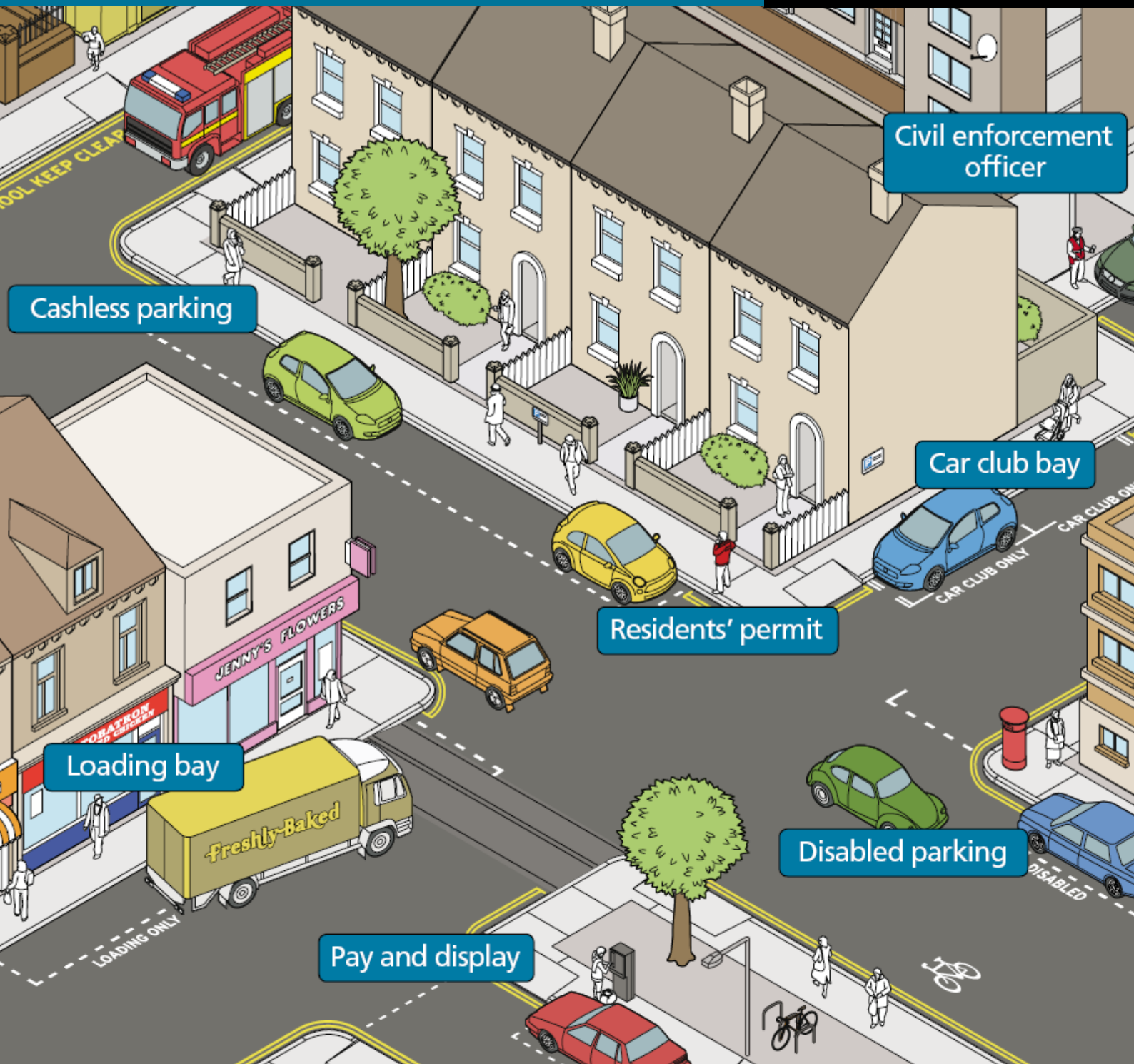


Paterson Park, Bermondsey 1st stage CPZ study

May 2011

www.southwark.gov.uk



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This report details the findings of a study on the possibility of introducing parking controls in the Paterson Park, Bermondsey area. It provides the evidence base for the associated key decision report which sets out recommendations for the strategic director of environment.

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Section A - Introduction

Southwark Council has twenty Controlled Parking Zones (CPZs) in operation (appendix 1) which have been introduced over a period of almost 40 years. This time span reflects the historical and continued challenge, faced by every local authority, in matching the demand by drivers to park their cars with a finite supply of on-street parking spaces.

The Parking and Enforcement Plan¹ (PEP) sets out the council's policy in the management of parking on its public highway. The PEP acknowledges that few things polarise public opinion more than parking but that restrictions, in many areas of the borough, provide a critical tool in prioritising space in favour of certain groups (eg. blue badge holders, residents or loading) as well as assisting in keeping the traffic flowing and improving road safety.

The PEP was adopted as an appendix to the council's overall transport strategy, the Local Implementation Plan² (LIP). Amongst a variety of transport objectives, the LIP sets out the council's aim to relieve congestion on our roads whilst recognising that motor vehicles play an important part in many people's lives and need to be catered for within our road network.

The LIP notes that congestion can be tackled through a combination of strategies – one of which is managing demand for travel through parking regulation.

Parking is the end result of a trip. The availability of parking at a destination has a clear effect on whether the trip is made by car or not. Existing parking controls all across Southwark already assist in improving traffic and congestion levels. The controls provide another significant tool that can be used to help control the use of the private car. This, in turn, provides benefits in terms of vehicular emissions, traffic congestion, social inclusion and maintenance costs.

The council's LIP and emerging Transport Plan 2011³ fits within the wider context of the Southwark 2016⁴ and, at a regional level, the Mayor's Transport Strategy⁵.

¹ http://www.southwark.gov.uk/Uploads/FILE_42772.pdf

² <http://www.southwark.gov.uk/YourServices/transport/lip/>

³ http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011

⁴ <http://www.southwark.gov.uk/YourCouncil/SouthwarkAlliance/WhatSouthwark2016.html>

⁵ <http://www.london.gov.uk/shaping-london/>

Section B – Study methods and decision making

Background of study

The PEP⁶ identifies South Bermondsey as high-density residential and suffering parking stresses, which may justify consideration of a new zone.

Funding was made available for this parking study consultation by way of a number of section 106 agreements, within the study boundary area, where new developments have made contributions to assess and, if required, mitigate the negative effects of increased parking demand as a result of those granted planning permissions.

The consultation area is bounded by four existing CPZs: Bermondsey (G), Grange (GR), South Bermondsey (SB) and South Rotherhithe (N) (see appendix 1).

Streets within this consultation area were last consulted in 2002/3 as part of a much wider study prior to the introduction of the Central London Congestion Charging Zone. The 2002/3 consultation resulted in the implementation of GR and SB CPZs, where public support was identified.

Since 2002/3 congestion charging has been introduced that immediately displaced parking in central London to uncontrolled parking areas on its periphery. Additionally parking pressure in this area will have increased as result of new CPZs and the change in land use, construction and occupation of a number of new housing developments within the study area. It is likely that these changes in profile will have caused concern in respect to parking for some residents. This is likely to account to the reasonable number of requests to the council for a CPZ (consultation or implementation), particularly from those roads close to the boundary of the existing Grange (GR) CPZ.

History of parking consultations in the area

Date	Consultation	Outcome
2002/3	1 st and 2 nd stage parking consultations in South Bermondsey.	Introduction of the Grange (GR) and South Bermondsey (SB) Controlled Parking Zones

⁶ Chapter 4.3, Parking and Enforcement Plan, Southwark Council

Project structure

Since adoption of the PEP, the council carries out its CPZ projects by way of a two-stage consultation process⁷, except where the area limits are predetermined by physical, borough or existing CPZ boundaries or by budget constraints - in which case a joint 1st/2nd stage consultation may be carried out.

The two-stage consultation approach can be summarised as:

First stage (in principal) CPZ consultation

This stage is to establish where parking problems are occurring and at what times it takes place.

A questionnaire is sent out to every property within the area asking for opinions on the principal of a CPZ and whether or not they experience parking problems. We will also ask our key stakeholders for their comments too.

Parking occupancy and duration surveys are also carried out to analyse who is parking in the area and for how long.

Consultation replies and parking data are used to make a decision whether or not to introduce a CPZ in the area.

The key decision is taken by the strategic director of environment but the draft report is made public and discussed with the community council before the decision date. This decision is subject to further 2nd stage (detailed design) consultation, see below.

Second stage (detailed design) CPZ consultation

Once a CPZ has been approved in principal, we seek views on how the CPZ should operate.

During this stage we will consult again on the detail of the zone. For example, we will ask views on the type and position of parking bays, the hours and days that the CPZ should operate and other detailed parking issues.

A report will be discussed with the community council before the strategic director of environment approves the final layout, if required.

More detail of the first stage process is shown in Figure 1.

A draft version of this report will be presented to the relevant community council prior to a decision being taken. Opportunity for comment will be made at that meeting and those representations will be appended alongside this report and the key decision.

⁷ http://www.southwark.gov.uk/YourServices/transport/parking/cpzreviews/CPZ_how_consult/

Consultation area

A presentation of the consultation strategy was given and approved at Bermondsey Community Council on 9 November 2010⁸.

All streets approved for consultation are situated within South Bermondsey and Grange Wards.

The existing Bermondsey (G), Grange (GR), Rotherhithe (N), South Bermondsey (SB) CPZs and Rotherhithe New Road provided a logical boundary for the consultation area.

Figure 1

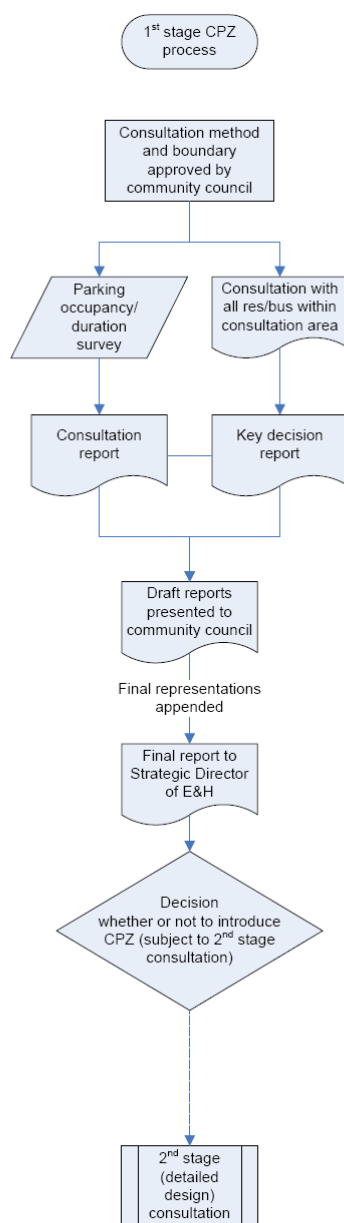


Figure 1

⁸ <http://moderngov.southwarksites.com/ieListDocuments.aspx?CId=174&MId=3418&Ver=4>

Existing parking arrangements in the consultation area

Parking within the consultation area is predominantly uncontrolled but there are some restrictions that prevent unrestricted kerb-side parking. These are summarised as:

Existing restrictions within the consultation area that prevent kerb-side parking	Location
<ul style="list-style-type: none"> Bus Priority measures (eg. Bus stops) 	Galleywall Road, Southwark Park Road, Rotherhithe New Road, St James's Road
<ul style="list-style-type: none"> Destination disabled bays (limited to a maximum stay, to encourage turn-around of space and allow others to use the bay) 	2 installed in Southwark Park Road
<ul style="list-style-type: none"> Origin disabled bays (outside residents homes who meets the council's criteria) 	30 installed throughout area, outside residents homes who meet the council's criteria
<ul style="list-style-type: none"> School keep clear markings (marking to prevent parking at the school entrance) 	Alexis Street, Hyson Road, Macks Road, Monnow Road,
<ul style="list-style-type: none"> Road safety measures (eg. Formal pedestrian crossings) 	Galleywall Road, Southwark Park Road, Rotherhithe New Road, St James's Road
<ul style="list-style-type: none"> Short term parking or loading bays (to assist turn-over space for local businesses) 	Ambrose Street, Anchor Street, Blue Anchor Lane, Bombay Street, Galleywall Road, Lynton Road, Southwark Park Road
<ul style="list-style-type: none"> Car club parking bays 	3 car club vehicles in two locations (Lynton Road and Balaclava Road, respectively)
<ul style="list-style-type: none"> Local traffic management (single/double yellow lines to assist in sight lines and maintain traffic flow) 	Throughout the consultation there are local parking restrictions on junctions, etc.
<ul style="list-style-type: none"> Vehicle crossovers allow access to private land (ie residential front driveways) parking is generally permitted but it can be enforced against by the council at request of the landowner (certain conditions apply) 	Various locations throughout consultation area. Eg. there are a high number in Bushwood Drive and Camilla Road.
<ul style="list-style-type: none"> dropped kerbs / raised footways – informal crossing points installed to assist pedestrian to cross the road and where parking is unlawful. 	Various locations throughout consultation area.

Estate parking

Housing estate parking schemes exist within the consultation area. These permit schemes are operated and managed by the council's housing department and limit parking to residents of those estates only. They include but are not limited to:

Estate parking within the consultation area	Location
Kirby Estate and Rouel Road Estate	Southwark Park Road
Rennie Estate	Galleywall Road
Manor Estate	Roseberry Street
Lynton Estate	Lynton Road
Eldridge Court Estate	Rouel Road

Private allocated parking

Throughout the consultation area, allocated parking exists (ie small surface car parks most usually associated with small apartment blocks), for example in Goodwin Close and Stubbs Drive.

The above controls operate within the consultation area. Additionally, there are CPZs in the surrounding neighbourhood that will likely have influence upon the supply of on-street parking through the effects of displacement.

It should be noted that nearby CPZs, are also likely to play a part in impacting upon supply of on-street parking. CPZs in the north of Southwark (and across all central London authorities) prevent long-stay parking where motorists may otherwise choose to park. These CPZs are extensive in their area and provide protection to local residents; this may result in some motorists choosing to drive to uncontrolled streets then continuing on their journey by train or bus.

The existing controls within and around the consultation area are shown in appendix 1.

Consultation document

4,812 addresses are located within the consultation area. This data was derived from the council's Local Land and Property Gazetteer (LLPG).

Distribution of the consultation document (appendix 2) was made on 23 and 24 March 2011 by way of a blanket hand-delivery, by officers, to all (residential and commercial) properties within the consultation area. The delivery was carried out by the network development team.

The document was also sent to the network development's key and local stakeholders (appendix 3). Local stakeholders were identified as the cabinet member for transport, environment and recycling, ward members, advice centres, post offices, police stations, GP surgeries, dentists and educational sites.

The document was designed to present information on:

- why the consultation was being carried out
- how recipients could contribute / decision making
- what the 1st stage CPZ consultation was about
- Southwark's policy in regard to CPZ
- frequently asked questions
- consultation map

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

- their address
- How many vehicles they park on-street
- current ability to park
- when problems occur
- whether they want controlled parking introduced in their street
- whether their opinion would change if a CPZ was introduced in an adjacent street
- any other comments

The document followed Southwark's communications guidelines and provided detail on large print versions and translation services.

The tear-off questionnaire could be returned in a provided freepost envelope to the council's offices or submitted online.

Documents were delivered on 23 and 24 March 2011 and the response period ran for just over five weeks (longer than the usual consultation period due to the Easter Holidays). The last date for responses was detailed as 3 May 2011. Officers accepted and inputted late responses up to 6 May 2011.

Additionally, details of a phone number and email address were provided to those receiving the document should they wish to talk to an officer or email their comments. In those cases, officers provided assistance to queries and also advised residents that they should complete their questionnaire as this data formed the main basis of the results analysis.

Further information

150 street notices were evenly erected within the consultation area at the end of the 1st week of consultation (1 April 2011). A copy of the notice is found in appendix 4. The notice provided contact details (telephone and email) for more detail on the consultation and advice of what to do if consultation packs had not been received. A '*reminder*' sticker was also fixed to the notices midway through the consultation.

The council's parking consultation webpage⁹ was updated with detail of the active consultation, its process and how decisions would be taken. A selection of frequently asked questions in relation to CPZs also provided an additional source of information for those making enquiries as to what a CPZ could mean to them.

As mentioned above, a direct phone number and email address to the network development team was made available to allow those wishing to making enquires via those methods. Officers assisted with response and also recommended that the callers complete their questionnaire.

Parking surveys

To quantify the parking situation, Count on Us were commissioned in 2008 to undertake parking surveys on a weekday and a Saturday to ascertain parking occupancy and duration of public highway roads within the study area. A further spot occupancy survey was carried out in April 2011.

⁹ <http://www.southwark.gov.uk/YourServices/transport/parking/cpzreviews/>

Section C – Consultation questionnaire results summary

This section provides a summary of the results of the consultation, the details of which are set out in figure 5.

Summary of response rate

Figure 2 shows that the consultation yielded 715 returned questionnaires, representing a 15% response rate. This is a moderate response rate for this type of consultation when compared with similar consultations in the borough and benchmarked against other London authorities. 35 questionnaire returns have been deleted from the consultation, this is where duplicate copies were received from the same property address.

The highest response rate was from Macks Road (57%). There were also 4 roads within the consultation area where we did not receive any response.

The PEP sets out that the council will give significant weight to the consultation return when it exceeds a 20% threshold, 29 of the 71 roads consulted met this level. In accordance with the PEP, other local information sources (such as quantitative parking studies, future development, likely impact of surrounding parking controls and community council opinion) should be given greater weighting where the threshold is not reached.

A further 25 comments were made either by email, letter or phone.

Figure 2 Street	Delivered	Returned	Response Rate	Telephone	Email/Letter	Total responses to consultation
ABERCORN WAY	106	16	15%	0	0	16
ABINGDON CLOSE	20	2	10%	0	0	2
ACANTHUS DRIVE	80	14	18%	0	0	14
ACHILLES CLOSE	47	8	17%	0	0	8
ALEXIS STREET	4	2	50%	0	0	2
ALMA GROVE	62	22	35%	0	0	22
AMBROSE STREET	4	1	25%	0	0	1
AMINA WAY	132	10	8%	0	0	10
ANCHOR STREET	145	10	7%	0	1	11
ARGYLE WAY	38	7	18%	0	0	7
BALACLAVA ROAD	76	17	22%	0	0	17
BEATRICE ROAD	38	11	29%	0	0	11
BLUE ANCHOR LANE	26	6	23%	0	1	7
BOMBAY STREET	7	3	43%	0	0	3
BURNELL WALK	10	1	10%	0	0	1
BURNHAM CLOSE	19	2	11%	0	0	2
BUSHWOOD DRIVE	37	10	27%	0	0	10
CADBURY WAY	129	13	10%	0	0	13
CADET DRIVE	63	10	16%	0	0	10
CAMILLA ROAD	168	23	14%	2	0	25
CATLIN STREET	1	0	0%	0	0	0
CULLODEN CLOSE	39	2	5%	0	0	2
DOCKLEY ROAD	10	0	0%	0	0	0
DRAPPERS WAY	35	1	3%	0	0	1
ESMERALDA ROAD	21	9	43%	0	0	9

Figure 2 Street	Delivered	Returned	Response Rate	Telephone	Email/Letter	Total responses to consultation
FERN WALK	24	2	8%	0	0	2
FORT ROAD	253	22	9%	1	2	25
FRANK MEWS	5	1	20%	0	0	1
GALLEYWALL ROAD	342	19	6%	0	0	19
GOODWIN CLOSE	91	18	20%	0	1	19
HANNAH MARY WAY	10	5	50%	0	0	5
KOTREE WAY	3	0	0%	0	0	0
LANGDON WAY	10	3	30%	0	0	3
LINSEY STREET	94	14	15%	0	0	14
LONGLEY STREET	43	19	44%	0	0	19
LUCEY WAY	234	15	6%	0	0	15
LYNTON ROAD	303	81	27%	2	1	84
MACKS ROAD	7	4	57%	0	0	4
MARIA CLOSE	9	4	44%	0	0	4
MARKET PLACE	43	2	5%	0	0	2
MASON CLOSE	41	10	24%	0	0	10
MONNOW ROAD	32	14	44%	0	1	15
PAINTER MEWS	8	2	25%	0	0	2
QUEEN ANNES SQUARE	8	0	0%	0	0	0
REVERDY ROAD	71	20	28%	0	0	20
ROCK GROVE WAY	61	0	0%	0	0	0
ROSEBERRY STREET	71	16	23%	0	0	16
ROSSETTI ROAD	144	17	12%	0	0	17
ROTHERHITHE NEW ROAD	27	1	4%	0	0	1
ROUEL ROAD	94	11	12%	0	0	11
SHEPPARD DRIVE	87	5	6%	0	0	5
SHERWOOD GARDENS	85	27	32%	0	1	28
SIMMS ROAD	65	13	20%	0	0	13
SOUTHWARK PARK ROAD	244	34	14%	1	1	36
ST JAMES'S ROAD	55	2	4%	0	0	2
STEVENSON CRESCENT	182	19	10%	0	0	19
STRATHNAIRN STREET	100	26	26%	0	1	27
STUBBS DRIVE	209	9	4%	1	0	10
TENDA ROAD	17	2	12%	0	0	2
THORBURN SQUARE	101	13	13%	1	0	14
TROTHY ROAD	50	18	36%	0	0	18
WEALD CLOSE	38	4	11%	0	0	4
WELSFORD STREET	19	4	21%	0	0	4
WHITTAKER WAY	2	1	50%	0	0	1
WINDMILL CLOSE	10	2	20%	0	0	2
WOOLSTAPLERS WAY	173	8	5%	0	0	8
YALDING ROAD	30	7	23%	1	0	8
Other (outside consultation area / no address provided)	-	21	-	2	4	27
TOTAL	4812	715	15%	11	14	740

Figure 2

Petitions

Two petitions were received during the consultation period, both against the introduction of parking controls.

The first petition and covering letter against the proposed CPZ was received on 3 May 2011. The petition was prepared by a two residents of Fort Road and signed by 905 within the consultation area. The petition was also signed by 463 outside the consultation area or by those who didn't provide an address.

A second petition was also received from Sherwood Gardens on 6 May 2011, this was signed by 59 Sherwood Gardens residents against parking controls.

Headline consultation results

- 1) Evaluation of question 1 shows that 94.7% of responses were received from residential properties. Based upon OS land use survey data (appendix 5) this is fairly representative of the area.
- 2) The majority of respondents (85.4%) have access to one or more vehicle. 14.6% of respondents don't have a vehicle. This response is unrepresentative for the ward where 53% (South Bermondsey ward) and 58% (Grange ward) of households don't have a car, compared with the Southwark average (51.9%)¹⁰.
- 3) Figure 3 shows that 63.2% of respondents park one or more vehicle on the road.

How many vehicles do you park on the road?		
Answer Options	Response Percent	Response Count
None, I park off-street	22.2%	155
I don't have a vehicle	14.6%	102
1	52.0%	363
2 or more	11.2%	78
<i>answered question</i>		698
<i>skipped question</i>		17

Figure 3

- 4) The results in figure 3 indicate that majority (74%) of respondents park on the road and 26% park off-street. This question was aiming to understand what proportion of respondents parked on the public highway and what proportion parked off the public highway (ie on housing estate car parks, allocated spaces associated with private developments or private driveways). The results are not as expected (ie officers consider that a smaller proportion do not park on the highway) and that respondents may have not fully understood the question. Greater clarity of "the road" may be required in future consultations.
- 5) Across the whole consultation area, when asked about *your* ability to find an on-street parking space: 59.5% found it easy or very easy, 12% found it difficult or very difficult. The results were very similar when asked about *your* visitor's ability to find an on-street parking (56% v 13.3%).

¹⁰ Office for National Statistics, Census Area Statistics, UV62

6) Question 4 was a guided question asking for detail about when most parking difficulties occurred. 88% of respondents to the questionnaire completed this question. The largest response group (363) expressed that they never experience a parking problem. The second largest group (146) said that problems occurred during Monday - Friday, daytime. Figure 4 details the responses.

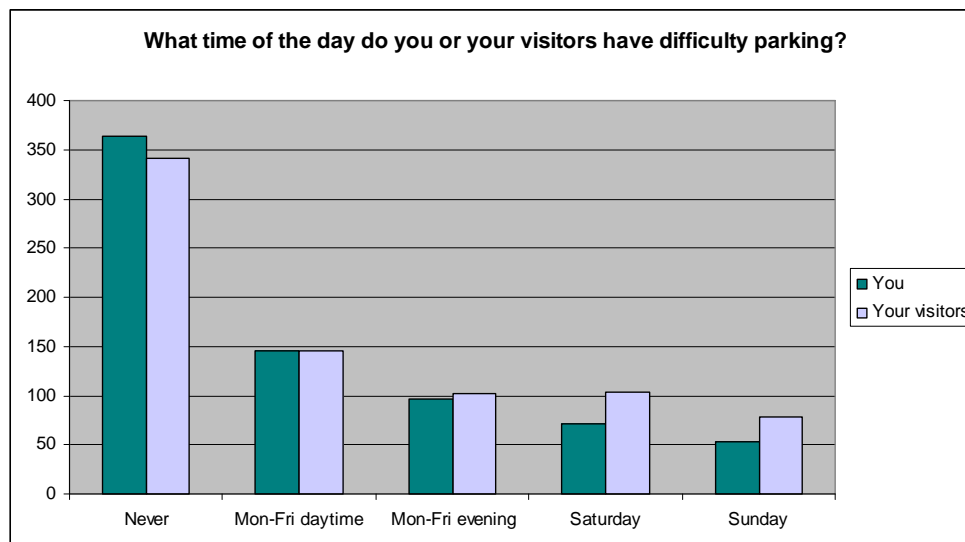


Figure 4

7) Question 5 asked the key question “do you want a CPZ to be introduced in your street?” There is a majority against (81.1%) the proposal across the whole zone. The results are tabulated in Figure 5 and mapped in Figure 6. When evaluating this response, the council will look beyond the overall result to establish whether there are localised pockets of support; this is discussed in Section E to this report.

Do you want a CPZ to be introduced in your street?	Yes	Yes (%)	No	No (%)	Undecided	Undecided (%)	Total questionnaire response rate
ABERCORN WAY	2	13%	14	88%	0	0%	15%
ABINGDON CLOSE	0	0%	2	100%	0	0%	10%
ACANTHUS DRIVE	2	14%	12	86%	0	0%	18%
ACHILLES CLOSE	1	13%	7	88%	0	0%	17%
ALEXIS STREET	1	50%	1	50%	0	0%	50%
ALMA GROVE	4	18%	18	82%	0	0%	35%
AMBROSE STREET	1	100%	0	0%	0	0%	25%
AMINA WAY	1	10%	9	90%	0	0%	8%
ANCHOR STREET	1	10%	9	90%	0	0%	7%
ARGYLE WAY	5	71%	2	29%	0	0%	18%
BALACLAVA ROAD	8	47%	8	47%	1	6%	22%
BEATRICE ROAD	2	18%	9	82%	0	0%	29%
BLUE ANCHOR LANE	2	33%	3	50%	1	17%	23%
BOMBAY STREET	0	0%	3	100%	0	0%	43%
BURNELL WALK	0	0%	1	100%	0	0%	10%
BURNHAM CLOSE	0	0%	2	100%	0	0%	11%
BUSHWOOD DRIVE	3	30%	5	50%	2	20%	27%
CADBURY WAY	5	38%	8	62%	0	0%	10%
CADET DRIVE	1	10%	8	80%	1	10%	16%
CAMILLA ROAD	0	0%	21	91%	2	9%	14%
CATLIN STREET	0	0%	0	0%	0	0%	0%

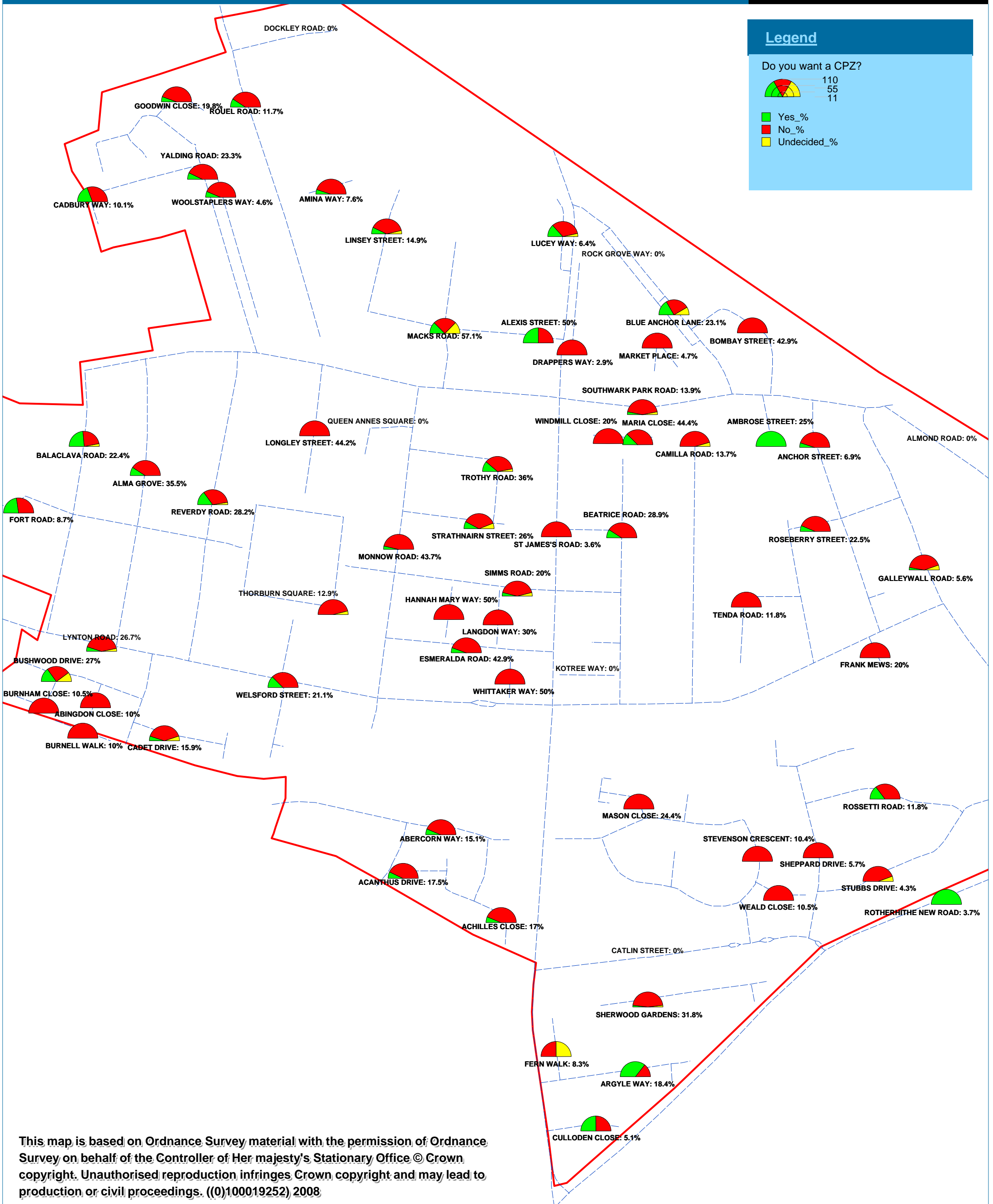
Figure 5

Do you want a CPZ to be introduced in your street?	Yes	Yes (%)	No	No (%)	Undecided	Undecided (%)	Total questionnaire response rate
CULLODEN CLOSE	1	50%	1	50%	0	0%	5%
DOCKLEY ROAD	0	0%	0	0%	0	0%	0%
DRAPPERS WAY	0	0%	1	100%	0	0%	3%
ESMERALDA ROAD	1	11%	8	89%	0	0%	43%
FERN WALK	0	0%	1	50%	1	50%	8%
FORT ROAD	10	45%	12	55%	0	0%	9%
FRANK MEWS	0	0%	1	100%	0	0%	20%
GALLEYWALL ROAD	1	5%	16	84%	2	11%	6%
GOODWIN CLOSE	2	11%	16	89%	0	0%	20%
HANNAH MARY WAY	0	0%	5	100%	0	0%	50%
KOTREE WAY	0	0%	0	0%	0	0%	0%
LANGDON WAY	0	0%	3	100%	0	0%	30%
LINSEY STREET	2	14%	11	79%	1	7%	15%
LONGLEY STREET	0	0%	19	100%	0	0%	44%
LUCEY WAY	4	27%	10	67%	1	7%	6%
LYNTON ROAD	8	10%	68	84%	5	6%	27%
MACKS ROAD	1	25%	2	50%	1	25%	57%
MARIA CLOSE	1	25%	3	75%	0	0%	44%
MARKET PLACE	0	0%	2	100%	0	0%	5%
MASON CLOSE	0	0%	10	100%	0	0%	24%
MONNOW ROAD	1	7%	13	93%	0	0%	44%
PAINTER MEWS	0	0%	2	100%	0	0%	25%
QUEEN ANNES SQUARE	0	0%	0	0%	0	0%	0%
REVERDY ROAD	6	30%	13	65%	1	5%	28%
ROCK GROVE WAY	0	0%	0	0%	0	0%	0%
ROSEBERRY STREET	2	13%	14	88%	0	0%	23%
ROSSETTI ROAD	5	29%	12	71%	0	0%	12%
ROTHERHITHE NEW ROAD	1	100%	0	0%	0	0%	4%
ROUEL ROAD	2	18%	9	82%	0	0%	12%
SHEPPARD DRIVE	0	0%	5	100%	0	0%	6%
SHERWOOD GARDENS	1	4%	25	93%	1	4%	32%
SIMMS ROAD	1	8%	11	85%	1	8%	20%
SOUTHWARK PARK ROAD	2	6%	30	88%	2	6%	14%
ST JAMES'S ROAD	0	0%	2	100%	0	0%	4%
STEVENSON CRESCENT	0	0%	19	100%	0	0%	10%
STRATHNAIRN STREET	4	15%	19	73%	3	12%	26%
STUBBS DRIVE	0	0%	8	89%	1	11%	4%
TENDA ROAD	0	0%	2	100%	0	0%	12%
THORBURN SQUARE	0	0%	12	92%	1	8%	13%
TROTHY ROAD	4	22%	13	72%	1	6%	36%
WEALD CLOSE	0	0%	4	100%	0	0%	11%
WELSFORD STREET	1	25%	3	75%	0	0%	21%
WHITTAKER WAY	0	0%	1	100%	0	0%	50%
WINDMILL CLOSE	0	0%	2	100%	0	0%	20%
WOOLSTAPLERS WAY	1	13%	7	88%	0	0%	5%
YALDING ROAD	1	14%	6	86%	0	0%	23%
Other (outside consultation area / no address provided)	0		17		4		
ALL	102	14%	580	81%	33	5%	15%

Paterson Park, Bermondsey 1st stage CPZ consultation

Do you want a CPZ and response rate

Figure 6



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- 8) Those persons who responded that they didn't want a CPZ in a street were asked a further question if they would change their mind if a CPZ was to be introduced in an adjacent street. The majority (76.7%) would not change their mind and wanted to keep their street uncontrolled even if a CPZ was introduced into an adjacent street.
- 9) Finally, other comments were sought. Understandably, the responses given generally mirrored the view expressed to the key question of whether a CPZ was wanted or not. Figure 7 provides a random selection of comments from those in support of controls. Figure 8 provides a random selection of comments from those in against controls. The text positions are indicative of the location the responses originated from.

Paterson Park - parking consultation

Figure 7

Additional comments from those for a CPZ

May 2011




Paterson Park - parking consultation

Figure 8

Additional comments from those against a CPZ

May 2011



There is definitely no need for CPZ to be introduced to Goodwin Close, we have lived here for 20 years without any parking problems at all. we will definitely fight against it

I'm happy with the parking arrangement now.

I pay enough council tax - i do not want to have to pay more money each year just so I can have visitors.

The area is fairly quiet at the moment, introducing this will lose business in the area. We don't believe there is a problem with parking in this area. we think it should be left the same.

Lived in Balaclava Road 11 years with no problems. This parking scheme is just to make money

If you bring in a CPZ i will have to close my business

Parking is usually OK. I don't see the need to change

Were this proposal to go through, my visitors would be reluctant to spend on any parking fee etc. At the moment we've sufficient parking so no need.

Restricting parking will adversely affect the numbers of families who use centre.

Each of the flats has a car park with private parking place to there shouldn't be any issues with parking.

Would rather have things stay the way they are as we have no problems with the way things have been after 17 years of living here.

There is never a problem with parking in this area. I find it unacceptable that residents and residents visitors would therefore have to pay if a CPZ was introduced. A CPZ is not necessary

Strongly oppose CPZ no problem parking in this area it's bad for business and just another way for the council to squeeze more money out of us! Use this money on the roads instead of this!

Communications made outside of the Freepost questionnaire

Figure 2 displays the type of communication used by all respondents during consultation.

For the purposes of analysis, the figures used (unless stated otherwise) are based upon actual responses to the questionnaire via the freepost address. It is noted that when respondents scanned and emailed their responses to the council these have been included in the main questionnaire dataset.

Whilst inference can be made about the view expressed in an email, for example, the council are unable to add these figures directly into the questionnaire results. This is to encourage people to read the information contained within the consultation pack, respond to specific questions, avoid risk of duplication from those persons who respond by more than one method (by email and questionnaire, for example) and to avoid any possible misinterpretation by the officer inputting the view expressed.

Communications made outside the questionnaire have been included in this study and Figure 9 summarises the main purpose of the correspondence.

Adhoc-communications	A Supports	B Against	C Another consultation document required	D Petition	E Other general enquiries and scanned responses
ANCHOR STREET					1
BLUE ANCHOR LANE			1		
CAMILLA ROAD		1	1		
FORT ROAD		2		1	
GOODWIN CLOSE					1
LYNTON ROAD		2	1		
MONNOW ROAD		1			
SHERWOOD GARDENS		1		1	
SOUTHWARK PARK ROAD			2		
STRATHNAIRN STREET	1				
STUBBS DRIVE		1			
THORNBURN SQUARE			1		
YALDING ROAD			1		
Other <i>no address given or o/s area</i>		3	1		2
TOTAL	1	11	8	2	4

Figure 9

Section D – Parking stress survey summary

This section provides a summary of the parking survey conducted on a weekday (Wednesday 10 December 2008) and a Saturday (Saturday 13 December 2008). The results are summarised in figures 10 and 11.

The beat frequency was carried out on a half-hourly basis between 0600 and 2100. The first beat will in reality start at 0530 and the last at 2030.

No major public events, school holidays or transport problems were reported on these dates.

The parking beat data was collected on a space by space basis with the exact location, any vehicle permit types shown, the vehicle type and the parking restriction type (if any) for each being recorded. Each space was identified as 5.0 meters in length and is given a unique reference number.

The surveys results display occupancy compared to capacity, length of vehicle stay and parking demand type for each street.

Headline results

- 1) The total kerb length within the survey area was 3168m.
- 2) The total length of kerb space classified as “desirable” (or safe) parking was 2039m (64% of the total). The total length of kerb space classified as “undesirable” (or unsafe) parking was 1129m (36% of the total)
- 3) The average weekday street occupancy across the survey area was 52%. The highest weekday average was 83% in Yalding Road. The lowest weekday average was 13% in Goodwin Close.
- 4) Resident’s parked vehicles provided the largest contribution to the weekday total parking type, contributing to 59% of all parked vehicles. Commuters contributed 23%, short-stay 11%, long-stay 8%.
- 5) The highest proportion of commuter parking was in Anchor Street (25%).
- 6) Short-stay parking (0-3hrs) was noted in many streets within the zone. Typically this occurs where existing parking restrictions limit the maximum permitted stay period (eg Ambrose Street, Anchor Street and Bombay Street)
- 7) No major changes to occupancy are noted between the 2008 occupancy and duration survey and the recent April 2011.

Ave. street occupancy of desirable parking spaces (%)

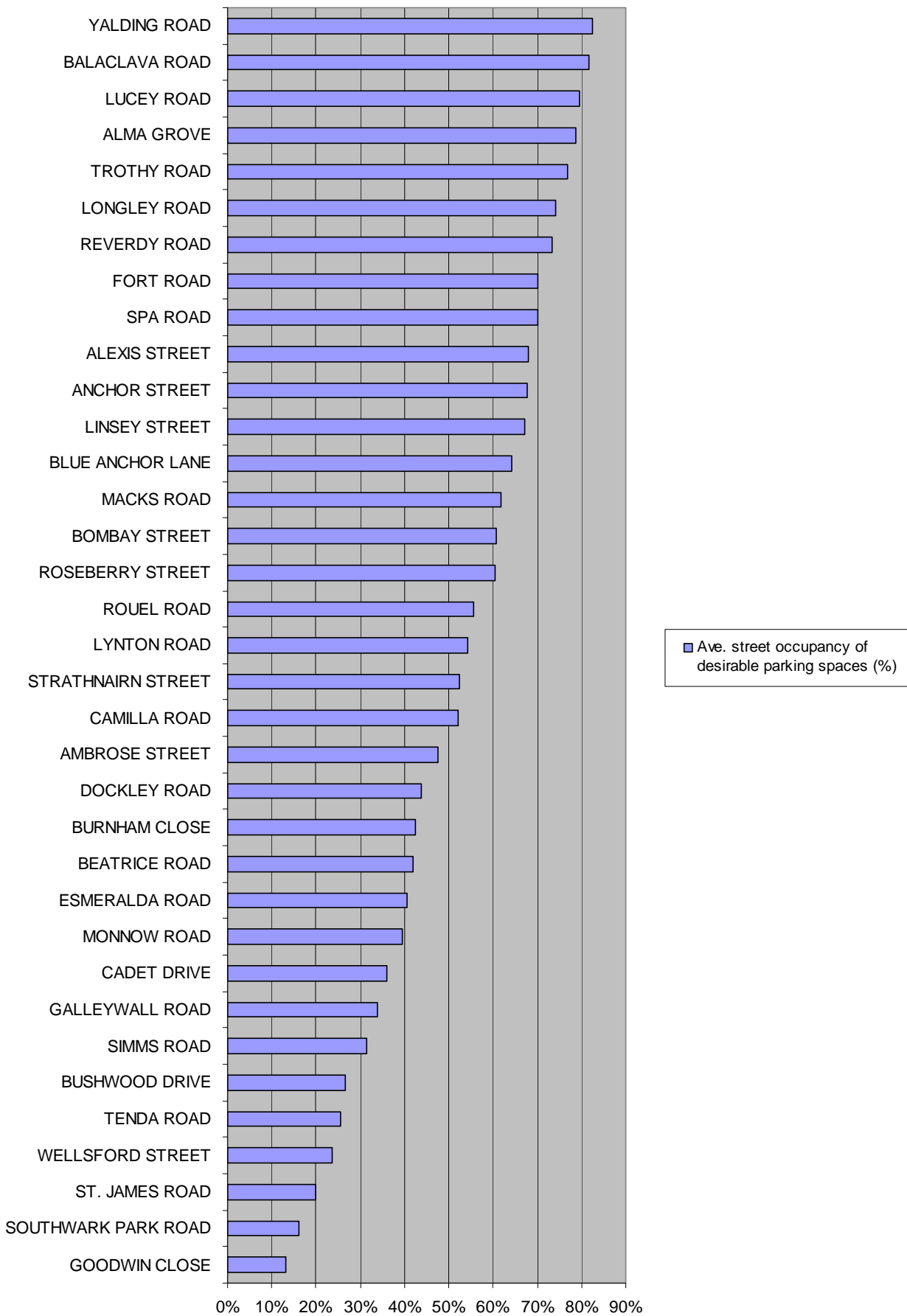


Figure 10

Parking occupancy by vehicle category during commuter hours (Wednesday 0830-1830)

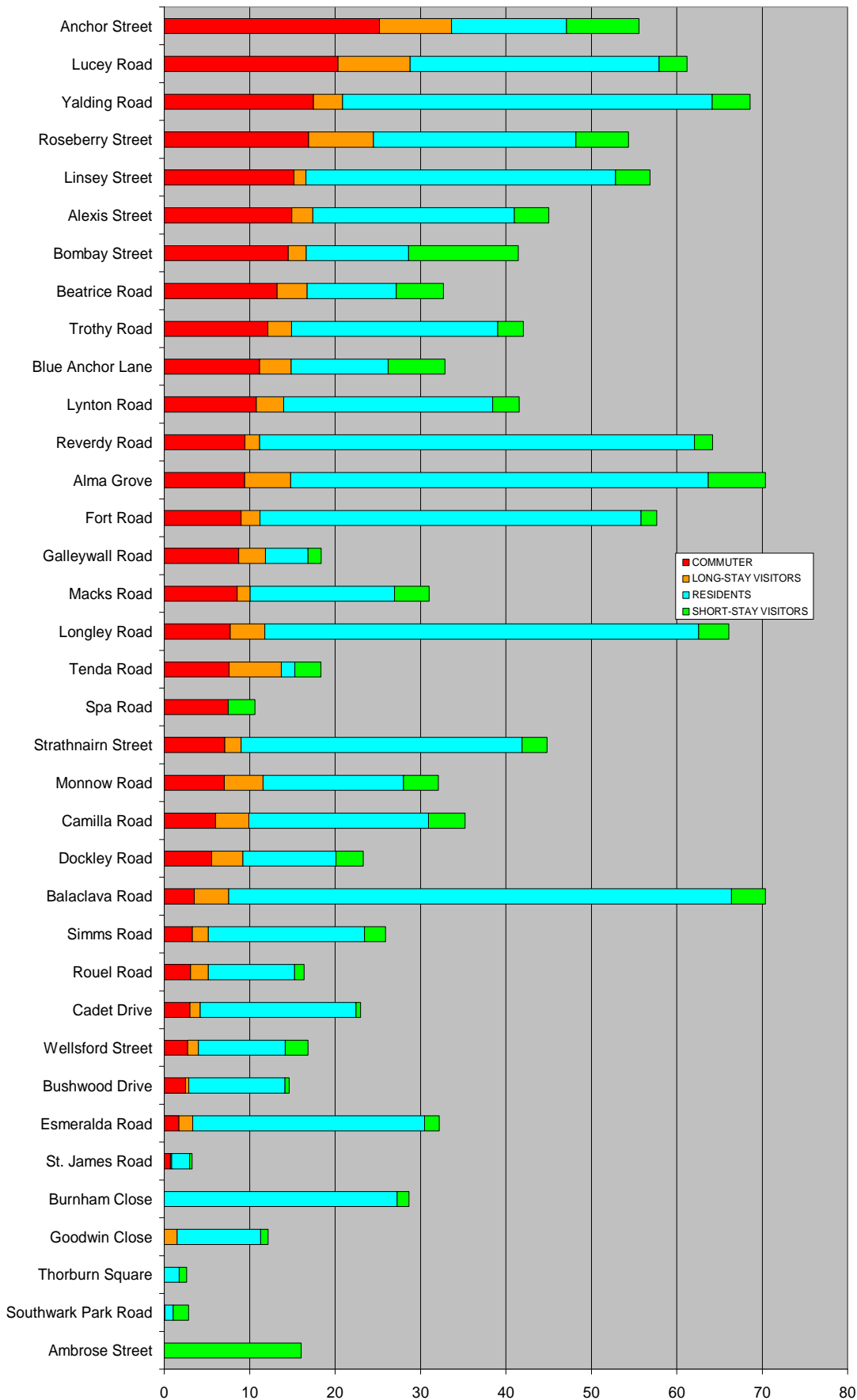


Figure 11

Section E – Study conclusions and recommendations

Across the whole area, the public consultation results display an absence of support for parking controls (81% against v 14% for). It is, however, important to understand if there are any clusters of support.

To do this, the primary question ‘do you want controlled parking to be introduced in your street?’ has been mapped in a Geographical Information System to thematically display peoples ‘yes’, ‘no’ and ‘undecided’ responses.

This provides an opportunity to look for patterns that will not be identified on the overall street-by-street results. Although the street-by-street votes are valuable, it may not give a clear reflection of a local parking situation, for example the parking demand may be different in the section of Lynton Road by Balaclava Road compared to the section of Lynton Road by Galleywall Road.

Support for parking controls

A total of 3 roads responded with a majority of respondents in favour of parking controls.

These were Ambrose Street, Argyle Way and Rotherhithe New Road.

It should be noted that only one response was received from both Ambrose Street and Rotherhithe New Road, thus a particularly low response. Both streets are fully controlled by way of existing parking restrictions (ie yellow lines or short-stay parking bays).

Argyle Way voted a majority of (5 v 2) in favour of controls, this may be because the carriageway is narrow meaning vehicles can only park on one side of the street, it is noted that there is also off-street parking available to residents.

Streets against parking controls

A total of 55 roads responded with a majority of respondents against parking controls.

Indeterminate streets

There was a split decision on parking controls in Alexis Street (1 v 1), Balaclava Road (8 v 8) and Culloden Close (1 v 1).

A low response rate was received from Alexis Street and Culloden Close.

Mapped responses

Further analysis of our mapped responses show that there is a cluster of ‘yes’ votes in some streets close to the existing Grange (GR) CPZ but no overall majority or definite area of support.

No response

No responses were received from Catlin Street, Dockley Road, Kotree Way, Queens Annes Square and Rock Grove Way. There are few properties in these streets, which may explain why we didn’t receive a response.

Parking controls continue to provide varied and polarised opinion. The perception on whether or not controls are required will depend on a on a personal factors as well as the local conditions on-street.

It should also be noted that self-selection bias may occur in a study where potential respondents have control over whether they participate.

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.

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 they be, extrapolated across all stakeholders. We can only be certain that the consultation feedback received is representative of those who chose to respond.

Consultation results show a clear correlation between support for the CPZ and perceived easy/difficulty in parking. Those supporting the introduction of a CPZ report difficulty parking in their street, 62% of CPZ supporters said that they found parking difficult (>4 on scale of 1-5). Those against the introduction of a CPZ reported little difficulty parking in their street. 88% of those against the CPZ found parking easy (<2 on scale of 1-5).

Recommendations

Taking into consideration all aspects of the report, it is recommended that all of the following options are carried out by the council

- 1) Do not proceed to a 2nd stage parking consultation
- 2) Remove the existing CPZ parking restrictions outside Stansfeld House in Lynton Road (GR) to relieve parking pressure in Balaclava Road (appendix 6)
- 3) Install waiting restrictions on all junctions within the area to ensure that sight lines are kept clear from parked cars. Minimise existing restrictions wherever possible.
- 4) Remove all unnecessary street furniture throughout the zone and refresh worn and faded road markings.

List of appendices

1. Borough and beyond CPZ map
2. Consultation document
3. Stakeholder consultation list
4. Consultation street notice
5. Land use map
6. Lynton Road (GR) parking amendments

Version control

Version 1.0

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