

East Dulwich

Get involved

Have your say on the proposed parking zone and design of healthier streets

Parking and healthier streets study
January 2019

Please leave your comments at
<https://consultations.southwark.gov.uk/>
11 January to 31 January 2019

Cycle
parking

Places
to rest?



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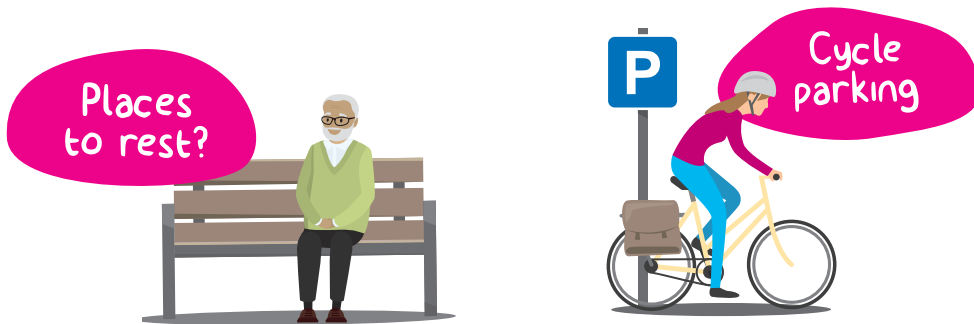
East Dulwich - parking and healthier streets study

What is a parking and healthier streets study?

A parking study and healthier streets study is an opportunity for the council to ask local residents and businesses how they view parking on their street as well as to find out what types of street improvements they'd like to see to make the streets of East Dulwich healthier and more inclusive for people from all walks of life.

We have enclosed:

- ▶ A feasibility drawing which shows where and what type of parking bays can safely be provided, and locations of street improvements.
.....
- ▶ Examples of proposed improvements to make streets healthier.
.....
- ▶ A questionnaire which asks a range of questions such as whether you think a parking zone should be implemented on your street, if a zone was to go ahead which days and during what times of the day you would like it to operate, as well as what feedback you have on the layout design and proposed street improvement features.
.....



Types of parking bays

- ▶ Permit holders only – Bays solely for the use of resident /business permit holders.
.....
- ▶ Shared use parking bays – Bays which can be used on a pay by phone basis and by resident/business permit holders.
.....
- ▶ Disabled bays – Bays to be used only by those in possession of a Blue Badge. Existing disabled bays in the proposed zone are subject to review; bays no longer required will be removed from the final design.
.....
- ▶ Double yellow lines – Waiting restrictions which allow for active loading for up to 40 minutes and indicate where parking is deemed unsafe or obstructive.
.....
- ▶ Paid bays (first half hour free) – Reserved for visitors, registered with pay-by-phone, and will include first half hour free.
.....

East Dulwich - parking and healthier streets study

Why are we conducting a parking study?

The council has received many requests for parking controls to be introduced in the area. This is expected to increase with the adjacent Dog Kennel Hill zone recently implemented and the potential 'Peckham West' zone to the north, also in consultation. Many local residents are finding it harder and harder to park near their homes; this can cause a lot of stress and inconvenience and reduce quality of life.

For the safety, health, and convenience of local residents and businesses, as well as economic benefits for the high street, the council would like to know whether you think parking and your street could be improved for people from all walks of life.

What type of street improvements are we proposing?

We are proposing to improve the street environment and want to hear about what you think of these ideas, the locations and if you have other suggestions for locations or designs. Please refer to the enclosed preliminary public realm designs for Lordship Lane and North Cross Road and the parking zone layout which includes various locations for parklets and cycle stands.

- ▶ **More and varied cycle parking:** Cycle stands in the carriageway to allow easier access for cyclists and to reduce potential conflict of cyclists with pedestrians. These can include stands adapted for and reserved for cargo bikes and for cyclists with disabilities.
- ▶ **Places to rest** (single chairs with arm rests) for the elderly, children and people with disabilities.
- ▶ **Planted screen** (e.g. Ivy) to capture particulate matter pollution.
- ▶ **'Parklets'** – communal seating and planting in car parking spaces, provided on a trial basis. A report in Philadelphia from 2015 found that a parklet outside a taco shop and an ice cream shop in a medium-density residential area, attracted as many as 150 individual users in a single day. An example of a parklet is shown below.



Photo credit: Sarah Goodyear/Ryan Collier/UCD

▶ Example from Philadelphia Ben Tran/University City District

East Dulwich - parking and healthier streets study

What are the advantages of having a parking zone for residents?

- ▶ Space is prioritised for local residents, businesses and their visitors, with commuters no longer able to park on your street during the operating hours.
- ▶ Evidence from other zones (e.g. Peckham Road South) has shown a decrease of 40% in parking in residential streets.
- ▶ 'Permit-free' planning conditions can be placed on future developments so that parking stress is not increased by the construction of new residential properties.
- ▶ Residents of the zone are less likely to get a parking ticket: when the kerbside is full residents have to take such as double-parking, parking in front of a drop kerb or on the footway; all of these stop when there is free kerb space.

" Frankly I am astounded. In my wildest dreams I did not think it could have made the amount of difference it has. Where have all the vehicles that filled our streets just over a week ago gone? "

Resident - Thorburn Square zone, 2018

A new zone is an opportunity to use this space in streets for the advantage of the community to make the streets of Southwark healthier, improve air quality and more inclusive for people from all walks of life.

▶ Urlwin Street - Before and after North Camberwell CPZ



BEFORE



AFTER

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

- ▶ Those entitled to a permit must pay to park in the zone. It should be noted however that the council's residential parking permit prices have remained the same for many years, have not been increased in line with inflation and are very competitive when compared with other boroughs. The permit payment contributes to the enforcement of parking controls, the maintenance of lines, signs and any surplus must legally be spent on improving the highway with surplus typically spent on road maintenance and school patrols.
- ▶ Parking will be displaced into nearby uncontrolled roads. We take this into account as part of future parking programmes.

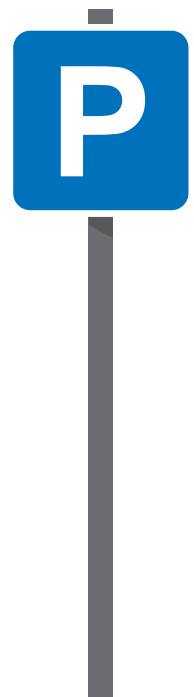
What are the advantages of a parking zone for the high street?

The parking zone and street improvements are likely to result in economic benefits for high street businesses in East Dulwich based on recent research by TfL "Getting more people walking and cycling could help save our high streets", 16 November 2018 (available online).

- ▶ Increases in revenue for businesses are expected with increased cycling and walking to the high street: research has shown that in one month people that walk and cycle to the high street spend 40% more than people that drive to the high street; improvements in the street lead to more retail space being filled and a 93% increase in people walking in the streets. The proposed street improvements are intended to increase walking and cycling in the area.
- ▶ A permit zone would still allow for short stays in shared use bays and paid bays during the hours of operation. Enforcement of short stay bays will be improved, as visitors will need to register for pay-by-phone, and would therefore ensure a higher turnover of short-stay visitors.
- ▶ Existing ½ hour short stay bays are proposed to be extended to two hours to provide greater flexibility and fit demand: a high street report titled "Southwark High Streets: Lordship Lane" by Dr Charles Graham of London South Bank University in 2015 (available online) showed that 22% of surveyed visitors drove to Lordship Lane with 30% of respondents intending to stay for one hour and 13% for four hours.

What parking and bus lane changes are we proposing on the high street?

- ▶ We propose to extend the short stay bay, with the first half hour free parking and any additional time as paid, via pay by phone. To ensure enforcement is effective visitors will need to register with the pay by phone reference and will be able to extend their stay within the short stay period if they need to over the phone, thus increasing flexibility. The rate would be £2.75 per hour (rising to £3.25 for diesel vehicles), so to park for one hour on Lordship Lane or Grove Vale would cost £1.33 for a petrol or green vehicle (after the initial free first half hour).
- ▶ Extend bus lane hours in the north of Lordship Lane to include peak afternoon and to remove a parking space on Lordship Lane by Ashbourne Grove to make the street safer and improve bus journey times.



What are the advantages for health and wellbeing and the wider economy?

There are a number of advantages of parking zones and associated street improvements in the freed space:

- ▶ More attractive and safer environment for walking and cycling for people from all walks of life
 - less driving and parking in the area,
 - better sight lines at junctions and at drop kerbs especially for children and people in wheelchairs,
 - places to stop and rest,
 - greening and
 - cycle stands including reserved spaces for cargo bikes and disability adapted cycles.
- ▶ Wider economy benefits of increased active travel as physical inactivity is estimated to cost the NHS £1.06 billion per year (from the report "The Case for Active Travel" by Urban Transport Group, available online).
- ▶ Cleaner air, and associated health benefits by reducing congestion of motorists looking for car parking and through installation of green screens such as ivy to capture particulate matter pollution.
- ▶ Improved access for emergency services and refuse vehicles due to freed parking spaces.
- ▶ Improved journey times for buses due to reduced congestion on bus routes and amended bus lane times.



When would the parking zone operate?

It is up to you. The questionnaire asks what time you think the controls should operate and we also provide some guidance and information in this document. Officers will usually recommend the operating times that the majority of respondents ask for.

What is the difference between an all day and a part day zone?

All day parking zone

(e.g. 8.30am to 6.30pm)



Usually successful in areas that have a high demand for parking throughout the day with pressure not just from commuters but from local attractions such as town centres, parks and leisure centres.

These zones give a high degree of priority for local residents, businesses and their visitors; reducing the negative effects of commuter parking.

Longer operating hours would mean that residents would need to have visitor permits for longer periods during the day.

Part day parking zone

(e.g. 10am to 12pm)



Usually successful in areas that are heavily residential and have an issue with commuter parking typically streets close to a commuter rail station.

Most of the day parking is free and unrestricted which means it is cheaper for visitors to park but residential parking permit costs are the same.

Part day controls are likely to result in higher pressure on parking particularly if the demand is not just from commuters and are therefore not recommended for town centre areas.

For a part-day zone, you would however need to buy fewer visitor permits which could save you money.



Who can purchase a permit?

Residents

- ▶ If you live within the parking zone and your vehicle is registered to that address, you will be able to buy a resident parking permit.
- ▶ Those living on housing estates have their own parking restrictions which would not change but you can still purchase a permit for on-street parking and have your say in this consultation.
- ▶ There is a maximum of three permits per household.
- ▶ Blue Badge holders get a 75% discount if they need to buy a residents' permit and a 50% discount on visitors' permits.
- ▶ Motorbikes and mopeds get a 75% discount on the price of a residents' parking permit.
- ▶ Owners of hybrid or electric vehicles get a 75% discount on the price of a residents' parking permit.

Prices →

| 1 month | 3 months | 6 months | 12 months | Discounted 12 month permit |
|---------|----------|----------|-----------|----------------------------|
| £15.74 | £36.58 | £67.83 | £125 | £31.25 |

The cost of an annual permit works out at 48p per day for the operation of a weekday parking zone

Businesses

- ▶ Businesses operating from an address within Southwark's parking zones may buy permits for vehicles that are essential to their business. They are not available if the vehicle is just used for commuting purposes.

Prices →

| 3 months | 6 months | 12 months |
|----------|----------|-----------|
| £176 | £352 | £577.50 |

On-street pay parking

- ▶ On-street pay parking in shared use and paid bays £2.75/hour (rising to £3.25 for diesel vehicles)(pay by phone).



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Visitors

- ▶ Residents can buy visitor permits for use by their family, friends or tradespersons. You can buy permits even if you do not have a car yourself.

| | |
|---|--------|
| 1x one hour stay | £1.50 |
| 1x five hour stay | £2.50 |
| 1x one day stay | £5.00 |
| 10x one hour stay | £10.00 |
| 10x five hour stay | £20.00 |
| 10x 1 day stay (1st purchase during year) | £25.00 |
| 10x 1 day stay (2nd and subsequent purchases) | £45.00 |

← Prices

50% discount for Blue Badge holders

Home care workers

- ▶ Home care workers from approved home care organisations can park while visiting their clients if they hold a permit.
- ▶ The permits are issued to the organisation and it is up to the organisation to ensure the permit is available to its home care workers. The permits can be transferred between staff members and each organisation can hold up to five permits.
- ▶ Each permit costs £125 for 12 months.

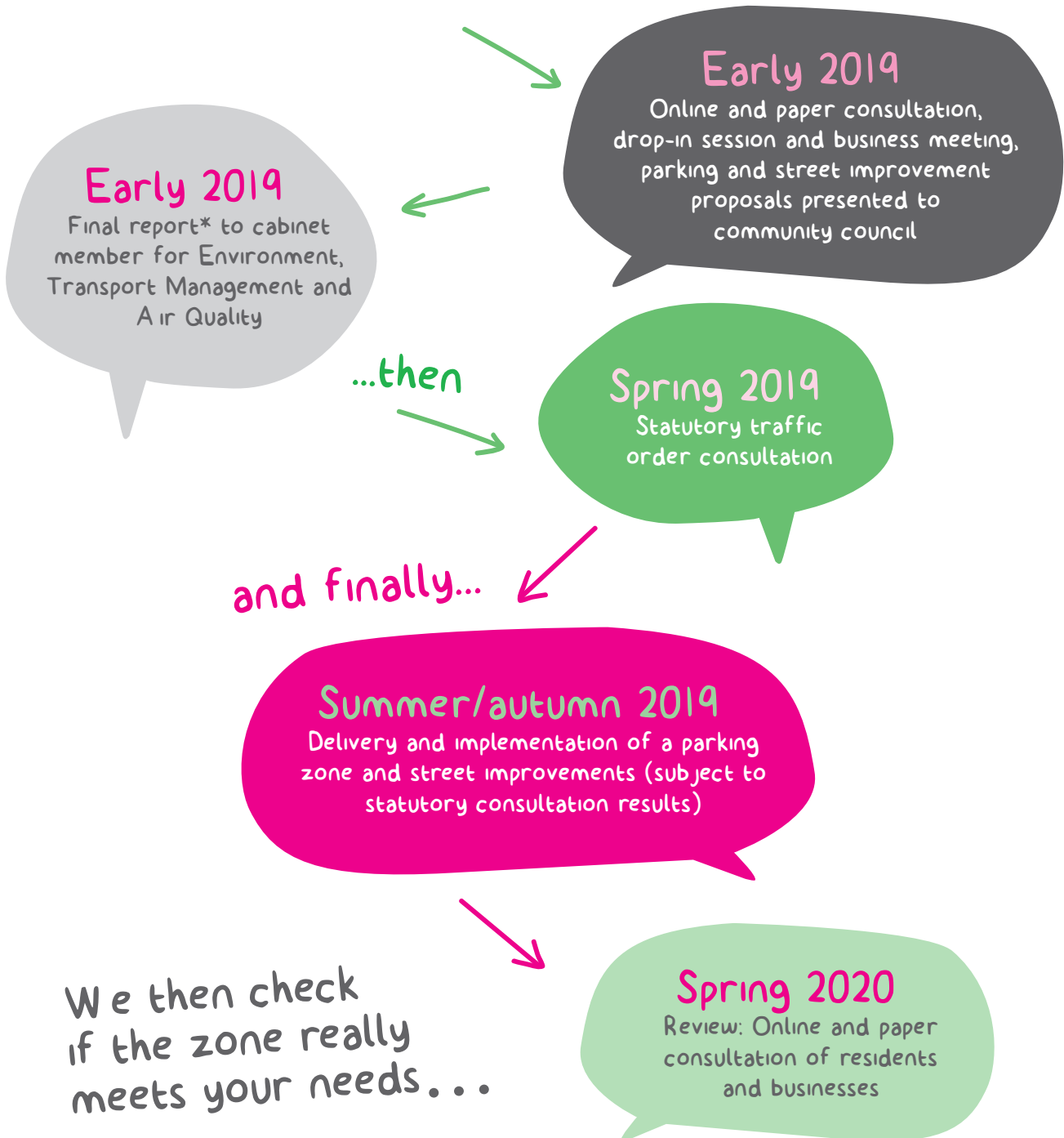
Professional health workers' permits

- ▶ Medical and health professionals can use these permits when making home visits to patients.
- ▶ This permit cannot be used by medical professionals as a convenient method of parking near their place of work. Each permit costs £125 for 12 months.

Permit costs correct at time of publication

For further information regarding parking permits in Southwark, please visit our website www.southwark.gov.uk/parkingpermits

What happens next?



*The council will analyse the responses on a road by road basis and present a report to the decision maker with a recommendation based on your response. We also take into account safety and design quality standards to ensure we respect our legal obligations for accessibility, safety, and health. The report will include the level of support across the zone and by street and any necessary adjustment to boundaries, as well as the preferred days and times requested, and any revisions to the design.

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How can I have my say?

By post

Complete the enclosed questionnaire and return it to our FREEPOST address found on the final page of this document.

Online

Complete the questionnaire online at <https://consultations.southwark.gov.uk/>

Please leave your comments at <https://consultations.southwark.gov.uk/> 11 January to 31 January 2019

At our business-owner consultation meeting

We will present the proposals and answer questions at a consultation meeting on **Tuesday 22 January 2019** from 2pm to 3.30pm.

At our drop-in session

Come along and talk to officers on **Saturday 26 January 2019** from 2pm to 5pm.



Business-owner/trader consultation meeting
Goose Green Community Centre
62A East Dulwich Road
SE22 9AT

Drop-in venue
Push Studios
17 Blackwater Street
SE22 8RS

To arrange a translation of this leaflet please take it to:

376 Walworth Road, SE16 2NG or Ground Floor, 122 Peckham Hill Street, SE15 5JR

For a large print version of this document please contact 020 7525 0127 or email: highways@southwark.gov.uk

FACT: People who walk to the high street spend 40% more than those who drive to the high street

Further information

www.southwark.gov.uk/parkingprojects

Telephone: 020 7525 0127

Email: highways@southwark.gov.uk

Postal responses should be sent to the following address:

FREEPOST RSDT-BHXK-SCAJ

Highways Division

Transport Projects

Floor 3, Hub 2

Southwark Council

PO BOX 64529

London, SE1P 5LX

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