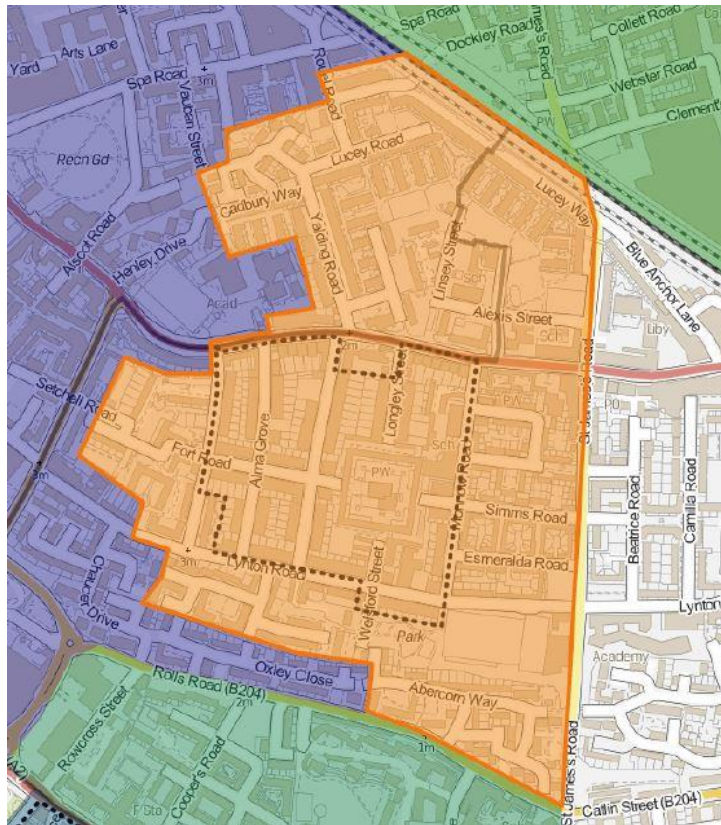


Thorburn Square Parking Study



In response to feedback from residents, the council consulted the Thorburn Square area to determine if a controlled 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 if there is the need for a parking zone in the Thorburn Square 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.

Whilst the area remains unrestricted of parking controls, there are some existing double yellow line restrictions in the study area where parking is deemed unsafe, i.e. on road junction and across dropped kerbs. There are also disabled parking bays outside residential properties, these have been installed where the council have received an application for a disabled bay and the criteria have been met. There are also single yellow lines and parking bays on roads such as Southwark Park Road.

Summary of key consultation findings

- A total of 2,610 consultation packs were sent out to 40 streets within the consultation area. We received a total of 275 responses from a resident or business/organisation within the consultation boundary representing a response rate of 11%. Three responses were also received from outside the consultation boundary.
- The majority of respondents stated that they and their visitors have difficulty parking on week days during the day.
- 8% of respondents were undecided on whether they would like a parking zone, 39% stated that they did not want a parking zone and 53% stated that they did want a parking zone.
- It is clear that the largest group of respondents would like a parking zone on their street
- Street-by-street analysis shows that 13 streets support a parking zone and 15 streets are against. Nine streets were undecided and there was no response from either Burnham Close, Dockley Road, Whittaker Way or St James Road. It is interesting to note that more streets are against the parking zone but more than 50% of the total respondents are in favour. This can be explained by the low response from unsupportive streets and a high response from supportive streets.
- 46% of respondents would like this parking zone to operate all day (i.e. 8.30am – 6.30pm) and 15% would like the zone to operate for two hours during the day.
- 57% of respondents would like it to operate Monday to Friday.

Recommendations

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

1. To implement a parking zone throughout the whole study area.
2. For the zone to operate Monday to Friday.
3. For the zone to operate for 10 hours during the day, 8:30am to 6.30pm.

Introduction

Background

Competition for parking has increased considerably in the roads surrounding Thorburn Square over the last few years. This area is within walking distance of Bermondsey underground station for the Jubilee line. Streets in this area are also close to bus routes connecting to central London. It is also within cycling distance of London Bridge rail and underground station and Rotherhithe Overground station. It is likely that commuters use this area during the day. There have been reports of commuters parking and then cycling with fold up bikes to nearby stations. Parking displacement may have also taken place following the installation of neighbouring controlled parking zones G, GR and SB.

Future developments in controlled parking zones will be car free developments meaning the resident does not have the right to apply for a parking permit. Therefore a parking zone protects existing residents against future pressure from unrestricted parking by residents of new developments.

This area was last consulted in 2011 as part of a parking study. The proposal for a CPZ in this area was not progressed following the result of the initial consultation exercise.

Based on regular requests however since 2011 from local residents, the decision was made in 2017 to consult the streets around Thorburn Square to assess if a parking zone is appropriate in this area.

The consultation boundaries were agreed by the Cabinet Member for Environment and Public Realm in July 2017 and are shown below in Figure 1.

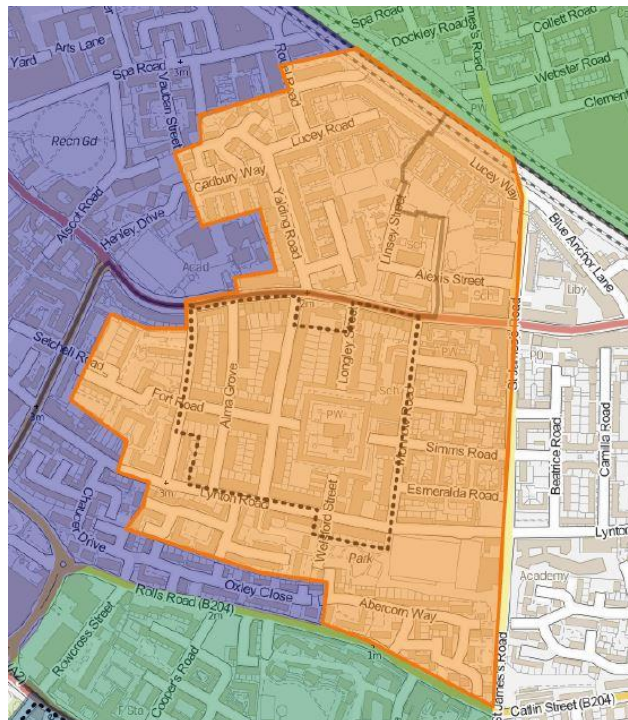


Figure 1 Map showing consultation boundary in orange. The conservation area boundary is shown with a dashed line.

Between Thursday 26 October 2017 and Wednesday 15 November 2017 consultation was carried out with all postal addresses within the study area and with an online form.

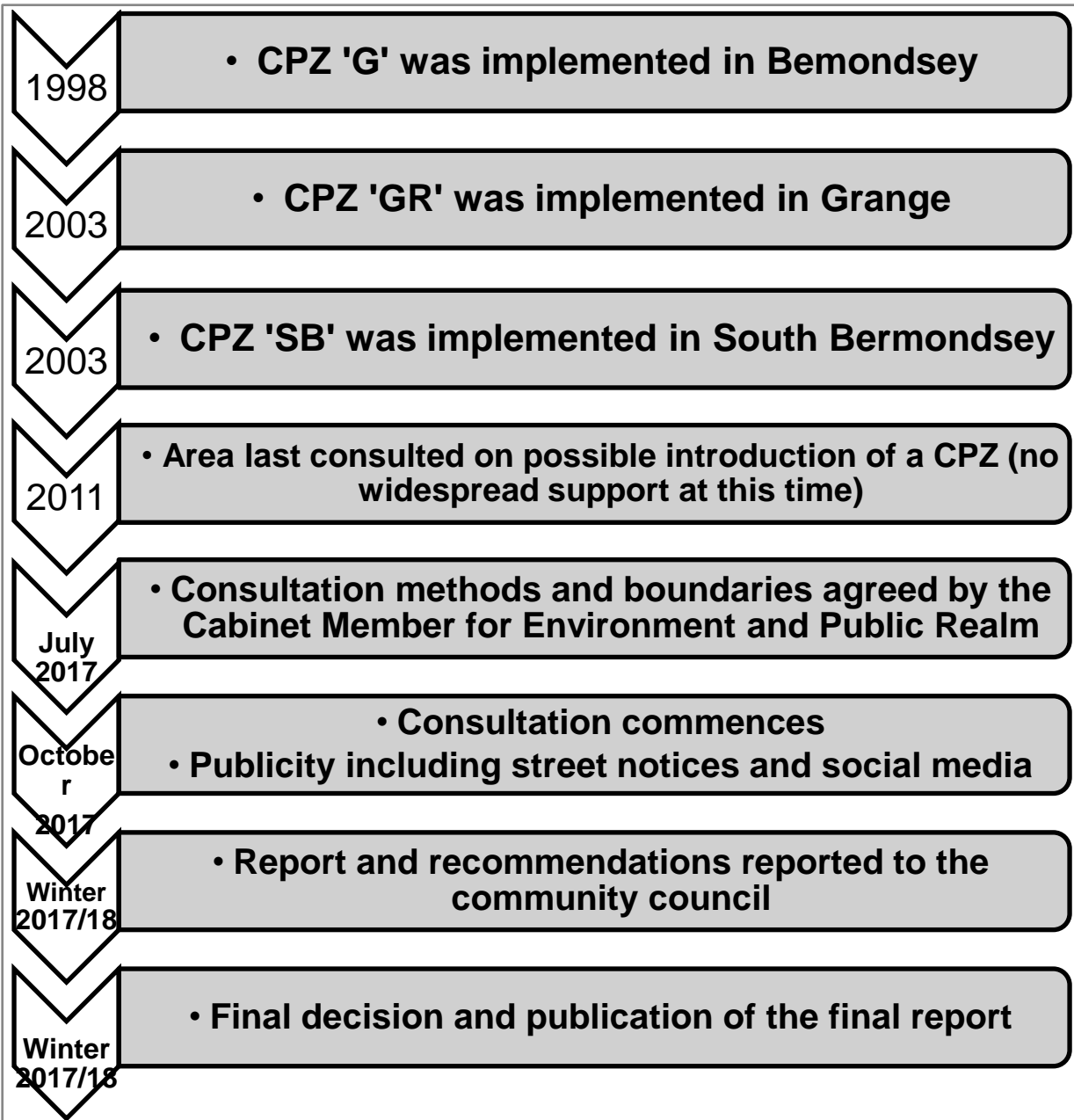
A consultation pack was sent to all 2,610 properties in the area, please see Appendix A. The consultation materials included the following information:

- What is a parking study?
- What is a parking zone?
- How can I have my say?
- Why are we conducting a parking study now?
- What are the advantages and disadvantages of having a parking zone on my street?
- When would the parking zone operate?
- What is the difference between an all day and a part day zone?
- Who can purchase a permit?
- Myth busting
- What happens next?
- Further information
- Questionnaire
- A detailed map of the proposed CPZ, showing what the parking layout would look like

The consultation pack also included the contact details of the officer leading the consultation.

Timeline

We have a thorough process which we follow when deciding whether to introduce a CPZ. A timeline giving background information and the processes on parking in the area is summarised below.



Headline Consultation Results

11%

- Overall response rate
- Over 98% of respondents were residents
- 19 of the 40 roads had a response rate of over 10%

49%

- Of respondents state they have trouble parking on week days

53%

- Of respondents would like a parking zone

Response rate

The consultation closed on Wednesday 15 November 17 July 2017. 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 duplicate responses from the same address. A total number of 275 valid responses were received as summarised below in Table 1.

Total consulted	2,610
Total responses received	277
Out of area	3
Duplicates	2
Valid responses	275
Response rate for Thorburn Square	11%

Table 1 Number of responses received

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

Community Engagement

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

A public drop-in session was held on Thursday 2 November 2017 at St Annes Hall, Thorburn Square during which residents and businesses could discuss the proposals with council officers and provide feedback.

Tweets were published on Southwark Council's twitter page in the first two weeks of November 2017 to publicise the consultation. The consultation was also publicised at the Community Council forum on 14 November 2017. Email reminders were sent to a distribution list.

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 B

Analysis of responses

Street by street breakdown of results

Table 2 below shows the response rate per street and what time of day the majority of respondents had trouble parking per street. All streets considered, there was no clear majority when it comes to what time of day motorists had difficulty parking.

Street type	Road	How many properties	How many responses	Response %	What time of day do you have trouble parking?	Do you want a parking zone?					Total	
						Yes	%	Undecided	%	No		%
Public	ABERCORN WAY	106	5	5%	No clear majority	2	40%		0%	3	60%	5
Private	ABINGDON CLOSE	20	1	5%	Mon-Fri daytime	1	100%		0%		0%	1
Public	ACANTHUS DRIVE	80	3	4%	Never	1	33%		0%	2	67%	3
Public	ACHILLES CLOSE	47	3	6%	Never		0%	1	33%	2	67%	3
Public	ALEXIS STREET	16	1	6%	Mon-Fri daytime	1	100%		0%	0	0%	1
Public	ALMA GROVE	62	17	27%	Mon-Fri daytime and evening	14	82%	1	6%	2	12%	17
Public	AMINA WAY	132	4	3%	Mon-Fri daytime	1	25%	1	25%	2	50%	4
Public	BALACLAVA ROAD	76	10	13%	Mon-Fri daytime and evening	8	80%	1	10%	1	10%	10
Public	BURNELL WALK	10	1	10%	Not answered		0%	1	100%		0%	1
Public	BURNHAM CLOSE	19	0	0%			0%		0%	0	0%	0
Public	BUSHWOOD DRIVE	37	5	14%	Never		0%	1	20%	4	80%	5
Housing	CADBURY WAY	129	8	6%	Mon-Fri daytime	2	25%		0%	6	75%	8
Public	CADET DRIVE	63	4	6%	Mon-Fri daytime and evening	4	100%		0%		0%	4
Public	DOCKLEY ROAD	11	0	0%			0%		0%	0	0%	0
Public	DUNTON ROAD	52	1	2%	Mon-Fri evening, Saturday, Sunday		0%		0%	1	100%	1
Public	ESMERALDA ROAD	21	8	38%	No clear majority	3	38%	1	13%	4	50%	8
Public	FORT ROAD	248	27	11%	Mon-Fri daytime	20	74%	3	11%	4	15%	27
Public	GOODWIN CLOSE	91	9	10%	Never	4	44%		0%	5	56%	9
Housing	HANNAH MARY WAY	10	2	20%	Never	0	0%		0%	2	100%	2
Housing	LANGDON WAY	10	1	10%	Never		0%		0%	1	100%	1
Public	LINSEY STREET	82	4	5%	Mon-Fri daytime	2	50%		0%	2	50%	4
Public	LONGLEY STREET	43	11	26%	Mon-Fri daytime	5	45%	3	27%	3	27%	11
Housing	LUCEY WAY	234	2	1%	Mon-Fri daytime and evening		0%	1	50%	1	50%	2
Public	LYNTON ROAD	127	24	19%	No clear majority	11	46%	2	8%	11	46%	24
Public	MACKS ROAD	7	3	43%	All times of week	2	67%		0%	1	33%	3
Public	MONNOW ROAD	32	10	31%	No clear majority	2	20%		0%	8	80%	10
Public	PAINTERS MEWS	8	3	38%	Never		0%		0%	3	100%	3
Public	QUEEN ANNES SQUARE	8	1	13%	Never	1	100%		0%		0%	1
Public	REVERDY ROAD	71	26	37%	Mon-Fri daytime and evening	18	69%	2	8%	6	23%	26
Public	ROUEL ROAD	94	4	4%	Mon-Fri daytime	3	75%		0%	1	25%	4
Public	SIMMS ROAD	44	9	20%	No clear majority	3	33%		0%	6	67%	9
Public	SOUTHWARK PARK ROAD	140	16	11%	Mon-Fri daytime and evening	13	81%		0%	3	19%	16
Public	ST JAMESS ROAD	41		0%								0
Public	STRATHNAIRN STREET	55	11	20%	Mon-Fri daytime	6	55%	1	9%	4	36%	11
Housing	THORBURN SQUARE	101	9	9%	Never	2	22%	1	11%	6	67%	9
Public	TROTHY ROAD	50	14	28%	Never	7	50%	1	7%	6	43%	14
Public	WELSFORD STREET	28	6	21%	No clear majority	4	67%		0%	2	33%	6
Public	WHITTAKER WAY	2	0	0%								0
Housing	WOOLSTAPLERS WAY	173	5	3%	Never	1	20%		0%	4	80%	5
Public	YALDING ROAD	30	4	13%	Mon-Fri daytime and evening	3	75%	1	25%		0%	4
Public	Outside area	N/A	3		No clear majority	3	100%	0	0%	0	0%	3
Grand Total		2610	275	11%		147	53%	22	8%	106	39%	275

Table 2 Street by street breakdown of response rate and overall sentiment

Analysis of responses by question

1. Are you a resident or business?

Over 98% of respondents were residents. 1% were from outside of the area, 1% was a business and the last 1% an organisation.

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

Table 3 below shows that the majority of respondents park one or more vehicles on the street.

How many vehicles does your household regularly park on the street?	Number respondents	Percentage
1	149	54%
2 or more	45	16%
None (don't own a vehicle)	54	20%
None (park off-street)	24	9%
Not Answered	3	1%
Grand Total	275	100%

Table 3 Summary of number of vehicles parked on the street by respondents

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

Table 4 below shows that 49% of those who responded have trouble parking on a weekday. 46% also stated that their visitors struggle to find space as well. Respondents did have an opportunity to pick more than one response in this section.

Never - You	Never - Your visitor	Mon-Fri daytime - You	Mon-Fri daytime - Your visitor	Mon-Fri evening - You	Mon-Fri evening - Your visitor	Saturday - You	Saturday - Your visitor	Sunday - You	Sunday - Your visitor
84	58	134	127	95	78	42	41	43	39
31%	21%	49%	46%	35%	28%	15%	15%	16%	14%

Table 4 Summary of time of day when parking is difficult for respondents

4. Do you want a parking zone to be introduced in your street?

Table 5 below shows the overall outcome of the key question 'Do you want a parking zone?'

Road	Do you want a parking zone?			
	Yes	Undecided	No	Total
ABERCORN WAY	2		3	5
ABINGDON CLOSE	1			1
ACANTHUS DRIVE	1		2	3
ACHILLES CLOSE		1	2	3

ALEXIS STREET	1		0	1
ALMA GROVE	14	1	2	17
AMINA WAY	1	1	2	4
BALACLAVA ROAD	8	1	1	10
BURNELL WALK		1		1
BURNHAM CLOSE				0
BUSHWOOD DRIVE		1	4	5
CADBURY WAY	2		6	8
CADET DRIVE	4			4
DOCKLEY ROAD				0
DUNTON ROAD			1	1
ESMERALDA ROAD	3	1	4	8
FORT ROAD	20	3	4	27
GOODWIN CLOSE	4		5	9
HANNAH MARY WAY	0		2	2
LANGDON WAY			1	1
LINSEY STREET	2		2	4
LONGLEY STREET	5	3	3	11
LUCEY WAY		1	1	2
LYNTON ROAD	11	2	11	24
MACKS ROAD	2		1	3
MONNOW ROAD	2		8	10
PAINTERS MEWS			3	3
QUEEN ANNES SQUARE	1			1
REVERDY ROAD	18	2	6	26
ROUEL ROAD	3		1	4
SIMMS ROAD	3		6	9
SOUTHWARK PARK ROAD	13		3	16
ST JAMESS ROAD				0
STRATHNAIRN STREET	6	1	4	11
THORBURN SQUARE	2	1	6	9
TROTHY ROAD	7	1	6	14
WELSFORD STREET	4		2	6
WHITTAKER WAY				0
WOOLSTAPLERS WAY	1		4	5
YALDING ROAD	3	1	0	4
Outside area	3	0	0	3
Grand Total	147	22	109	275

Table 5 Street by street response to question “Do you want a parking zone introduced on your street”

Figure 2 below shows the outcome of the key question ‘Do you want a parking zone to be introduced on your street?’

Do you want a parking zone?

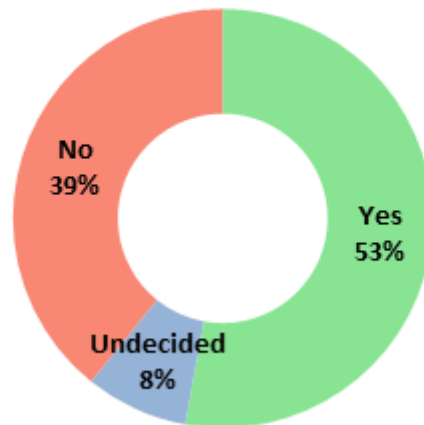


Figure 2 Proportion of all responses to question “Do you want a parking zone introduced on your street?”

Further analysis shows that 13 streets support a parking zone and 15 streets are against. Nine streets were undecided and there was no response from Burnham Close, Dockley Road, Whittaker Way or St James Road. It is interesting to note that more streets are against the parking zone but more than 50% of the total respondents are in favour. This can be explained by the low response from unsupportive streets and a high response from supporting streets.

The map in Figure 3 below details which streets are for a parking zone (green) and which streets are against (red). Blue indicates that there was no clear majority on this street.

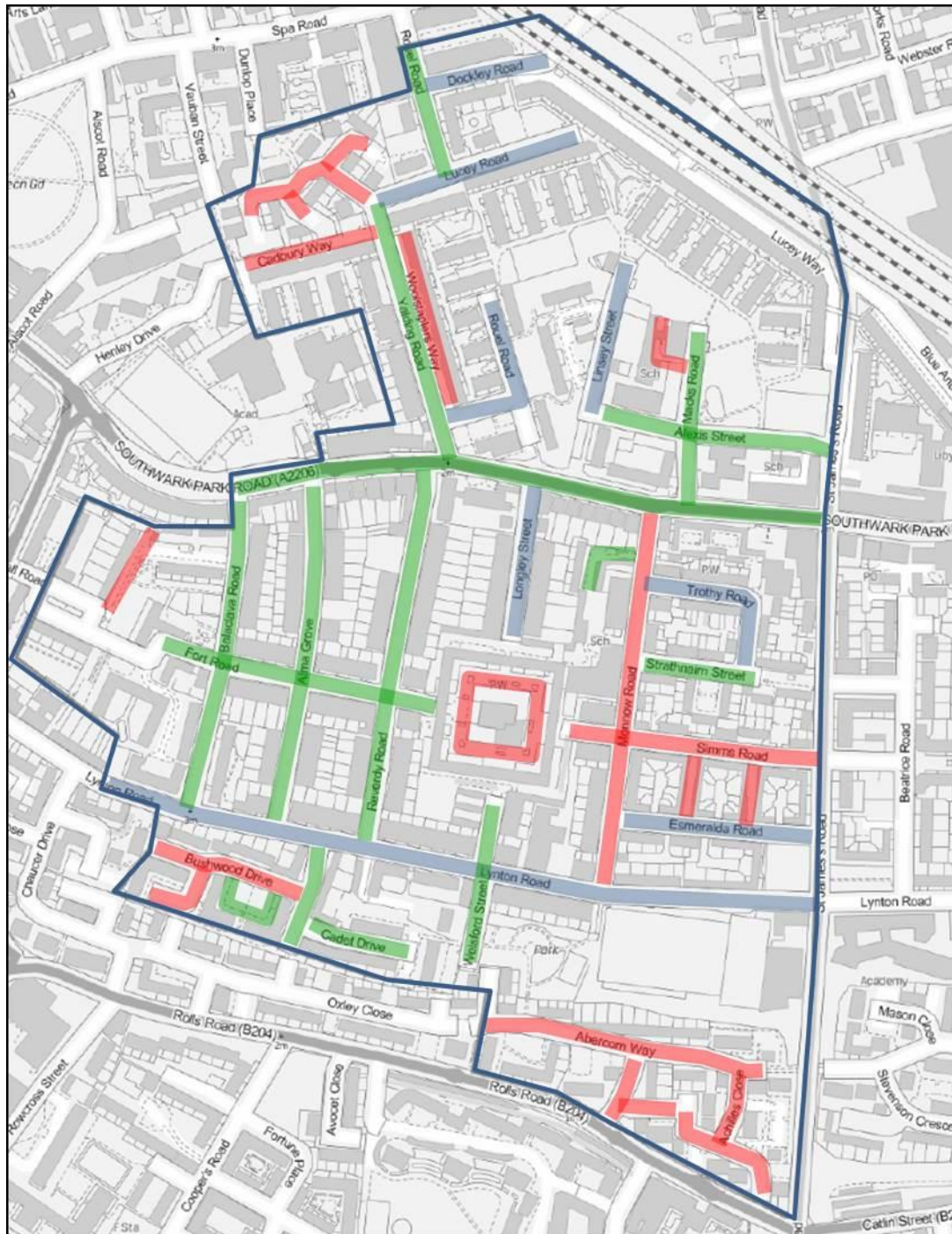


Figure 3 Map of street by street response to “Do you want a parking zone introduced on your street?”

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?

Of those who responded to this question, the majority would not change their mind if the rest of the area had restricted parking. The results for this question are shown below in Table 6.

	If you answered "No" or "Undecided" would you change your mind if a parking zone was to be proposed in only part of the area? (Count of respondents)	Percentage
No	86	63%
Undecided	21	15%
Yes	30	22%
Total	137	100%

Table 6 Overall response to question "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"

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

Table 7 below shows that the majority of respondents said no to a parking zone on their road because of the cost of parking permits, 70 properties stated that there is not a parking problem and 67 stated that the parking controls still would not guarantee them a parking space.

	There is not a parking problem	The cost of parking permits	Parking controls do not guarantee me a parking space outside my property	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)
ABERCORN WAY	3	2	1			
ABINGDON CLOSE						
ACANTHUS DRIVE	2	2	2	1		1
ACHILLES CLOSE	2	1	1	1		1
ALEXIS STREET						
ALMA GROVE	1		1			1
AMINA WAY		2	2	1		1
BALACLAVA ROAD	1	1	2	1	1	1
BURNELL WALK	1					
BUSHWOOD DRIVE	2	1	2		2	4
CADBURY WAY	2	5	5	1	2	1
CADET DRIVE						
DUNTON ROAD		1			1	
ESMERALDA ROAD	2	2	2	1	2	
FORT ROAD	1	4	4	1	2	1
GOODWIN CLOSE	3	5	1	1	1	1

HANNAH MARY WAY	2	1		1		1
LANGDON WAY	1					
LINSEY STREET	2	1	2			
LONGLEY STREET		5	4	2	1	1
LUCEY WAY	1	1		1	1	
LYNTON ROAD	9	9	8	3	1	1
MACKS ROAD			1		1	
MONNOW ROAD	6	8	3	3	1	1
PAINTERS MEWS	1	2	2			
QUEEN ANNES SQUARE						
REVERDY ROAD	1	5	6	5	4	
ROUEL ROAD		1	1		1	
SIMMS ROAD	4	3	2	1		1
SOUTHWARK PARK ROAD	2	2	2		1	1
STRATHNAIRN STREET	3	5	2	1	1	
THORBURN SQUARE	6	5	5	2		
TROTHY ROAD	7	6	5	3	2	4
WELSFORD STREET	2	1				1
WOOLSTAPLERS WAY	3	1	1			1
YALDING ROAD						
Total	71	83	67	30	25	24

Table 7 Street by street reasons for a “No” or “Undecided” response.

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

The preferred hours of operation are shown per street in Table 8 below. The highest number of respondents stated that they would like all day controls (8.30am – 6.30pm).

Which operating hours?	Times					Total
	All day (e.g. 8.30am to 6.30pm)	Part day (e.g. 10am to 2pm)	Two hours during the day (e.g. 11am to 1pm)	Not Answered	Other (please specify)	
ABERCORN WAY	3		1		1	5
ABINGDON CLOSE	1					1
ACANTHUS DRIVE	1				2	3

ACHILLES CLOSE			1	1	1	3
ALEXIS STREET	1					1
ALMA GROVE	7	2	2	2	4	17
AMINA WAY	1		1	1	1	4
BALACLAVA ROAD	6		1	2	1	10
BURNELL WALK				1		1
BUSHWOOD DRIVE	1		4			5
CADBURY WAY	2	2	2		2	8
CADET DRIVE	3			1		4
DUNTON ROAD		1				1
ESMERALDA ROAD	4		1	1	2	8
FORT ROAD	19	1	1		6	27
GOODWIN CLOSE	2	4	1		2	9
HANNAH MARY WAY	1	1				2
LANGDON WAY				1		1
LINSEY STREET	2		1		1	4
LONGLEY STREET	5	3	1	1	1	11
LUCEY WAY	1			1		2
LYNTON ROAD	8	4	3	4	5	24
MACKS ROAD	2	1				3
MONNOW ROAD	2	1	4	2	1	10
PAINTERS MEWS	1	1	1			3
QUEEN ANNES SQUARE	1					1
REVERDY ROAD	16	3	4	2	1	26
ROUEL ROAD	2		1		1	4
SIMMS ROAD	2	2	3	2		9
SOUTHWARK PARK ROAD	10	1	2	1	1	15
STRATHNAIRN STREET	7		1	3		11
THORBURN SQUARE	3	3		1	2	9
TROTHY ROAD	3	1	3	3	4	14
WELSFORD STREET	3			1	2	6
WOOLSTAPLERS WAY	2			2	1	5
YALDING ROAD	2	1		1		4
Total	127	32	40	34	42	275

Table 8 Street by street preferred hours of operation

The proportional breakdown of preferred times of implementation is shown in Figure 4 below.

Which operating hours?

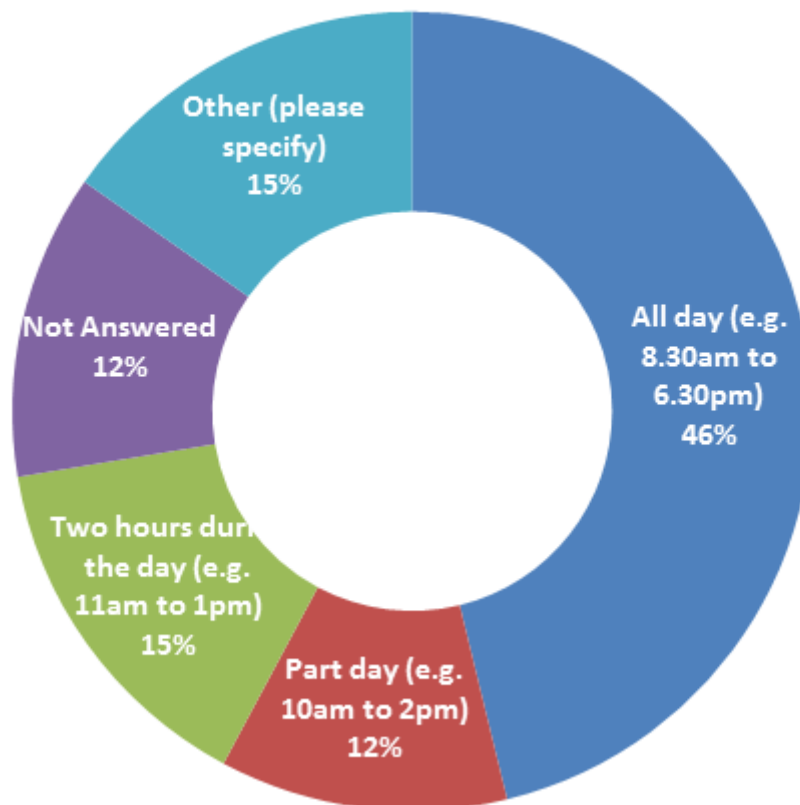


Figure 4 Summary of overall preference for hours of operation

Table 9 below shows a breakdown of the additional comments received on times of implementation.

Hours	Responses
All day	10
All night	8
Evening	2
Part day/two hours	5

Table 9 Number of comments on preference for hours of operation

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

Table 10 below shows that the majority of respondents would like a parking zone to operate Monday to Friday.

Which of the following days would you like the parking zone to operate?					
Roads	Monday to Friday	Monday to Saturday	Not Answered	Other (please specify)	Total
ABERCORN WAY	3	1		1	5
ABINGDON CLOSE	1				1
ACANTHUS DRIVE	1			2	3
ACHILLES CLOSE	1			2	3
ALEXIS STREET	1				1
ALMA GROVE	11	3	1	2	17
AMINA WAY	3			1	4
BALACLAVA ROAD	4	3	1	2	10
BURNELL WALK			1		1
BUSHWOOD DRIVE	5				5
CADBURY WAY	6			2	8
CADET DRIVE	1	3			4
DUNTON ROAD		1			1
ESMERALDA ROAD	3	4	1		8
FORT ROAD	18	3	1	5	27
GOODWIN CLOSE	8			1	9
HANNAH MARY WAY	2				2
LANGDON WAY			1		1
LINSEY STREET	1	2		1	4
LONGLEY STREET	8	2	1		11
LUCEY WAY	1	1			2
LYNTON ROAD	12	4	4	4	24
MACKS ROAD	2	1			3
MONNOW ROAD	5	3	1	1	10
PAINTERS MEWS	3				3
QUEEN ANNES SQUARE		1			1
REVERDY ROAD	17	8	1		26
ROUEL ROAD	2	1		1	4
SIMMS ROAD	7		2		9
SOUTHWARK PARK ROAD	10	5	1		15
STRATHNAIRN STREET	5	2	3	1	11
THORBURN SQUARE	5	1	1	2	9
TROTHY ROAD	6	1	1	6	14
WELSFORD STREET		1	1	4	6
WOOLSTAPLERS WAY	1	1	1	2	5
YALDING ROAD	3		1		4
Outside area			1	2	3
Total	156	52	25	42	275

Table 10 Street by street preferred days of operation

Figure 5 below shows the overall preference for the different days proposed.

Which days?

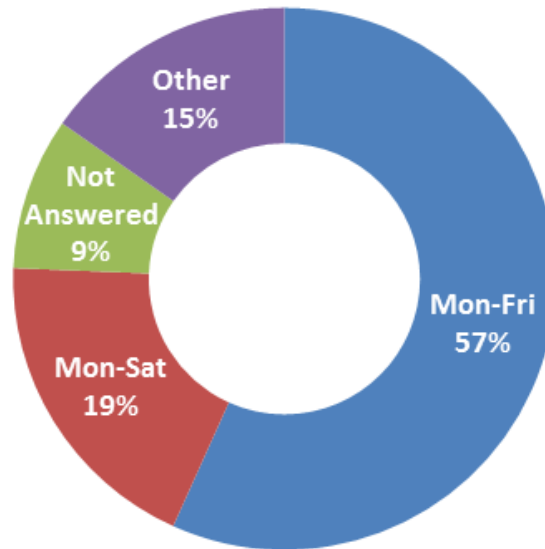


Figure 5 Summary of general preference for days of operation

Table 11 below shows a breakdown of the other and additional comments received on preferred days of operation.

Length of restriction (days)	Responses
7 days a week	18
Mon-Fri	8
Weekends	2
Monday	1

Table 11 Number of comments on preferred days of operation

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

Table 12 below shows that a large amount of respondents commented that there was a problem with parking, the second highest amount of respondents stated that there is a commuter problem. A large number of people also complained about the cost of permits.

Additional comment category	Number of respondents	Percentage (of total number respondents)
Problem with parking	37	13%
Commuter problem	36	13%
Cost of permits	27	10%
No parking problem	23	8%
Design comment	23	8%

Commercial vehicles	22	8%
Visitor concerns	19	7%
Doubled yellow lines concerns	18	7%
Money making scheme	17	6%
Against the zone	14	5%
Suggest changes to Parking policy	13	5%
Disabled bay queries/concerns	12	4%
Planning permissions - infrastructure	8	3%
Estate parking spill-over	8	3%
Questions	6	2%
Private resident bay concerns	5	2%
Design comment- sustainable transport	5	2%
Abandoned cars	4	1%
Fold-up bikes used by commuters	4	1%
Too many cars	4	1%
Estate parking concern	4	1%
Lynton Rd propose angled bays/build outs	3	1%
Antisocial parking behaviour	3	1%
Controls safer for cyclists	3	1%
Emergency access concern	3	1%
Zone will improve traffic	3	1%
Enforcement issue	2	1%
Don't drive, no view	2	1%
Car share registration concern	1	0%
Not affected- off street	1	0%

Table 12 Summary of additional comments

Conclusion and Recommendations

Background on parking in the area

The Thorburn Square area is within walking distance of Bermondsey underground station and bus stops serving routes to central London. It is also within cycling distance of London Bridge rail and underground station and Rotherhithe Overground station.

This area was last consulted in 2011 as part of a parking study. The proposal for a CPZ in this area was not progressed following the result of the consultation exercise.

This area is between parking zones G to the north, GR to the west and SB to the south so is subject to increasing pressure on kerbside parking from motorists that do not have a permit in these zones. The parking problem in many streets of the area may also be due to a combination of increasing resident population, as well as visitors and deliveries to the area, overspill of parking from estates, motorists renting private holiday rentals, commercial vehicle parking, on top of the ever increasing commuter parking.

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 increase in the area in the future.

Informal Consultation

The findings of this consultation show that the majority of respondents in this area would like to have a parking zone implemented. This is further emphasised by the additional comments which show that many respondents feel there is a parking problem.

The road by road analysis shows that although there are more roads against the parking zone, the number of respondents in these streets is lower than for those streets that are for the parking zone. Also some streets that were against the zone are Housing estate roads where off street parking is available for residents (e.g. Cadbury Way, Thorburn Square, Woolstaples Way).

There is not much scope for reducing the boundary of the zone as the roads for or against do not form a logical boundary except for the area of streets on the south east of the area (comprising Abercorn Way, Acanthus Drive and Achilles Close). While this area is against the implementation of a parking zone, the number of respondents was low. It would be irresponsible to leave these streets out because these roads would then experience the displacement of vehicles and even higher demand for parking spaces. It is anticipated that within a year these roads would require a parking zone if they were to be left out of the proposed Thorburn Square zone.

It is noted that there are areas of the consultation area that would not be subject to highway parking restrictions because they are either a private road or a part of a Housing Estate. Private roads do not usually incur an overspill from the installation of a parking zone but the residents may wish to install their own private parking controls. The Estate Parking team has been informed of the results of this consultation should they wish to conduct their own consultation and implement any measures to prevent parking overspill.

It is clear that the majority of respondents would like the zone to operate from Monday to Friday (57%). Roughly half of respondents would like the zone to operate from 8.30am to 6.30pm or similar times, all comments considered. A parking zone that operates from 8.30am to 6.30pm during weekdays will be recommended to the Cabinet Member.

Proposed parking zone layout

Many design comments were received and officers will review each request and make necessary adjustments to the design to ensure that businesses and residents are not negatively affected by the implementation of a parking zone. The design comments are summarised below and available in full in Appendix B.

There are several design amendments proposed to accommodate more safe parking across the area.

- 1) Add parking restrictions to Bushwood Drive and Cadet Drive.
- 2) Review locations of driveways and dropped kerbs for installation of double yellow lines.
- 3) Extend the existing double yellow lines at the junction of Lynton Road/Cadet Drive to address safety concerns raised by respondents.
- 4) Consider addition of further double yellow lines/permit bays in Goodwin Close.
- 5) Addition of loading bay at Welsford Road
- 6) Review split of residents / pay and display at south side of Lynton road from the west to Cadet Drive. Also, the area of Balaclava Road to the south of Fort Rd.
- 7) Review double yellow lines/parking bays at Southwark Park Road, Lynton Road and Fort Road, Macks Road, the entrance to Robin court on Yalding Road (for access the car park at the rear of the property).
- 8) Review disabled bays
- 9) Consider installation of cycle parking (Sheffield stands)

Future minor highways projects could be used to explore the following suggestions to make use of the freed up kerbside space. This process would occur outside of parking zone implementation.

- 1) Consider introduction of buildouts (e.g. with inset bays) with green infrastructure such as planting and sustainable drainage systems (SuDS). Proposed locations include Lynton Road.
- 2) Consider adding locations of electric vehicles charging bays, cycle hangars and car clubs

Recommendations

Having considered the findings of the informal consultation, road safety concerns and best parking practice, the following recommendations are being made:

1. To implement a parking zone across the entire consultation area	The majority of residents in this area have stated that they would like to have a parking zone implemented.
2. To operate this zone Monday to Friday from 8.30am to 6.30pm	The majority of residents would like the zone to operate Monday to Friday and ten hours a day controls was the most popular choice.
