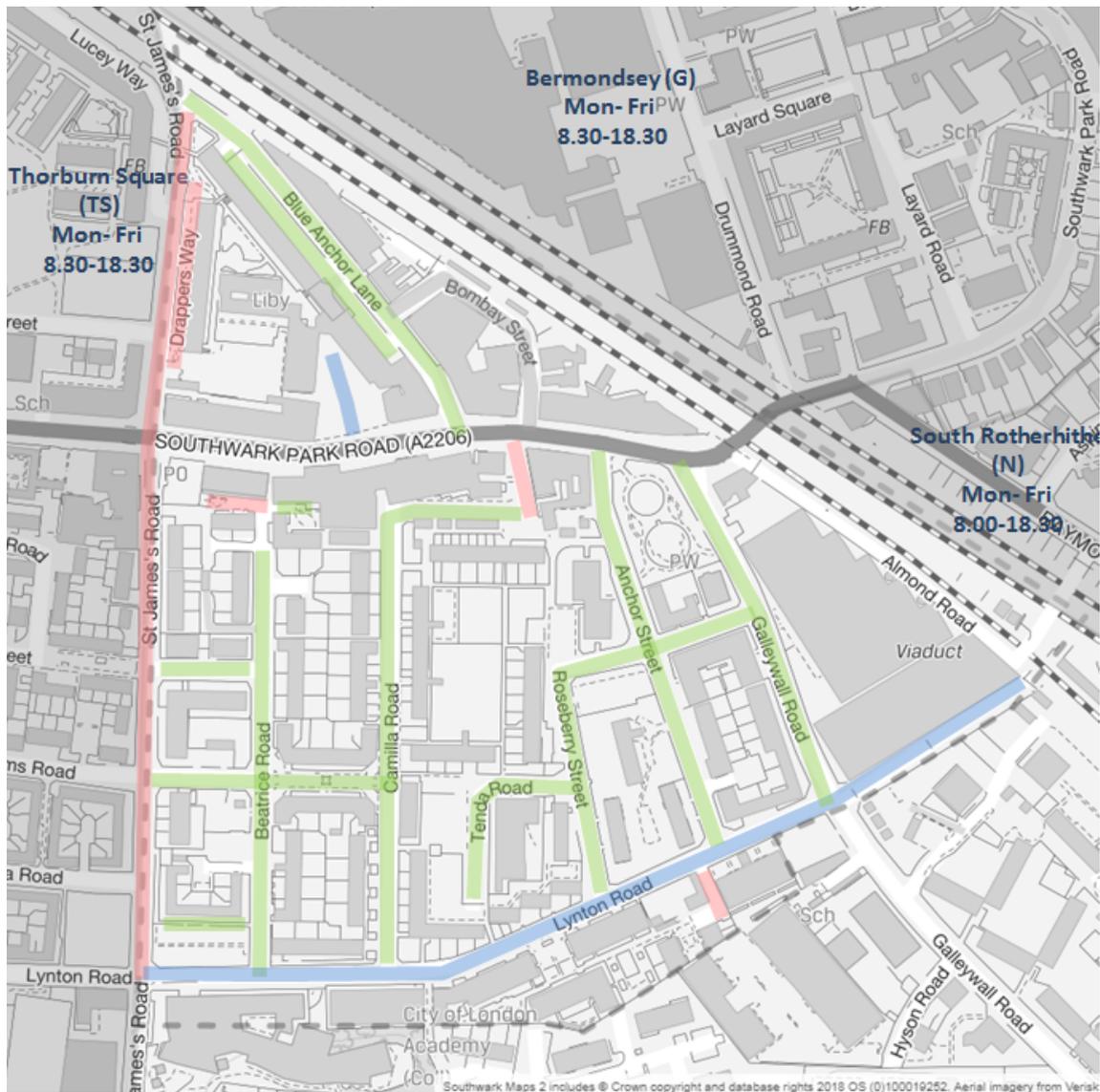


Figure 2 Location of streets in support/against parking zone, adjusted to include those that would change their mind if a zone was implemented in a neighbouring road.

- Clearly the majority of residents who responded are in favour of the parking zone, and the majority of the streets in the area also show a majority in favour. In practice it would not be possible to exclude those streets where there is not a majority in favour (parking would be displaced to those streets), and therefore the recommendation will be to establish a parking zone across the entire area.
- The majority of respondents (126, or 55%) would like a zone to operate all day (e.g. 8.30am to 6.30pm) and the second preferred option, favoured by 39 respondents (17%) was for a parking zone to operate for two hours during the day.
- The majority of respondents (127, or 56%) wanted a parking zone to operate Monday to Friday, followed by 61 (27%) who opted for 'Monday to Saturday'.
- In support of the preference question, we also ask an experiential question to find out at what times residents and their visitors experience parking pressures. This showed that a majority of respondents (138 or 61%) experienced parking pressures during Monday-Friday daytimes, with a smaller number (75 or 33%) experiencing pressure on weekday evenings.

	You (no. of responses)	You %	Your Visitor (no. of responses)	Your Visitor %
Never	55	24%	32	14%
Monday-Friday Daytime	138	61%	109	48%
Monday-Friday Evening	75	33%	65	29%
Saturday	60	26%	67	29%
Sunday	41	18%	41	18%

Table 3 Response to question about experience of parking pressures

- In response to the question about changing the operation of short stay bays, the highest number of responses (107, or 47%) were for no change (one hour free), followed by pay by phone stop and shop bays up to two hour with first half hour free (54, or 24%).

Option	Number of responses	%
One hour (no change)	107	47%
Two hour (first half hour free)	54	24%
Three hour (first half hour free)	23	10%
Other (please specify)	21	9%
Not Answered	23	10%

Table 4 Response to question about extending the hours of short stay bays (subject to £2.75 fee)

- In response to the question about hours of operation of loading bays (respondents could select more than one option), the largest number (75 or 33% of all respondents) preferred a maximum 40 minute stay, while 45 (20%) wanted a maximum 20 minute stay. The largest number by a small margin (37 or 16%) favoured 7am-7pm operation, compared to 35 (15%) who preferred the loading bays to operate 7am-10am combined with a paid bay operating 10am to 6.30pm, first half hour free.

Hours of operation and maximum stay	Number of responses	%
Loading bays - 24 hour	15	7%
Loading bays - 7am to 7pm	37	16%
Loading bays - 7am to 10am (paid bay 10am to 6.30pm, first half hour free)	35	15%
Loading bays - Max 20 minute stay	45	20%
Loading bays - Max 40 minute stay	75	33%
Loading bays - Other (please specify)	16	7%

Table 5 Response to question about hours of operation and maximum stay for loading bays

- Design changes were requested at the consultation meeting for a review of parking in Beatrice Road to add permit parking where feasible and a site meeting was held to identify residents specific concerns. The designs requests and comments provided via the questionnaire are listed below in Table 6.

Design requests	Comment in regards to design
Anchor Street	The proposed paid bay on Anchor st is excessively long. This road serves a block of 88 flats (pope hse) and this bay removes the chance of parking permits for these residents. the block does have a car park, but this is small and always full. no other residential street as any proposed bay of such length. also, the proposed plan makes no mention of the car park on the corner of roseberry street. how does this fit into the plan.
Anchor Street	the car park on the corner of anchor st and roseberry st needs to be restricted to use by residents only
Anchor Street	the car park on the corner of anchor st and roseberry st needs to be restricted to use by residents only
Around the Blue	We need more disabled parking bays on the streets around the blue.
In area	There is also a need for more disabled bays in the proposed area. Recent figures released by SCOPE show that for every disabled bay there are 30 blue badge holders. The recent Government legislation to increase blue badge holders will significantly increase the need for more disabled bays.
Lynton Road	Suggest you review proposed new double lines, some e.g. Lynton Road are not at dropped kerb and could be used as extra Resident Bays. Also suggest that Loading Bay also allow parking for Blue Badge holders
Camilla Road & Beatrice Road	The proposed parking zone design appears to suggest putting double yellow lines on the left hand side of Camilla Road and right hand side of Beatrice road. This is absolutely unnecessary and only reduces our parking options more. both sides of these roads should have the proposed blue mon-fri noon- 2pm bays. and some green shared use bays, Thank you *You only need to count the cars parked on these roads on a night to see that parking on both sides is essential.
Beatrice Road	More cpz permit bays are required in Beatrice Road outside the rear gardens of numbers 4 - 5 - 6 - 7 and 8 Maria Close. Could some more cpz parking bays be made between the dropped kerbs on the left hand side of Beatrice Road.
Loading bay Iceland supermarket	I would like 7am-7pm time restriction to apply to the loading bay area for Iceland supermarket. At present they unload/load their lorry from between 10pm and after midnight and 5am-7am in the morning. the noise disturbance is really bad when people in the surrounding flats are trying to sleep. please do something about this
Lynton R	Lynton R outside the school there are double yellow lines between 2.30pm - 4.30pm people just park on their parked cars picking up children that means you cannot turn right from the right hand lane because its blocked.
Beatrice Road	There is big Parking issue at Beatrice Road behind entrance behind 243 St. James Road SE1 5BZ and Kotree way
Simms Rd	Do not put double yellow lines on any of Simms Rd, Strathnairn St or Beatrice St otherwise there will not be enough space for residents.
Beatrice St	If you put in double yellow lines on Beatrice St the problem will only be worse! Please DO NOT put any double yellow lines on these roads. If you are going to put in parking controls put them on all of Simms Rd, Strathnairn St and Beatrice St. Under the current plans there will not be enough space for residents.
blue anchor lane	Any parking controls on blue anchor lane need to be aligned with the outcomes of the Good Growth Fund initiatives, which are currently proposing blocking off the east end of Blue anchor lane. If that happens parking needs to be aligned with cycle and pedestrian provision
ROSEBERRY STREET	My suggestion is if parking zone are to be introduced in some parts, it is good idea but the issues we are encountering/ that would be encountered is no one want to park under the trees but it can be inevitable due to parking issues because "birds" poo on vehicles massively etc. therefore if opposite park are to be free I used for residents car park would they install lights and made it well illuminated? would they cut some trees down? if not we need parking permit to park anywhere. Thanks.
Tenda road	I believe that a mix of 'residents only' paid parking bays and loading bay spaces could be arranged to make things work to everyone's needs. Tenda road definitely needs some 'residents' only parking spaces

Table 6 Design requests in response to question “Do you have any comments about the proposal or the consultation?”