

The enclosed plan is provided to help you understand what a parking zone could look like if it was approved for your area.

The suggested positions and types of parking bay are based upon our initial surveys and reflect the council's highway design standards.

Please use the questionnaire to tell us your views on this design. All comments received will be considered and will help shape the final recommendations.

The boundary shown on the plan identifies the project and consultation area; it is not the boundary of a proposed new zone. The outcome of this consultation will help the council understand which streets support a parking zone and how our design should be refined to reflect those opinions. This may result in a new zone (or an existing zone extension) being approved for some, all or none of the streets consulted.

## The design principles of our feasibility design

- Provide parking bays wherever safe and unobstructive to traffic
- Restrict parking at junctions and dropped kerbs to ensure good visibility and access for all road users
- Prioritise parking spaces in favour of resident and business permit holders
- Provide the option of paid (visitor) parking within an easy walk of each street
- All existing disabled bays to remain
- Minimise the visual impact of traffic signs and lines through innovative design such as permit parking areas (PPA) and restricted parking zones (RPZ)

## Permit parking area



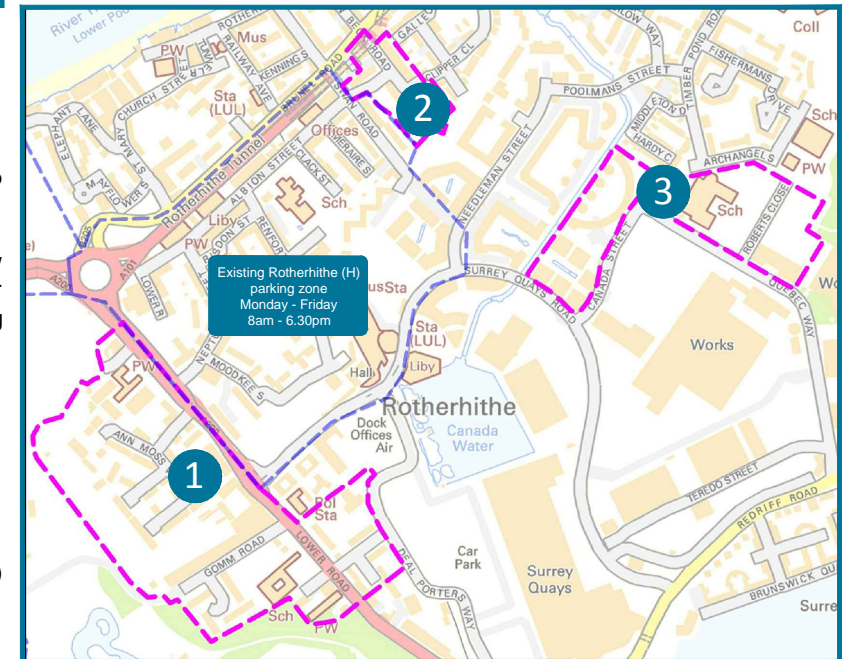
PPAs reduce the visual impact of parking controls by removing white parking bay lines. They allow permit holders to park in the locations they think are appropriate but without the pressure of commuters. Signs are installed at the entrance to the area and at repeated intervals. Yellow lines will still be used to indicate where it is unsafe to park.

The entry signs do not restrict any access into the street, for example to make deliveries or reach private parking areas or driveways.

These types of schemes are extremely successful at minimising the impact that other parking zones may have, as they greatly reduce the requirement for road markings and signs. However, because the signage is very limited, they do work best in small, contained areas and not on extensive road networks.

## Feasibility design overview

The parking layout for your street can be found on one of the three attached plans

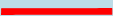
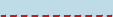








## Loading and unloading


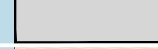


**Parking bays** - You can stop to load and unload in any parking bay (except a disabled bay) for a maximum of 20 minutes during zone hours

**Yellow lines** - Loading and unloading is permitted on single and double yellow lines for a maximum of 40 minutes so long as the loading is continuous

## Legend to plans

Area of road	Colour on plan
Double yellow line (existing)	
Double yellow line (proposed)	
Single yellow line (existing)	
Dropped kerb	

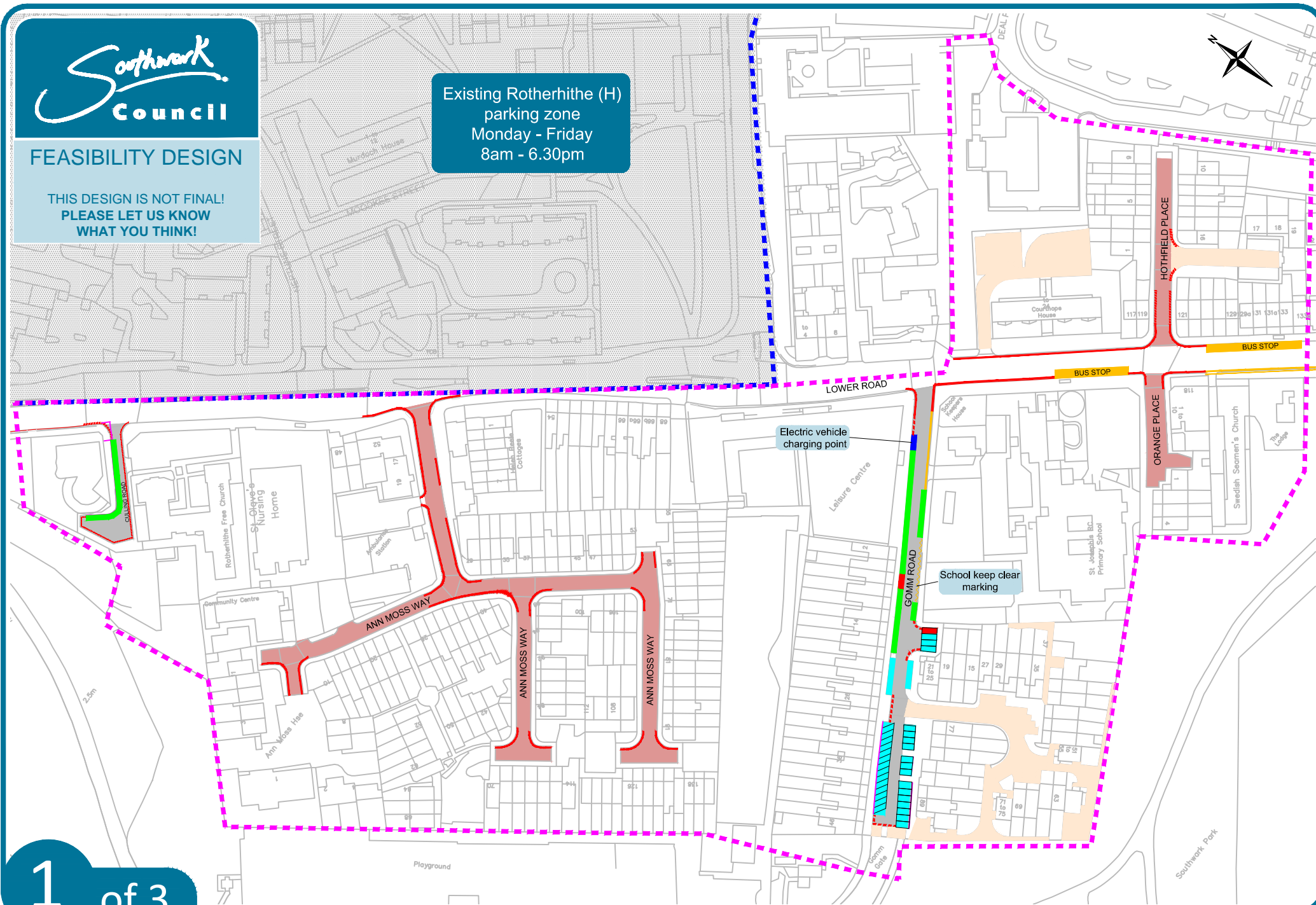
Area of road	Colour on plan
Permit bay (proposed)	
Permit and paid bay (proposed)	
Disabled bay (existing)	
CPZ boundary (existing)	

Area of road	Colour on plan
Permit Parking Area	
Public highway	
Non-public highway	
Boundary of study area	

**FEASIBILITY DESIGN**

THIS DESIGN IS NOT FINAL!  
PLEASE LET US KNOW  
WHAT YOU THINK!

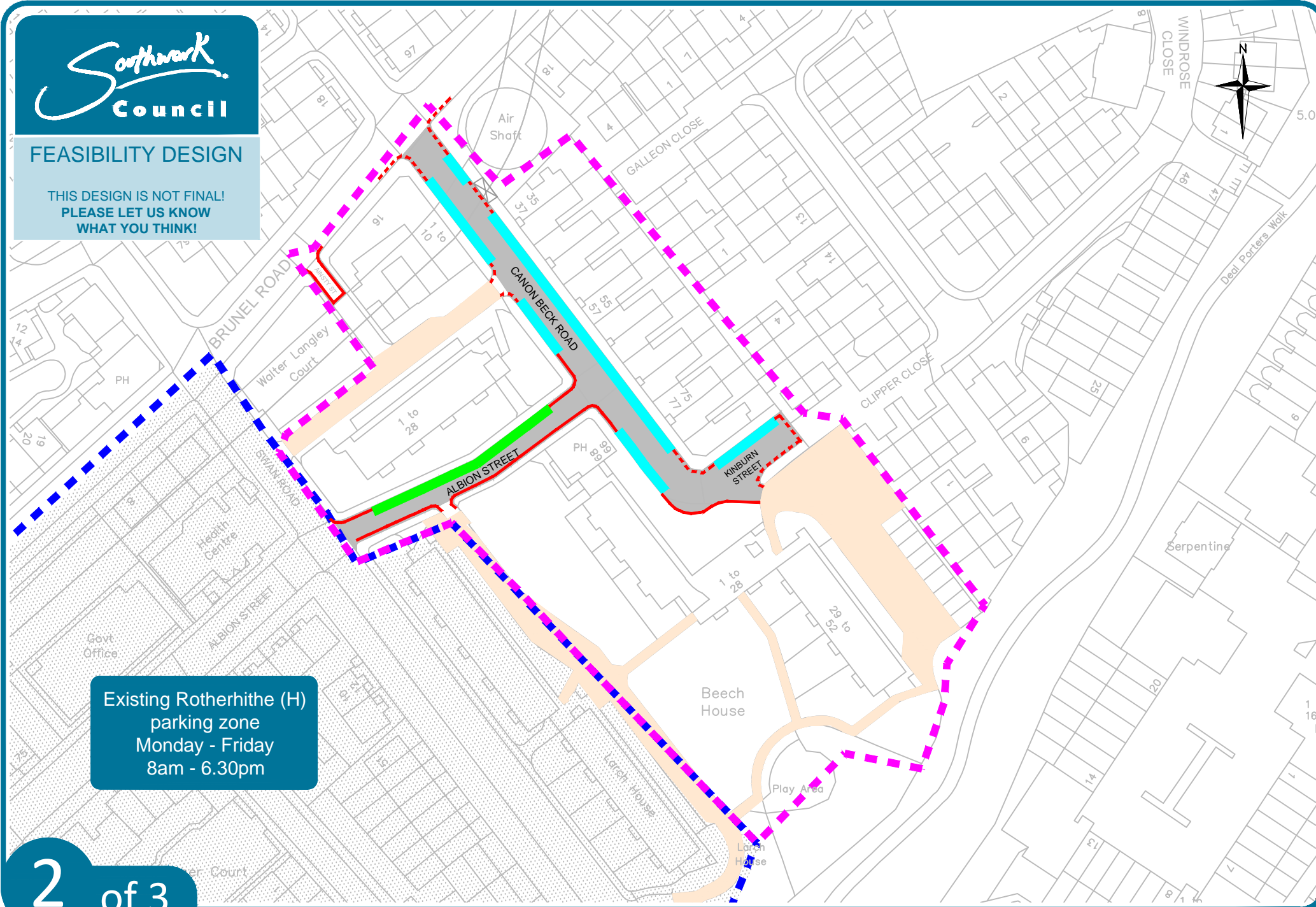
Existing Rotherhithe (H)  
parking zone  
Monday - Friday  
8am - 6.30pm





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