

# East Dulwich Parking zone and healthier streets - interim summary report for discussion

**East Dulwich**

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



**Get involved**

Drop-in session:  
**Saturday 26 January 2019, 2pm to 5pm**

Push Studios  
17 Blackwater Street  
SE22 8RS

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

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

Cycle parking

Places to rest?



# Introduction

This interim summary report outlines the findings of a consultation conducted between 11 January and 28 February 2019 on the proposals of a parking zone in the East Dulwich area and complimentary street improvements. The aim of this report is to present a summary of results and interim recommendations as a basis for discussion at Dulwich Community Council.

**A final report and an Individual Decision Making (IDM) report with final recommendations will be presented to the Cabinet Member for decision making. The IDM report will include feedback received from the Community Council and any representations to Council Assembly on 27 March 2019.**

## Summary of consultation results and analysis

### Consultation aims

The aims of the study were to find out if and where there is demand for a parking zone within the study area, what days and times residents and businesses would like the zone to operate and to invite feedback on the preliminary design. In addition we wanted to hear what people thought of ideas to improve bus journey times through extending the bus lane operation to operate in the PM and for street improvement features such as 'parklets', cycle parking for a range of cycles, places to sit and rest, and planting.

### Overall results

- A total of 7,180 consultation packs were sent out to 81 streets within the consultation area and the consultation was extended due to mail delivery issues to a period of eight weeks. We received 2,244 responses from residents and businesses/organisations within the consultation boundary which represents a very high response rate of 37%, a record for the council. More than one response per address was accepted but duplicates removed where the same name was used. 418 responses were received from visitors to the area taking the total of responses to 2,662. The largest proportion of responses (80%) were from residents followed by visitors (16%) businesses (98 responses, or 4%) and organisations (<1%).
- The overall response showed the majority of those who responded (69%) were against a parking zone, 25% wanting a zone and 6% were undecided. Results were very similar when excluding visitors to the area (68%, 25% and 7%). Visitors to the area included those visiting or caring for residents, those visiting or working at businesses or institutions such as schools, as well as those living just outside the zone.
- The vast majority (91%) of the 98 businesses that responded were against the zone which reflects the sentiment expressed in two business meetings in which traders voiced concerns about impact on footfall, the cost of business permits and workers not being able to park. Traders also raised the concern that if only a

section of the study area was to be implemented, that this would cause parking displacement on surrounding roads and the zone would eventually be expanded. The independent businesses raised awareness about the proposed zone through posters in shop windows “Save our high street” and collected signatures against the zone: A petition of around 8,000 signatures was sent by the East Dulwich Independent Business Association (EDIBA) for presentation at Council Assembly 27 March 2019. EDIBA expressed a willingness for further discussion and to collaborate on delivery of mutual objectives requesting a dynamic and bespoke strategy. In addition, an estimated quarter of all responses to the consultation cited concerns about the impact parking restrictions may have on the high street.



Figure 1. EDIBA poster displayed in shop windows

- Street-by-street analysis shows that within the whole study area 15 streets supported a parking zone while 54 streets were against. 10 streets were undecided and there was no response from two streets. Figure 2 below shows, based on responses, majority support in green, majority against in red, and undecided in blue.

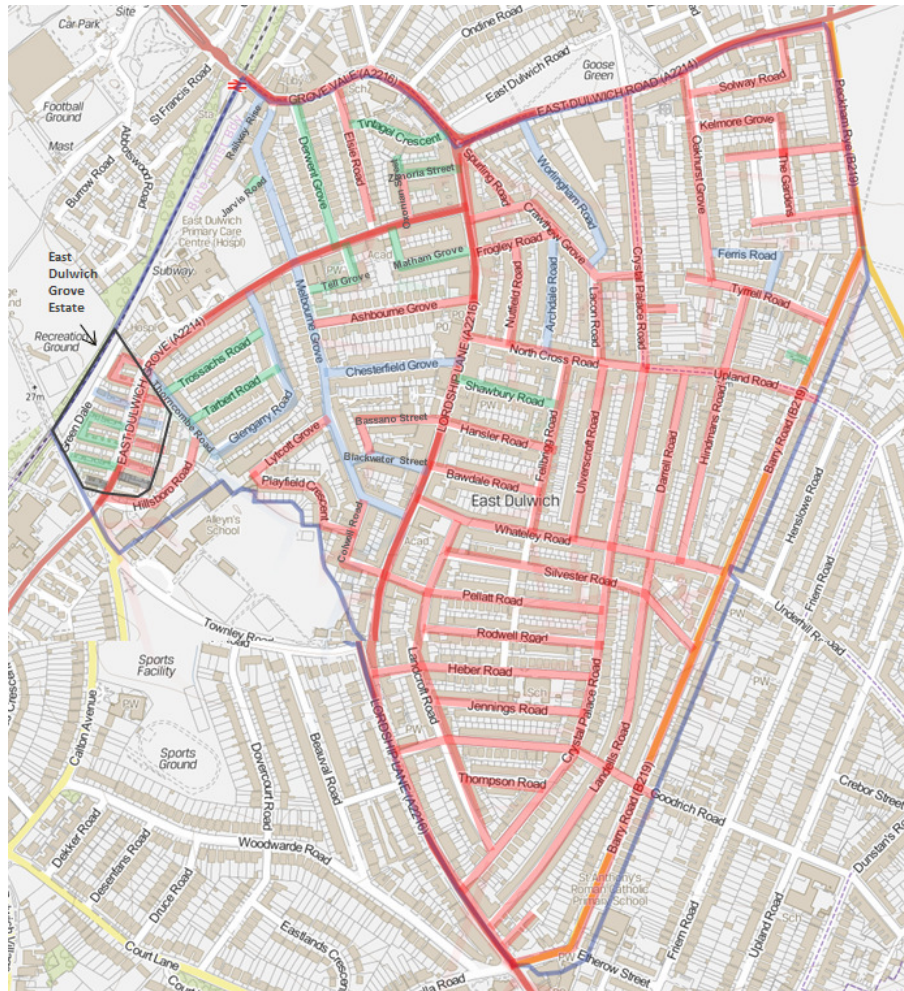


Figure 2. Response to question – Do you want a parking zone in your street?

- When asked if they would change their mind if an adjacent street had a zone implemented, the results did not change significantly. Four roads changed from being undecided to in favour of the zone, three roads changed from being against the zone to in favour and four went from against to undecided. A map can be found in Figure 3 below.

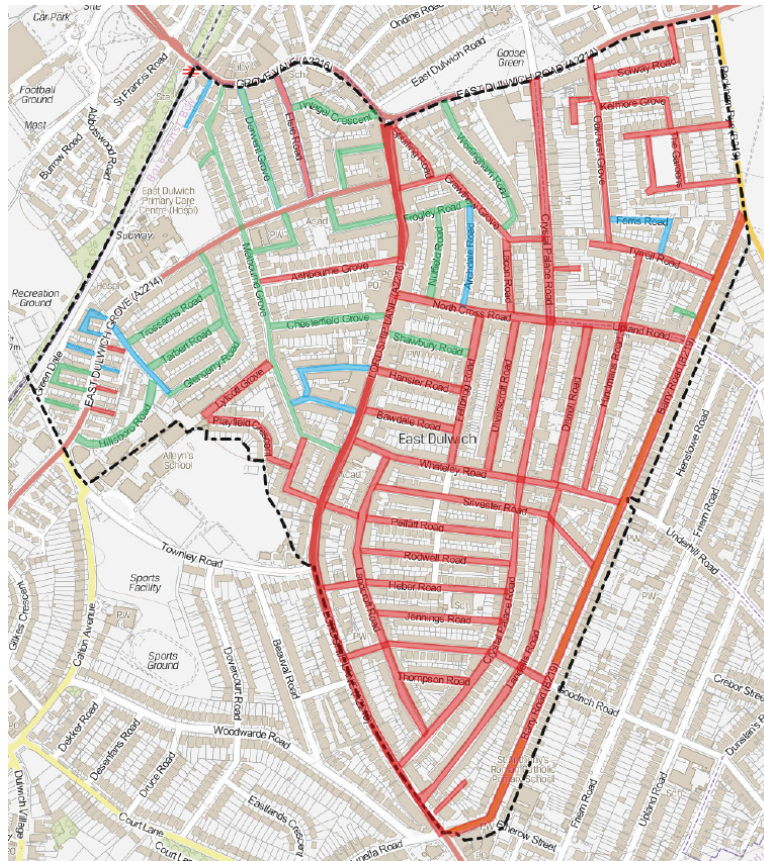


Figure 3 Adjusted response to include those that would change their mind if a zone was implemented in a neighbouring road.

### Analysis of results – ‘Melbourne Grove area’

- The streets in favour of parking zone, and undecided streets, were concentrated in the western part of the zone towards East Dulwich station and surrounding Melbourne Grove and this was supported by a letter of support from residents in the area around the station including 62 signatories. The latter also presented a deputation at the Council Assembly 27 March 2019.
- Responses (569 in total) from 33 streets around Melbourne Grove were analysed to determine if there was enough support from respondents here. The area is bordered by and including Grove Vale at the northern boundary of the study area, the north-western boundary of the study area, by and excluding Lordship Lane and excluding a small group of side streets to Melbourne Grove in the south of the area (Lycott Grove, Playfield Crescent and Colwell Road) due to a low level of support for a zone in these streets and the distance from the train station making them less attractive for commuter parking. The area includes East Dulwich Grove Estate where there is no estate permit zone currently in operation. The area is shown below in Figure 4.
- In the Melbourne Grove area, 308 (54%) of the 569 respondents wanted a parking zone; 220 (39%) did not want a parking zone and 41 (7%) were undecided. Of the 33 streets, 14 streets were in favour of a parking zone, 12 were not in favour and 8 were undecided. The area is shown below in Figure 4.
- Officers have analysed the difference in responses north and south of East Dulwich Grove for the Melbourne Grove area. The results show that we received the majority of responses from the south (50) with 35 from the north. 63% of respondents from the north of the area were in favour of the zone, whereas only 36% were in favour in the south of the area.

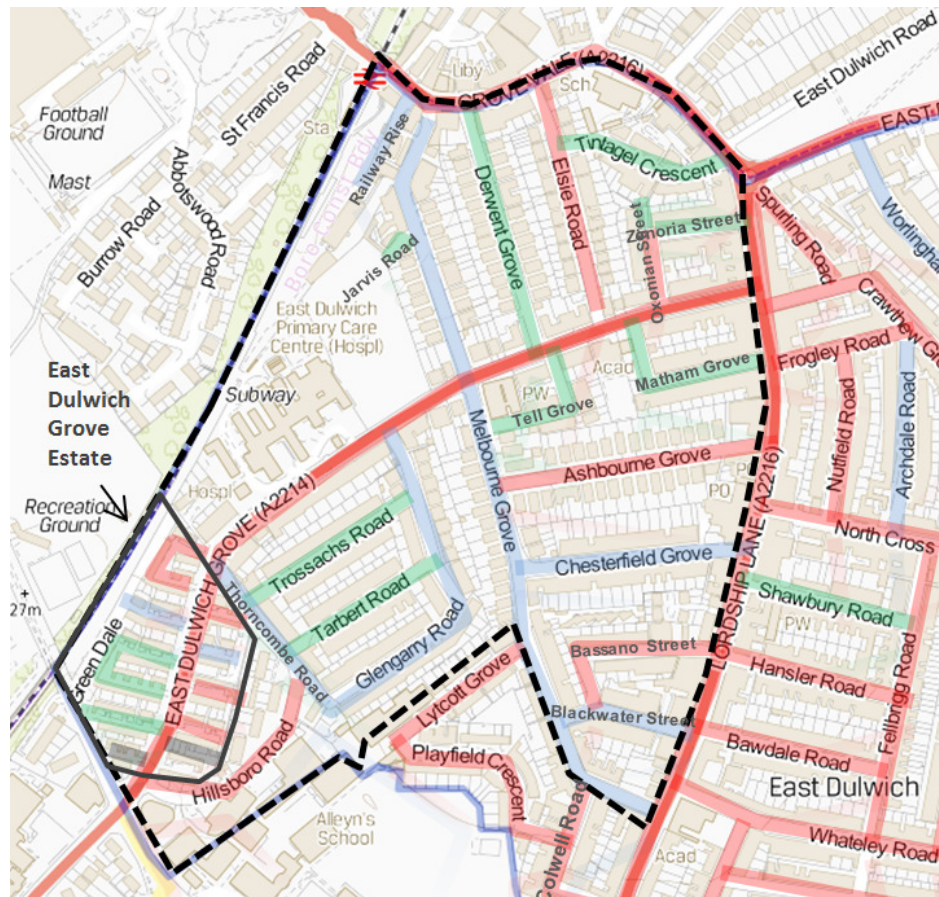


Figure 4. Area surrounding Melbourne Grove with majority support (54%) for a parking zone

## Preferred days and times of operation

- Half of all respondents within the whole study area stated that neither they nor their visitors ever had difficulty parking. A third of all respondents noted difficulty parking during the week day and a quarter on Saturdays. In the Melbourne Grove area the majority of respondents said they found it difficult to park Monday to Friday for themselves (58%) and for their visitors (53%).
- The highest number of respondents (705, or 31%) would like a zone to operate for two hours during the day and 563 respondents (25%) would like a parking zone to operate all day (e.g. 8.30am – 6.30pm). In the Melbourne Grove area however a higher proportion (44%, 240 people) would like a zone to operate all day, 27% selected two hour controls and 18% selected 'Other'.
- The highest number of respondents (1,030, or 46%) wanted a parking zone to operate Monday to Friday, 25% selected 'Other', followed by 21% for Monday to Saturday. 44% of visitors to the study area said they wanted Monday to Friday controls. In the Melbourne Grove area 44% of respondents wanted a parking zone to operate Monday to Friday, and 32% Monday to Saturday.
- In response to the proposal for increasing half hour short stay bays to operate for longer for a fee (keeping the first half hour free) the highest number of responses (690, or 26%) were for 2 hour short stay bays, followed by no change (570, or 21%), and three hour or other (364, or 14% each).

## Views on bus lanes and street improvements

- In response to the proposal for increasing bus lane operation to include operation in the afternoon and evening, the most responses (43%) were against any changes. However, 757 respondents selected 3-7pm (28%), and 451 selected 3-5.30pm (17%).
- There was majority support for almost all street improvements. The highest level of support was found for planted screens with 1,889 (71% of respondents) in favour of planted screens proposed at Lordship Lane/Whately Road and 1,886 in favour of planting in North Cross Road. Places to rest were also popular with 1,449 people (54%) agreeing with seats at Whately Road and 1,405 at Felbrigg Road/North Cross Road. Numerous comments also indicated support for free places to stop, other than bus shelters, in the wider area. There was a high level of support for cycle parking at North Cross Road (1,440 people or 51%) and at Bawdale Road (1,349 people or 51%). A total of 1,313 people supported the 'parklet' at Lordship Lane outside the ice cream shop (49% of respondents) and 825 people were against it (31%). Less support was expressed for the 'parklet' at Zenoria Street (38%) with concerns about its location on a residential road. Generally, residents and organisations supported the measures more than businesses and visitors.
- Comments from the consultation responses and conversations with vulnerable road users revealed that people with mobility issues (e.g. the elderly) welcomed places to stop and rest when walking and cycling to local destinations such as the high street.
- Feedback to the proposed design in the proposed Melbourne Grove area included requests to review proposed double yellow lines, requests for cycle lanes in the area, requests for loading bays in the Blackwater Street area, requests for car park at train station, requests to retain free 3 hr short stay bays in Melbourne Grove, review of disabled bays and requests for more electric vehicle charge points,. Requests were made to address concerns about traffic in the area, ie reducing speeding, requests for width restrictions, stop through traffic.

## Response of schools, resident associations and cyclist stakeholder groups

- Four school principals responded (Heber school, Goose Green school, The Charter school and Harris Primary). The schools with the Melbourne Grove area were in support or undecided about the zone. The other two school principals did not want a zone. Concerns were raised from those against or undecided that a parking zone would have a negative impact on recruitment of teachers.
- Dulwich and Herne Hill Safe Routes to School, a community of schools and parents, support the proposal for parking restrictions around schools, the extension of the bus lane operating times, and cycle parking at Grove Vale Library and East Dulwich station.
- The Barry Area Residents' Association and East Dulwich Community Centre strongly opposed the parking zone.
- The Vale Residents' Association provided design feedback including requests to increase the free period from half hour to an hour (and extending the total stay to 2 hours), to retain free 3 hour parking in Melbourne Grove, and to increase double yellow lines at junction of Melbourne Grove with East Dulwich Grove.
- Both Southwark Cyclist Stakeholder Group and London Cycling Campaign strongly support the proposals for a parking zone particularly as an effective way to address short journeys made by car and concerns about the significant contribution of these to carbon emissions, climate change, pollution, collisions and inactivity.

# Interim recommendations for discussion

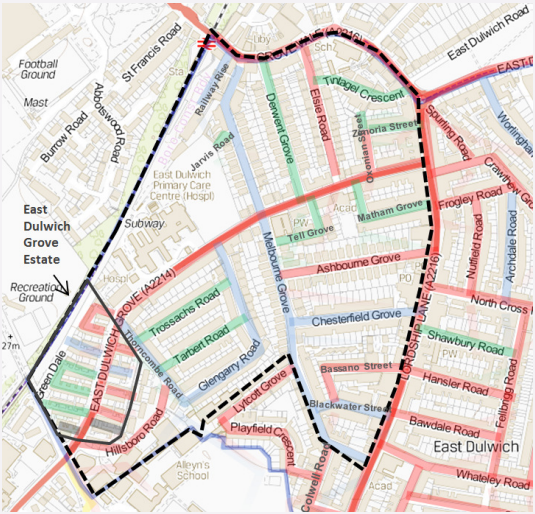
The recommendations below are interim only and are provided for the purposes of discussion and feedback at the Dulwich Community Council forum. Feedback from the community is invited via the Community Council forum.

A final report and an IDM report with recommendations will be provided for decision making by the Cabinet Member for Environment, Traffic Management and Air Quality. The IDM report will include feedback received from the Community Council meeting and the representations to Council Assembly on 27 March 2019.

The Cabinet Member makes the final decision on whether or not to proceed to statutory consultation on subsequent Traffic Management Orders (TMO) of parking controls. The decision will be published on the moderngov website.

If a decision is made to proceed, the public can make further representations using the statutory consultation process; we will notify respondents who provided an email address at this stage. Representations to the TMO can include requests for amendments to the hours/times of operation or the design. Further information on the statutory consultation process is outlined on our website: <https://www.southwark.gov.uk/transport-and-roads/roadworks-and-highway-improvements/traffic-management-orders>.

## Parking zone boundary and operation

Recommendation	Reason/source
<p>A parking zone 'Melbourne Grove zone' to be implemented in the area bordered by and including Grove Vale, by the western boundary of the study area, by and excluding Lordship Lane and excluding a small group of side streets to Melbourne Grove in the south of the area (Lycott Grove, Playfield Crescent and Colwell Road).</p> 	<p>There was majority support (54%) for a zone from respondents in this area</p>
<p>Melbourne Grove zone to operate all day 8.30am to 6.30pm, Monday to Friday comprising different types of bays including permit and paid (visitors able to pay for up to 4 hours, £2.75 per hour for petrol, £3.25 per hour for diesel), short stay bays (see</p>	<p>The highest number of respondents from the streets in the Melbourne Grove area selected 8.30am to 6.30pm and Monday to Friday operation,</p>



below), and permit only parking, as per revised proposed design (see 'Parking zone – design' section below).

Short stay bays located in Grove Vale, Melbourne Grove, Tintagel Crescent, Matham Grove, Ashbourne Grove, Chesterfield Grove, extended to two hours paid (£2.75 per hour for petrol, £3.25 per hour for diesel free first half hour) except for existing 3 hour short stay bays in Melbourne Grove to be retained as 3 hour and paid (with first half hour free).

Review days and times of operation once the zone has bedded in (within three to six months of implementation) by consulting area and adjacent streets and businesses within approx. 200m of zone to assess effectiveness of the zone, any parking displacement and explore mitigation measures. Provide a feedback mechanism for local businesses during the first six months (e.g. online form, to be confirmed with businesses).

compared to other times and days of operation. The majority of respondents in this area also stated they had difficulty parking Monday to Friday.

The highest number of respondents from the wider study area (690, or 26%) requested extension of short stay bays to two hours.

Lordship Lane high street study from 2015 found that a large proportion of visitors stayed two hours.

Grove Vale resident association requested three hour short stay bays retained.

Request from East Dulwich Independent Businesses Association (EDIBA) for further discussion.

## Parking zone – design

Recommendation	Reason/source
Increase 'shared use' (permit and paid) parking in proposed Melbourne Grove zone (approx. 4-10 spaces TBC).	Requests from respondents (including Vale residents association) for more shared use parking.
Review disabled bay use (revoke notices) and remove as applicable in Melbourne Grove zone.	Feedback that some disabled bays not in use.
Review double yellow line at drop kerbs in proposed Melbourne Grove zone taking into consideration safety of vulnerable road users and local conditions (e.g. delivery access, sight lines). Where feasible reduce 2m lines either side of drop kerbs to 1m.	Requests from respondents in Melbourne Grove area
Review of loading bay/double yellow line provision in proposed Melbourne Grove zone	Requests from respondents in Melbourne Grove area
Investigate feasibility of smart lamp post electric vehicle charge points in proposed Melbourne Grove zone.	Requests from respondents in Melbourne Grove area for electric vehicle charge points.
Review further design details in proposed Melbourne Grove zone according to feedback, site visits, safety considerations and feasibility.	Requests/feedback from respondents.
Remove parking space on Lordship Lane by Ashbourne Grove as per proposed design.	Improve bus journey times and sight lines for vulnerable road users. Serious accident in 2014 involving pedestrian.
Reduce length of parking bay on Lordship Lane on approach to northbound North Cross Road bus stop (exact length to be confirmed with TfL)	Verbal feedback from attendee at public meeting stating that access is difficult for passengers with mobility issues due to bus not being able to pull into kerb. TfL feedback - bus drivers reporting that parked cars on Lordship Lane

causing obstruction and delays to journey time.

Various street improvement measures in the wider East Dulwich study area, subject to feasibility and funding:

- Planted screens and place to rest at Lordship Lane/Whately Road
- Planting and place to rest in North Cross Road by Felbrigg Road, subject to feasibility.
- Free places to stop and rest in the wider area for road users with mobility issues. Locations in footway, buildouts or in 'parklets' to be confirmed subject to feasibility and in liaison with Police Designing Out Crime team.
- Cycle parking for variety of cycles in carriageway at North Cross Road, at Bawdale Road and at Grove Vale Library (Station Rise), and other side roads outside shops/services (e.g. Blackwater Road, East Dulwich Grove, by Goose Green School), subject to feasibility.
- 'Parklet' (communal seating and planting in the space of car parking spaces) at Lordship Lane outside the ice cream shop, subject to feasibility and on a trial basis of 12 months.

Most features strongly supported by respondents.

Additional feedback from respondents.