

# STREETS FOR PEOPLE

LONDON BOROUGH OF SOUTHWARK



## Rotherhithe Village area Controlled Parking consultation

5 February to 17 March 2024

### Have your say on parking in your area

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*Southwark*  
Council  
southwark.gov.uk

## Dear resident,

We would like your views on whether or not we should introduce a controlled parking zone (CPZ) in your area.

In 2016 we consulted on a parking scheme in your area, however, there may have been changes over the years, which have added to the parking pressure in the area, and as such we are consulting you again. We know that in areas with CPZs (70% of the borough) residents have seen a range of benefits including fewer commuters taking up parking spaces, quieter streets and an improved environment, however, we know that asking people to pay for parking when times are tough is difficult.

The council, through our Streets for People strategy, would like to reduce the dominance of cars on our roads and free them up for other uses such as play, walking and cycling. We want to make our streets safer, increase the number of trees on our streets, and improve air quality. These are all things residents have told us they want.

We ask you to carefully consider the information in this booklet and let us know what **you** think is right for your street and area.

It's really important that we hear from as many residents as possible to make sure we make a decision based on input from the whole community. We are consulting until mid-March when we will draw together your feedback to help us make a decision.

Thank you for taking the time to let us know your views.



## What is a controlled parking zone?

A parking zone is a network of local streets, which all come under one permit area. Residents and businesses need to buy a permit to be able to park their car on the street during the zone operating hours but may park without a permit when the zone is not in operation.

Some parking zones in the borough operate all day and some just for a couple of hours in the middle of the day.

A zone with a shorter time tends to be more effective in areas where parking pressure is caused by commuters and would offer more flexibility for your visitors.

A zone with a longer time tends to be more effective in areas where parking pressure is caused by local attractions.

## Where exactly are you proposing to introduce a CPZ?

The map below shows the streets we are proposing to include in the Rotherhithe Village area CPZ. There is more detail later in the document.



## What are the advantages of having a parking zone on my street?

- Space is prioritised for local residents, businesses and their visitors.
- Reduces car use and the negative effects associated with it.
- Commuters will be discouraged from parking on your street during the operating hours.
- Improved access for emergency services and refuse vehicles.
- The council, through our Streets for People strategy, would like to reduce the dominance of cars on our roads and free them up for other uses such as play, walking, cycling. We want to make our streets safer, increase the number of trees on our streets, and improve air quality. These are all things residents have told us they want.
- Through the planning process, residents in newly built developments may be prevented from applying for parking permits to avoid additional parking stress in the area as necessary. Reduces the number of cars parked on your street and improves air quality.

## What are the disadvantages of having a parking zone on my street?

- Those entitled to a permit must obtain it and pay to park in the zone. This payment funds the administration and enforcement of parking controls and any surplus must legally be spent on transport related activities, such as new crossing points, improved safety schemes.
- Parking can be displaced into nearby uncontrolled roads.
- Street signs and lines.
- Visitors to properties within the zone must also have a permit to park during the operational period.

## How much will parking cost?

The council's current permit costs for the financial year of 2023/2024 for the average ULEZ (Ultra Low Emission Zone) compliant vehicle is £4.32 per week. Hybrid vehicles cost £2.88 and electric vehicles cost £1.44 per week.

Disabled badge holders' permits cost 57p per week with free parking for Blue Badge holders in Shared Use Bays.

Visitor permit prices vary with full details on our website. Outside of the permit operating hours, your visitors may park for free.

For businesses, we can explore putting in short stay free bays to accommodate customers. When the permit scheme is not in operation, some free parking may be available.

Please note that parking/permit charges are subject to review and annual inflation.

## Should a surplus be made, how will it be used?

The cost of the permit is used to fund the cost of implementing, administering and maintaining the CPZ. If there is any surplus income it will be used within the legal ring-fence for parking income under section 55 of the Road Traffic Regulation Act 1984. For example, it could be used for important things we all rely on, such as safer crossings and pavement maintenance.



## What you have already told us and how we have responded

Southwark Council carried out a parking consultation in 2016. However, there may have been changes over the years, which have added to the parking pressure in the area, and as such we are consulting you again.

As well as you having your say on the principle of whether a CPZ is made in this area, this is an opportunity to view our detailed maps and give your thoughts on the proposed zone layout and influence the position of bays, the type of bay and the location of double yellow lines. If it is decided to proceed with the proposal, we will then consider these comments during any final designs.

## What happens if I live on a private road?

Please note that permit parking or other controls can be made by the Council on any highway or road to which the public has access, within the scheme boundary. Below is a list of named private roads and Housing Estates which are excluded from the proposals. More details can be found in the detailed maps provided as part of our online consultation form:

- St Marys Estate – Housing Estate
- Henley Close – Housing Estate
- Adams Garden Estate – Housing Estate with parking restrictions
- Western Place – Private non-public highway
- Clarence Mews – Private non-public highway

Should a CPZ be implemented in neighbouring roads, residents of private roads within the CPZ area would still be able to purchase a permit to allow them to park in a controlled area.

## What evidence do you have for proposing a controlled parking zone in this area?

The proposed area is surrounded by permit parking schemes, with CPZ 'G' in the west, CPZ 'H' in the south and CPZ 'S' in the east which was implemented in September 2022. This means that the roads in the proposed area are the only ones that offer free parking. This can be seen in more detail on page 6.

The area is also home to Rotherhithe station, which is an attractive destination for commuters who drive their cars and park close to the station, and continue their journeys on the train, therefore reducing available parking for residents and their visitors.

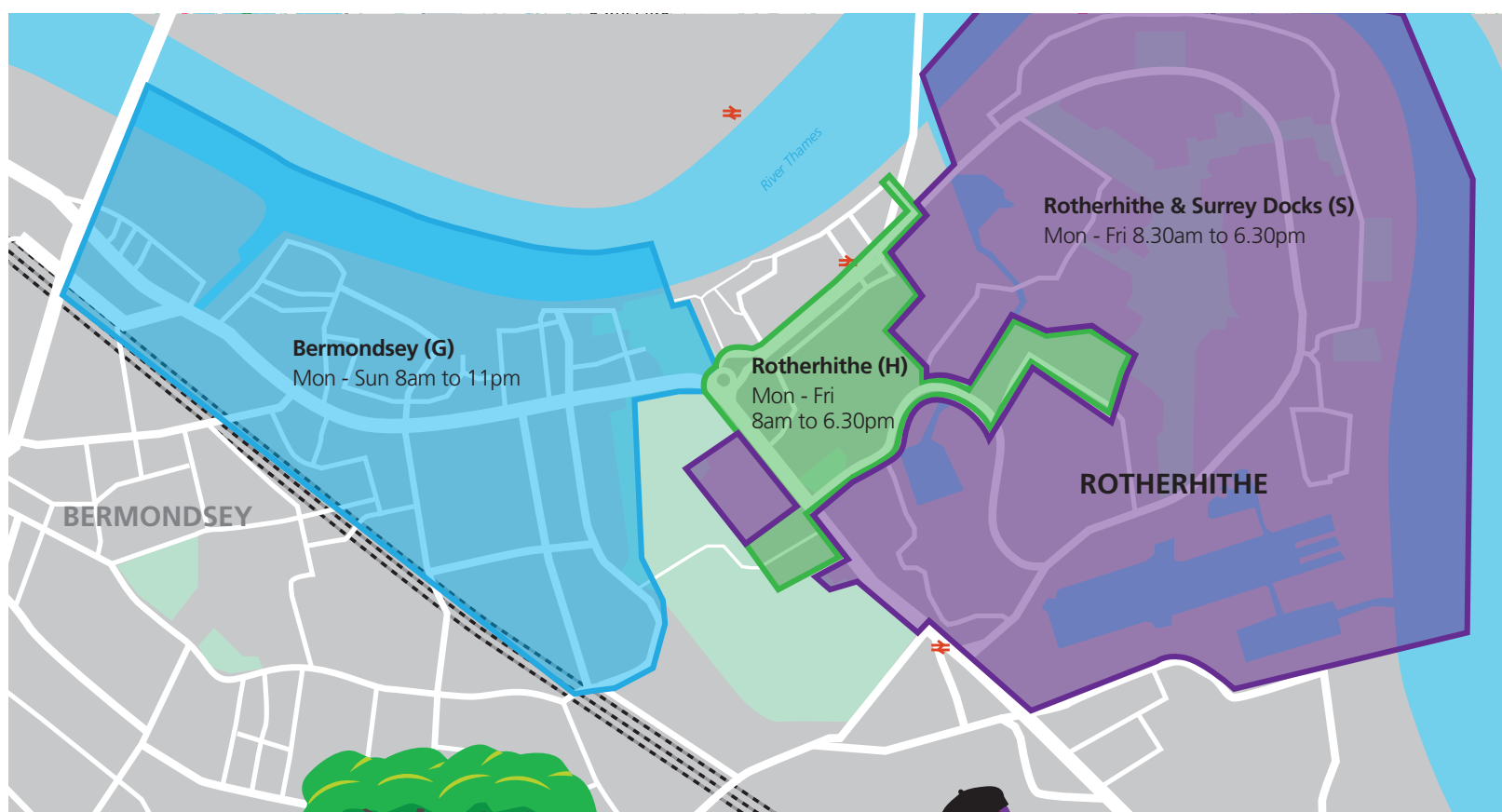
We have conducted a stress survey which was carried out in September 2023 which indicated high parking stress (over 80% occupancy) on the majority of the roads in question. This can be seen in more detail on page 7.



## Surrounding controlled parking zones

In recent years we have introduced parking restrictions in the north of the borough based on requests from residents and parking pressure, including in the Surrey Docks and Bermondsey areas. This is likely to have increased parking pressure in Rotherhithe Village, as the only unrestricted section in the north of the borough. Full details of the surrounding controlled parking zones can be seen on the map below:

As part of this consultation, you can select to be included in a new controlled parking zone, not to have a zone at all or to be included in the existing Rotherhithe zone, which operates Mon-Fri 8am to 6pm and is shown in green on the above map.



## Parking Pressure Data

We have carried out parking stress surveys across all unrestricted roads (roads that do not have any parking controls on them) in the borough. The map below shows your neighbourhood categorised into three categories. Red means that 80% or more of the parking spaces were in use,

orange means that 60% were, and green means less than 60% were. This means that for the red roads, 8 out of 10 parking spaces are occupied, which could mean that you may have to drive further to find parking near your home or even park in a neighbouring road.



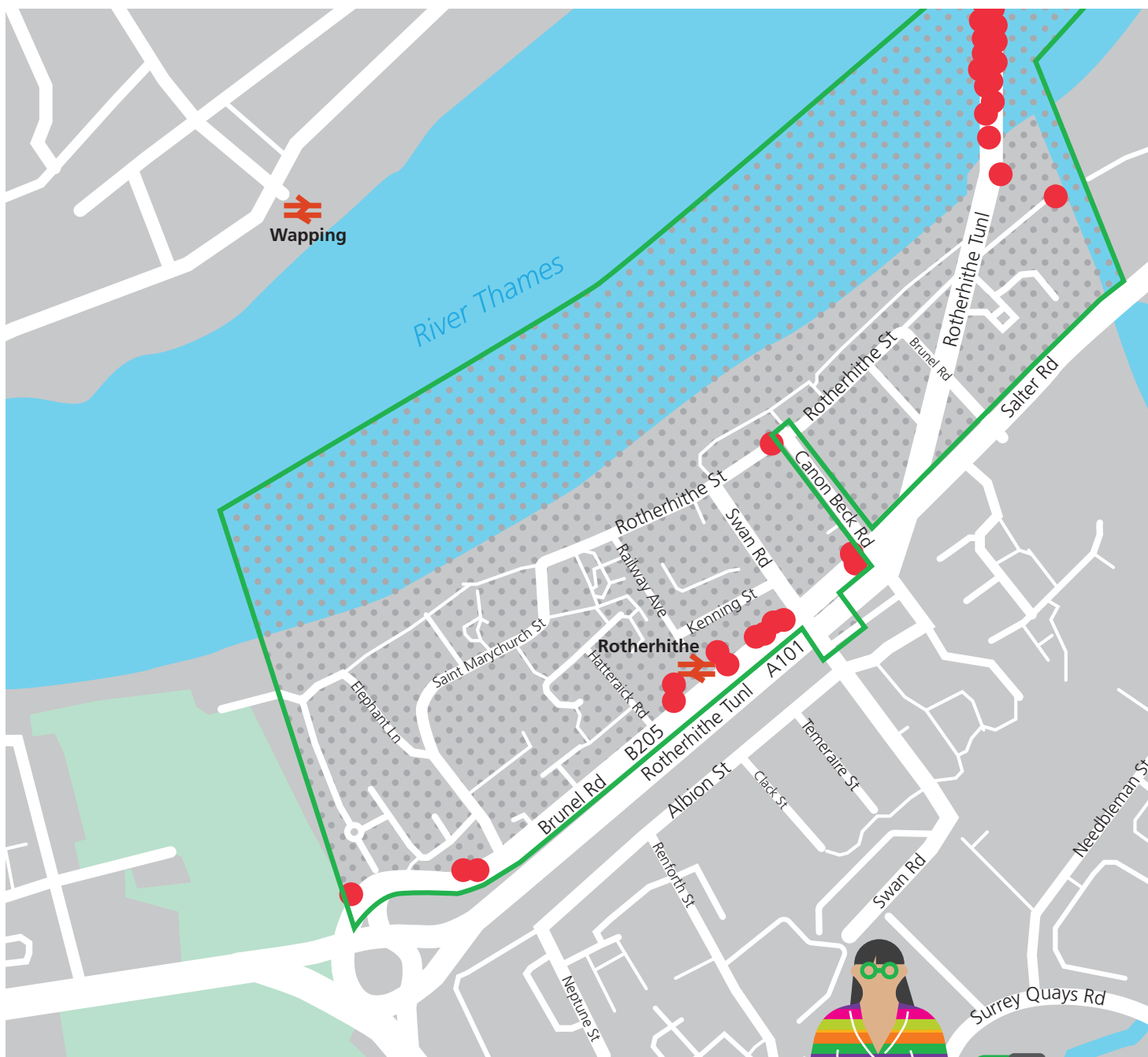
Railway Avenue does not show any parking pressure as both sides of the road are restricted by double yellow lines. Brunel and Salter Roads are shown as blue as these roads already contain restrictions.

The parking stress data above shows the parking stress over two weekdays and one weekend day period, morning, afternoon, and evening, during term time in September 2023.

## Collision statistics

Any reported collisions are logged by the council and Transport for London to understand where potential interventions are required. Collisions at junctions are more likely when excess parking reduces visibility. The Rotherhithe Village area went through a junction protection programme

after the previous CPZ consultation. If this CPZ were to be implemented, we would expect to see fewer vehicles in the area and thus less potential for collisions. Most collisions in the area have taken place on Brunel Road or in the Rotherhithe Tunnel.





## Other things to consider

### What do people think in areas where we've already done this?

We understand that you may have concerns about living in a controlled parking zone, particularly if you own a car or have regular visitors that travel by car. It is helpful to remember that most areas of the borough already have controlled parking and people quickly adapt to the change. We offer a range of different permits, which can accommodate your visitors, tradespeople and those who have a Blue Badge.

We have received many positive comments from residents after parking zones have been implemented, some of whom were initially anxious about the plans. Comments from Camberwell residents include:

"I am writing to say how delighted we are with the controlled parking zone (CPZ), and to apologise for the resistance to your plan from everyone in this house. It's literally transformed the street – we very seldom use the car but when we do, we can park without any difficulty at all, and the street is now an open and peaceful place to live."

"The environmental improvement is huge and an important boost to city living. Now that we have the CPZ in operation our streetscape has been transformed. We can park without difficulty and the appearance of the area has changed beyond recognition."

However, we acknowledge that the implementation of controlled parking zones can cause displacement to surrounding roads as demonstrated by the comments received following the recent implementation of a zone elsewhere in the borough:

"Walking around the newly implemented parking zone, there are now empty bays, yet the surrounding roads are jam packed with cars that are left there all week, as it is local residents who have been forced to move their cars. I have just had to park my car some way off from my flat and watched at least 4 cars crawling around looking for a space causing more pollution than normal."



## What are the indicative timelines for this parking consultation?

The following outline timetable has been produced, which may change and be communicated to you should it change. If it is decided at any stage not to proceed with a CPZ in this location, then subsequent phases will not take place and consultees will be notified.

- **5 February to 17 March 2024**  
Public Consultation.

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- **13th February 2024 from 6pm to 8pm**  
Old Mortuary,  
Time and Talents,  
St Marychurch Street  
London SE16 4JE

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- **27th February 2024 from 6pm to 8pm**  
Old Mortuary,  
Time and Talents,  
St Marychurch Street  
London SE16 4JE

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- **In addition to the above, you can speak to someone from the council at**  
Old Mortuary,  
Time and Talents,  
St Marychurch Street  
London SE16 4JE  
**from 10am to 4pm on 17th February 2024**

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- **May 2024 to July 2024**  
Decision making.

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- **July 2024** – Statutory consultation subject to prior decision making.

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- **August 2024 to September 2024**  
Decision making.

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- **Early 2025** – Implementation subject to prior decision making.

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## How can I have my say?

### Online

View the detailed designs and complete the questionnaire online at <http://www.southwark.gov.uk/rotherhithe-village-cpz>

### By post

Complete the enclosed questionnaire and return it to our **FREEPOST** address:

**Freepost RSCE-TGHU-CUZB,  
Rotherhithe Village proposed  
parking zone,  
3rd Floor, Hub 2,  
160 Tooley Street, SE1 2QH**

### At our drop-in session

We would like to invite you to one of our public drop in sessions shown above, where you can find out more and ask any questions you might have.

Please let us know if you are planning on attending a drop in session by emailing [highways@southwark.gov.uk](mailto:highways@southwark.gov.uk), or calling **020 7525 4077**, stating which drop in you would like to attend.

We will be updating our consultation hub with additional events during the consultation period so please check back here: [www.southwark.gov.uk/rotherhithe-village-cpz](http://www.southwark.gov.uk/rotherhithe-village-cpz)



# Questionnaire – Rotherhithe Village

1. Are you a resident, business or visitor?

- Resident
  - Business
  - Visitor or customer
- 

2. Do you agree with the proposed parking zone in your area?

- Yes
  - No
- 

3. Do you want controlled parking on your street?

- Yes
  - No
- 

4. If parking controls are implemented on neighbouring streets, there may be displacement onto yours. In these circumstances, would you want controlled parking on your street?

- Yes
  - No
- 

5. What would be your preference for the days of operation should a CPZ be implemented?

- Monday to Friday
  - Monday to Saturday
  - 7 days a week
- 

6. What would be your preference for the times of operation should a CPZ be implemented? Even if you have selected that you do not want a CPZ, please respond to this section of the survey so that your views are still considered. We will not consider a response in this situation to mean you are in favour of parking restrictions.

- All day (e.g. 8am to 6.30pm)
  - Longer hours (e.g. 8am to 11pm)
  - Shorter hours (e.g. 2 hours a day)
  - Part of the day (e.g. 11am to 3pm)
  - Join the existing Zone H (Mon-Fri, 8am to 6.30pm)
  - 24 hours
- 

7. Brunel Road is currently part of zone H. As part of this scheme, would you like this road to be included in the new zone being proposed?

- Yes - please include Brunel Road in to the new proposed zone
  - No - please leave this road as part of zone H (no-change)
- 

8. How many cars or vans does your household or business park on the street?

- None
  - 1
  - 2
  - 3 or more
- 

9. On weekdays, when do you find it more difficult to park on your street?

- Morning
  - Afternoon
  - Evening
  - Never, I always find parking on my street
- 

10. On weekends, when do you find it more difficult to park on your street?

- Morning
  - Afternoon
  - Evening
  - Never, I always find parking on my street
- 

11. To what extent do you agree or disagree that a parking scheme would help to reduce vehicle emissions and improve public health?

- Agree
  - Neither agree or disagree
  - Disagree
- 

12. To what extent do you agree or disagree that introducing parking controls that prioritise residents and local businesses would improve access to parking?

- Agree
- Neither agree or disagree
- Disagree

13. To what extent do you agree or disagree that a parking scheme would help to improve road safety and reduce traffic congestion?

- Agree
- Neither agree or disagree
- Disagree

14. To what extent do you agree or disagree that a parking scheme would help to improve the street environment and quality of life for residents?

- Agree
- Neither agree or disagree
- Disagree

15. If you have looked at the proposed design for your area and would like to suggest any changes to the design e.g. location and type of bays, location of double yellow lines or if you have any other comments in relation to the proposals, please note them below for us to consider.

## About you

We ask for some personal information because it helps us analyse and make better use of the feedback we receive.

1. What is your name?

Name

2. What is your postcode?

We ask for this because we are particularly interested to hear the views of people who live in the area of the proposed project

Postcode

3. In what capacity are you responding to this consultation?

- As a resident of a directly affected road
- As a resident of a nearby road
- As someone who travels on these roads
- As someone who visits for e.g. leisure or shopping
- As a local business owner/staff member (please specify)
- As a representative of a group or organisation (please specify)

4. What road do you live on?

5. How do you usually travel in this area (you may select more than one)?

- On foot
- On foot with a pushchair/buggy
- Wheelchair
- Bicycle
- Motorcycle
- Bus
- Car or other motor vehicle
- Other (please specify)

## Completing this section is optional

To make sure we are providing fair services to all of Southwark's diverse communities, it is important that we ask you a few questions about yourself. You are under no obligation to provide the information requested, but it would help us greatly if you did. The information will be used to help us plan services that meet the needs of all users. Your responses will be kept confidential and any information published will be made anonymous. The information will be used in a statistical format only.

Age: .....

Ethnic background: .....

Sex/gender identity: .....

Are you Disabled?  Yes  No  
If Yes, what kind of disability?

.....