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CAMBERWELL GREEN IMPROVEMENTS

Parking Study

09/03/2015

Quality Management

Issue/revision	Issue 1	Revision 1	Revision 2	Revision 3
Remarks	First Issue	Text clarifications		
Date	19 Feb. 15	9 March 2015		
Prepared by	I Dimbylow	I Dimbylow		
Signature				
Checked by	D Brimmer	D Brimmer		
Signature				
Authorised by	D Brimmer	D Brimmer		
Signature				
Project number	70009938	70009938		
Report number				
File reference				

Camberwell Green Improvements

Parking Study

09/03/2015

Client

Southwark Council

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1 Introduction

1.1 Report Purpose

- 1.1.1 This report sets out the results of a parking survey undertaken on Camberwell Green as part of improvement proposals to the area. A survey has been undertaken to review parking availability and parking stress to ascertain the potential impact of removing some spaces on street as part of urban realm improvements.

2 Parking Survey

2.1 Survey Results

- 2.1.1 A parking beat survey has been undertaken for the area indicated on the Plan at Appendix A, on two days: Wednesday 4 February and Saturday 7 February 2015. Surveys were undertaken at 0100 AM to ascertain overnight parking and also between 1800 and 2100 PM to review evening parking.
- 2.1.2 The area has a number of different parking spaces available as set out below:

Parking Space Type	Number Available
Shared Use *	6
Permit Holders	6
Disabled	3
Doctor	4
Motorcycle	5
Single Yellow Line	36

*'Shared Use' means Permit Holders or Pay & Display

- 2.1.3 The survey results are set out in Appendix A. The survey finds that in total 60 legal parking spaces are available on Camberwell Green and during the survey times no more than 42 spaces were occupied. The overall maximum parking stress observed was 70%. No significant illegal parking was observed.

2.2 Design Proposals

- 2.2.1 The design proposals for Camberwell Green remove parking from the southern section resulting in the loss of 2 Disabled bays, space for 5 motorcycles in one bay and 6 permit holder bays (a total of 13 parking spaces).
- 2.2.2 The parking survey indicates that the existing parking demand would be able to be accommodated within the design proposals as with the reductions above, the maximum legal parking spaces would be reduced from 60 to 47, whilst the maximum parking level was observed as 42.

2.3 Design Recommendations

- 2.3.1 It is recommended that the disabled and motorcycle parking bays are relocated into the area of shared use parking. These uses both show that the spaces are being utilised and therefore should be retained. The availability of single yellow line parking provides flexibility for residents for overnight parking.

3 Conclusions

- 3.1.1 A parking survey has been undertaken on both a weekday and Saturday for overnight and evening peak parking. The survey indicates that the parking stress is not over 70% and illegal parking to a significant level was not apparent.
- 3.1.2 The design proposals result in the loss of 6 permit spaces, 2 disabled spaces and 5 motorcycle spaces. It is recommended that the 2 disabled spaces and motorcycle bay are relocated within the street.
- 3.1.3 Analysis of the parking level indicates that the design proposals can be accommodated without resulting in a parking stress of over 100%.

4 Appendices

Intelligent Data Collection Limited Camberwell Green

Client: WSP
Project Number: ID02197
Date of Survey: 04.02.2015 & 07.02.2015
Type of Survey: Parking Beat

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	17.02.2015			
Prepared by	Sanjay Munigeti			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID02197			
File Ref	ID02197 Camberwell Green Parking Survey			

Issue Sheet

Issued to	Date			
	17.02.2015			
Ian Dimbylow	E-mail			

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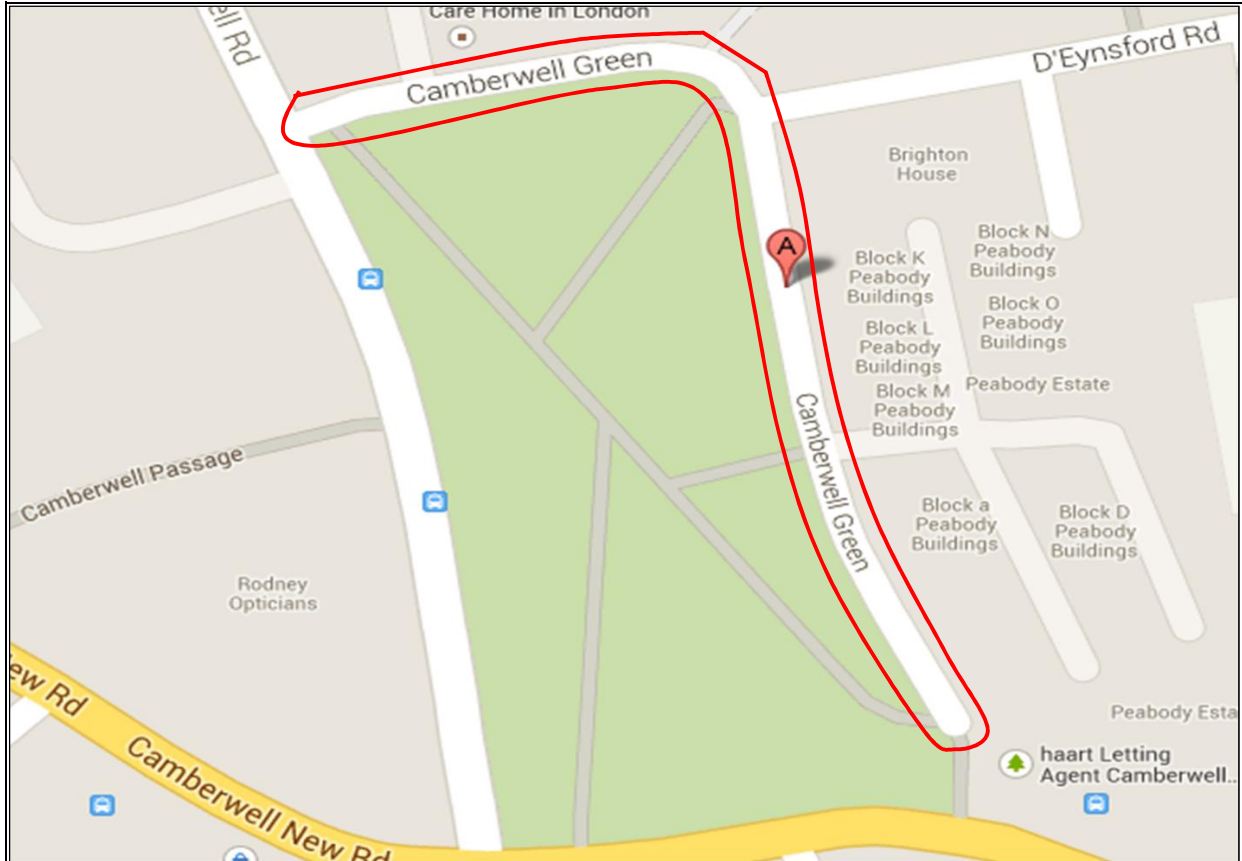
Location Plan
Parking Beat Summary
Parking Beat - 04.02.2015
Parking Beat - 07.02.2015

Intelligent Data Collection Limited



Client: WSP
Project Number: ID02197
Date of Survey: 04.02.2015 & 07.02.2015
Type of Survey: Parking Beat

Location Plan:



Weather Conditions:	04.02.2015	07.02.2015
	AM Period: Dry and Clear PM Period: Dry and Clear	AM Period: Dry and Clear PM Period: Dry and Clear

Parking Inventory Methodology:

Each unmarked space is based on an assumption 5.5 metres per vehicle. All measurements have been rounded down after being divided into 5.5 metre spaces.

If there is a single marked bay of less than 5.5 metres it has been included as a usable space.

The first 7.5m of kerb adjacent to any junction has been excluded from the calculation for safety reasons, as suggested in the Lambeth Methodology for parking surveys.

Parking Stress Calculations:

Parking stress values are stated using two separate methods.

Firstly, a 'Legal Parking Stress' is presented which compares the total number of legally parked vehicles to the total number of available legal spaces.

In addition, a 'Total Parking Stress' is also calculated. This compares the total number of parked vehicles (both legally and illegally parked) to the total number of available legal spaces. Vehicles parked illegally can therefore result in a total parking stress value of over 100%.

Additional Notes (factors which may impact on survey results such as accidents, roadworks, special events):

Intelligent Data Collection Limited



Client: WSP
 Project Number: ID02197
 Date of Survey: 04.02.2015 & 07.02.2015
 Survey Type: Parking Beat

Prepared by: Sanjay Munigeti
 Checked by: Luke Martin

Legally Parked Vehicles

Survey Date	Legal Spaces	AM Peak Parking Beat		PM Peak Parking Beat												
		01:00	Max	18:00	18:15	18:30	18:45	19:00	19:15	19:30	19:45	20:00	20:15	20:30	20:45	Max
04.02.2015	60	30	30	13	15	17	19	20	21	21	21	20	20	20	23	23
07.02.2015	60	36	36	42	38	36	36	38	34	32	28	29	27	27	26	42

Legal Parking Stress

Survey Date	Legal Spaces	AM Peak Parking Stress		PM Peak Parking Stress												
		01:00	Max	18:00	18:15	18:30	18:45	19:00	19:15	19:30	19:45	20:00	20:15	20:30	20:45	Max
04.02.2015	60	50%	50%	22%	25%	28%	32%	33%	35%	35%	35%	33%	33%	33%	38%	38%
07.02.2015	60	60%	60%	70%	63%	60%	60%	63%	57%	53%	47%	48%	45%	45%	43%	70%

Total Parked Vehicles

Survey Date	Legal Spaces	AM Peak Parking Beat		PM Peak Parking Beat												
		01:00	Max	18:00	18:15	18:30	18:45	19:00	19:15	19:30	19:45	20:00	20:15	20:30	20:45	Max
04.02.2015	60	30	30	13	15	17	20	20	21	21	21	21	20	20	23	23
07.02.2015	60	36	36	42	39	36	36	38	34	32	28	29	27	27	26	42

Total Parking Stress

Survey Date	Legal Spaces	AM Peak Parking Stress		PM Peak Parking Stress												
		01:00	Max	18:00	18:15	18:30	18:45	19:00	19:15	19:30	19:45	20:00	20:15	20:30	20:45	Max
04.02.2015	60	50%	50%	22%	25%	28%	33%	33%	35%	35%	35%	35%	33%	33%	38%	38%
07.02.2015	60	60%	60%	70%	65%	60%	60%	63%	57%	53%	47%	48%	45%	45%	43%	70%

*Maximum values are highlighted for each street, in each table, with a bold font.

Intelligent Data Collection Limited

Client: WSP
Project Number: ID02197
Date of Survey: 04.02.2015
Survey Type: Parking Beat
Road Name: Camberwell Green

Prepared by: Sanjay Munigeti
Checked by: Luke Martin

Parking Restrictions:

Shared User: Mon - Fri 08:30 AM-06:30 PM Permit Holders or Pay at machine
Display Ticket Maximum stay 4 hours
Permit Holders: Mon - Fri 08:30 AM-06:30 PM
Doctor Bays: Mon - Fri 08:30 AM-06:30 PM
Loading Bays: No restrictions
Single Yellow: No Loading Mon - Fri 08:30 AM-06:30 PM

Notes (reasons for any overstress and details of 'Other' parking types):

Over capacity in Permit Holder bays is due to nose to tail parking

Aerial View:



Street View:



Parking Inventory

	Legal Parking Areas														Illegal Parking Areas										
Parking Type	No Lines	Parking Bays	Shared User	Pay and Display	Permit Holders	Resident Permits	Free Bays	Car Club	Disabled Bays	Doctor Bays	Loading Bays	M/C Bays	Single Yellow	Other (Specify)	Driveway	Driveway / SYL	Single Yellow	Double Yellow	Single Red	Double Red	Keep Clear	Bus Stop			
Number of Spaces	0	0	6	0	6	0	0	0	3	4	0	5	36	0	0	0	0	17	0	0	1	0			
Total Legal Spaces														60		Total Illegal Spaces								18	

Parking Beat Data

Time	Legal Parking Areas														Illegal Parking Areas								Legally Parked Vehicles	Legal Parking Stress	Total Parked Vehicles	Total Parking Stress
	No Lines	Parking Bays	Shared User	Pay and Display	Permit Holders	Resident Permits	Free Bays	Car Club	Disabled Bays	Doctor Bays	Loading Bays	M/C Bays	Single Yellow	Other (Specify)	Driveway	Driveway / SYL	Single Yellow	Double Yellow	Single Red	Double Red	Keep Clear	Bus Stop				
01:00	0	0	5	0	6	0	0	0	0	4	0	2	13	0	0	0	0	0	0	0	0	0	30	50%	30	50%
18:00	0	0	5	0	6	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	13	22%	13	22%	
18:15	0	0	4	0	7	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	15	25%	15	25%	
18:30	0	0	5	0	6	0	0	0	3	1	0	2	0	0	0	0	0	0	0	0	0	17	28%	17	28%	
18:45	0	0	5	0	7	0	0	0	2	1	0	2	2	0	0	0	0	1	0	0	0	19	32%	20	33%	
19:00	0	0	6	0	6	0	0	0	1	2	0	2	3	0	0	0	0	0	0	0	0	20	33%	20	33%	
19:15	0	0	6	0	5	0	0	0	1	3	0	2	4	0	0	0	0	0	0	0	0	21	35%	21	35%	
19:30	0	0	6	0	5	0	0	0	1	3	0	2	4	0	0	0	0	0	0	0	0	21	35%	21	35%	
19:45	0	0	6	0	6	0	0	0	1	3	0	2	3	0	0	0	0	0	0	0	0	21	35%	21	35%	
20:00	0	0	6	0	6	0	0	0	1	3	0	2	2	0	0	0	0	1	0	0	0	20	33%	21	35%	
20:15	0	0	6	0	6	0	0	0	0	3	0	2	3	0	0	0	0	0	0	0	0	20	33%	20	33%	
20:30	0	0	6	0	7	0	0	0	0	3	0	2	2	0	0	0	0	0	0	0	0	20	33%	20	33%	
20:45	0	0	6	0	7	0	0	0	0	3	0	2	5	0	0	0	0	0	0	0	0	23	38%	23	38%	

Intelligent Data Collection Limited



Client: WSP
Project Number: ID02197
Date of Survey: 07.02.2015
Survey Type: Parking Beat
Road Name: Camberwell Green

Prepared by: Sanjay Munigeti
Checked by: Luke Martin

Parking Restrictions:

Shared User: Mon - Fri 08:30 AM-06:30 PM Permit Holders or Pay at machine
Display Ticket Maximum stay 4 hours
Permit Holders: Mon - Fri 08:30 AM-06:30 PM
Doctor Bays: Mon - Fri 08:30 AM-06:30 PM
Loading Bays: No restrictions
Single Yellow: No Loading Mon - Fri 08:30 AM-06:30 PM

Notes (reasons for any overstress and details of 'Other' parking types):

Over capacity in Permit Holder bays is due to nose to tail parking

Aerial View:



Street View:



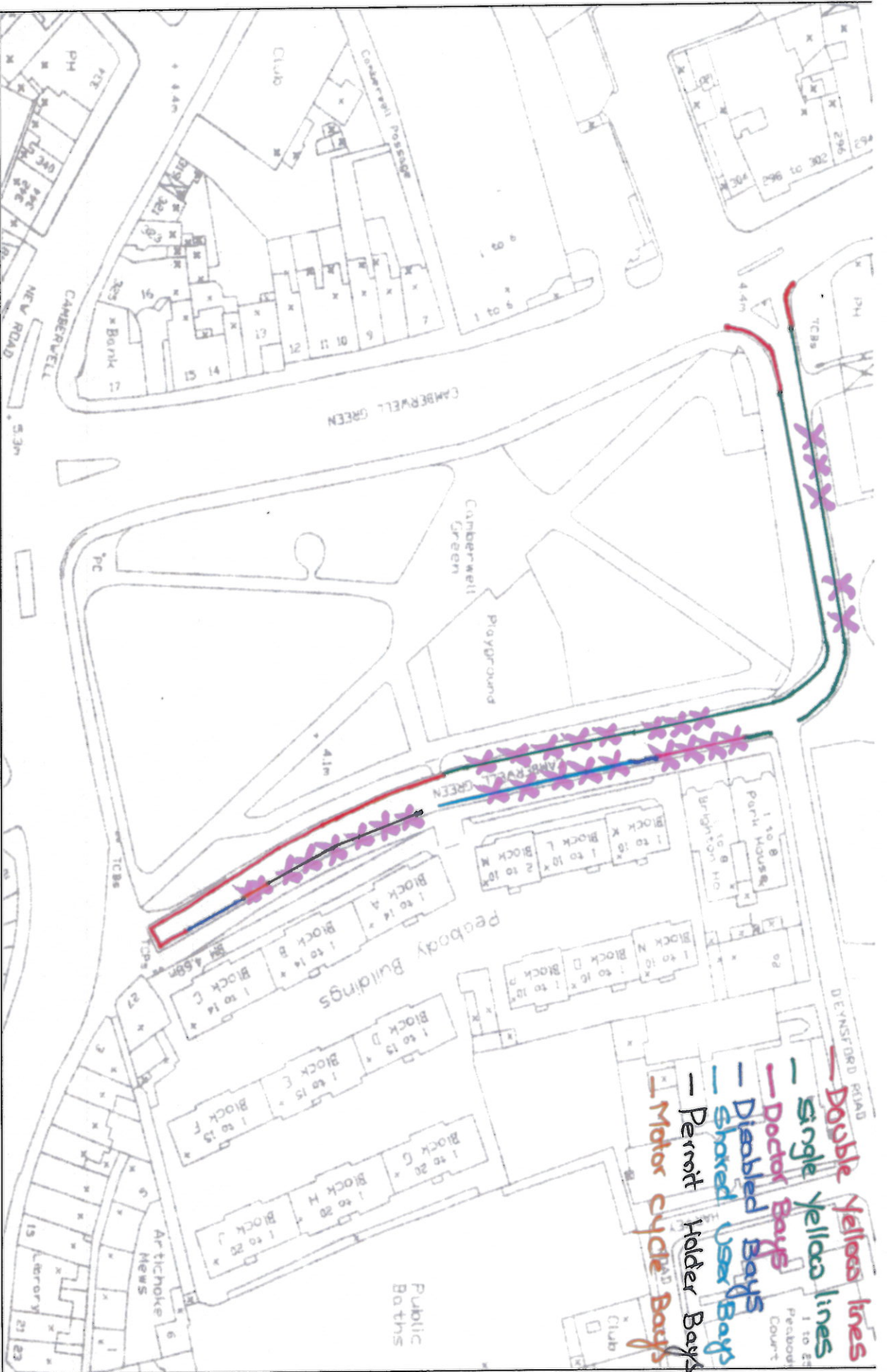
Parking Inventory

	Legal Parking Areas													Illegal Parking Areas								
Parking Type	No Lines	Parking Bays	Shared User	Pay and Display	Permit Holders	Resident Permits	Free Bays	Car Club	Disabled Bays	Doctor Bays	Loading Bays	M/C Bays	Single Yellow	Other (Specify)	Driveway	Driveway / SYL	Single Yellow	Double Yellow	Single Red	Double Red	Keep Clear	Bus Stop
Number of Spaces	0	0	6	0	6	0	0	0	3	4	0	5	36	0	0	0	0	17	0	0	1	0
Total Legal Spaces														60	Total Illegal Spaces							18

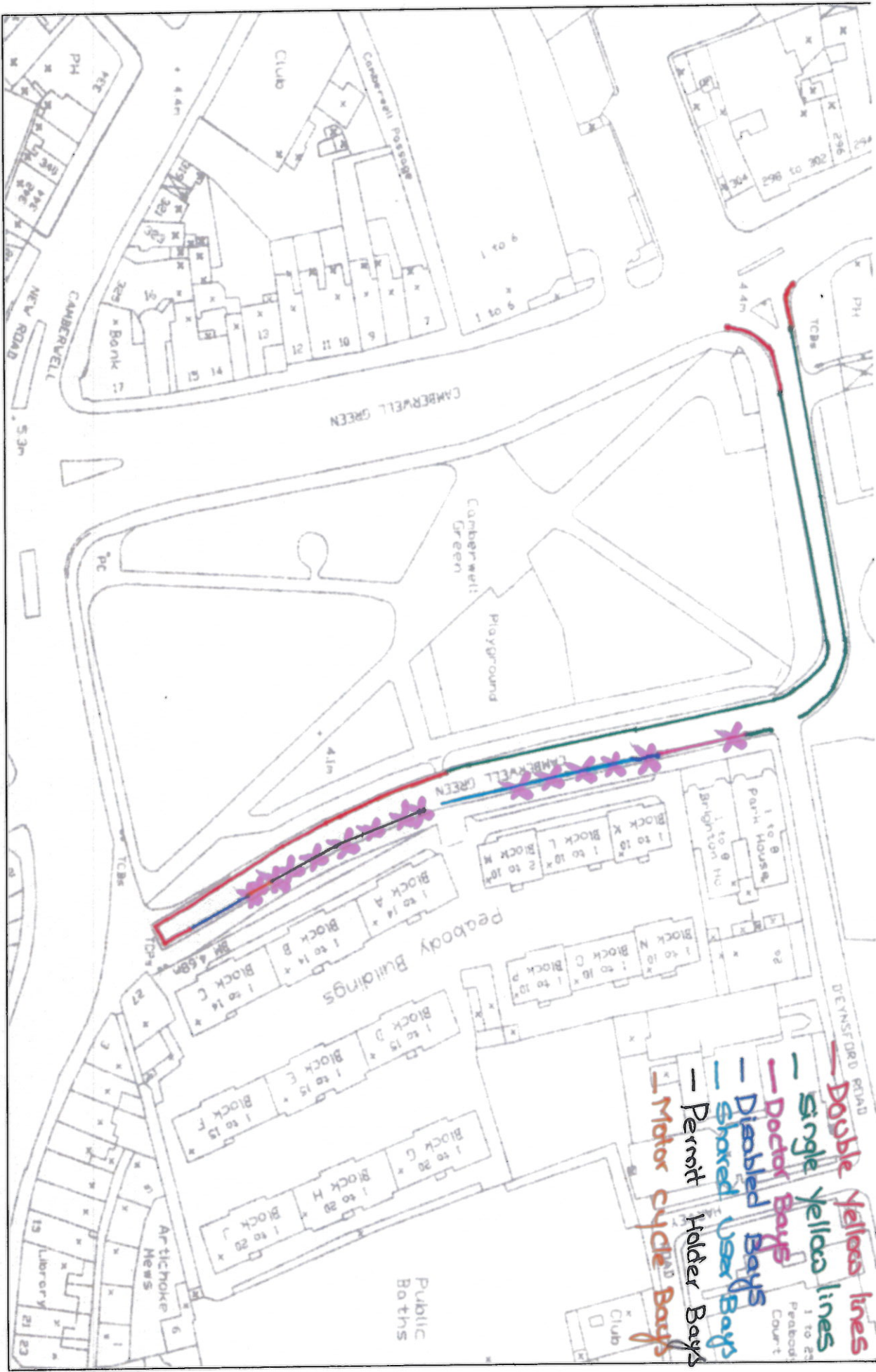
Parking Beat Data

	Legal Parking Areas														Illegal Parking Areas								Legally Parked Vehicles	Legal Parking Stress	Total Parked Vehicles	Total Parking Stress
Time	No Lines	Parking Bays	Shared User	Pay and Display	Permit Holders	Resident Permits	Free Bays	Car Club	Disabled Bays	Doctor Bays	Loading Bays	M/C Bays	Single Yellow	Other (Specify)	Driveway	Driveway / SYL	Single Yellow	Double Yellow	Single Red	Double Red	Keep Clear	Bus Stop				
01:00	0	0	6	0	6	0	0	0	0	4	0	3	17	0	0	0	0	0	0	0	0	0	36	60%	36	60%
18:00	0	0	5	0	7	0	0	0	2	4	0	2	22	0	0	0	0	0	0	0	0	0	42	70%	42	70%
18:15	0	0	5	0	5	0	0	0	2	4	0	2	20	0	0	0	0	1	0	0	0	0	38	63%	39	65%
18:30	0	0	5	0	4	0	0	0	1	4	0	2	20	0	0	0	0	0	0	0	0	0	36	60%	36	60%
18:45	0	0	6	0	5	0	0	0	0	4	0	2	19	0	0	0	0	0	0	0	0	0	36	60%	36	60%
19:00	0	0	5	0	6	0	0	0	0	4	0	2	21	0	0	0	0	0	0	0	0	0	38	63%	38	63%
19:15	0	0	4	0	6	0	0	0	0	4	0	2	18	0	0	0	0	0	0	0	0	0	34	57%	34	57%
19:30	0	0	5	0	5	0	0	0	0	4	0	2	16	0	0	0	0	0	0	0	0	0	32	53%	32	53%
19:45	0	0	4	0	5	0	0	0	0	4	0	2	13	0	0	0	0	0	0	0	0	0	28	47%	28	47%
20:00	0	0	5	0	6	0	0	0	0	4	0	2	12	0	0	0	0	0	0	0	0	0	29	48%	29	48%
20:15	0	0	5	0	5	0	0	0	1	4	0	2	10	0	0	0	0	0	0	0	0	0	27	45%	27	45%
20:30	0	0	5	0	5	0	0	0	0	4	0	2	11	0	0	0	0	0	0	0	0	0	27	45%	27	45%
20:45	0	0	5	0	4	0	0	0	0	4	0	2	11	0	0	0	0	0	0	0	0	0	26	43%	26	43%

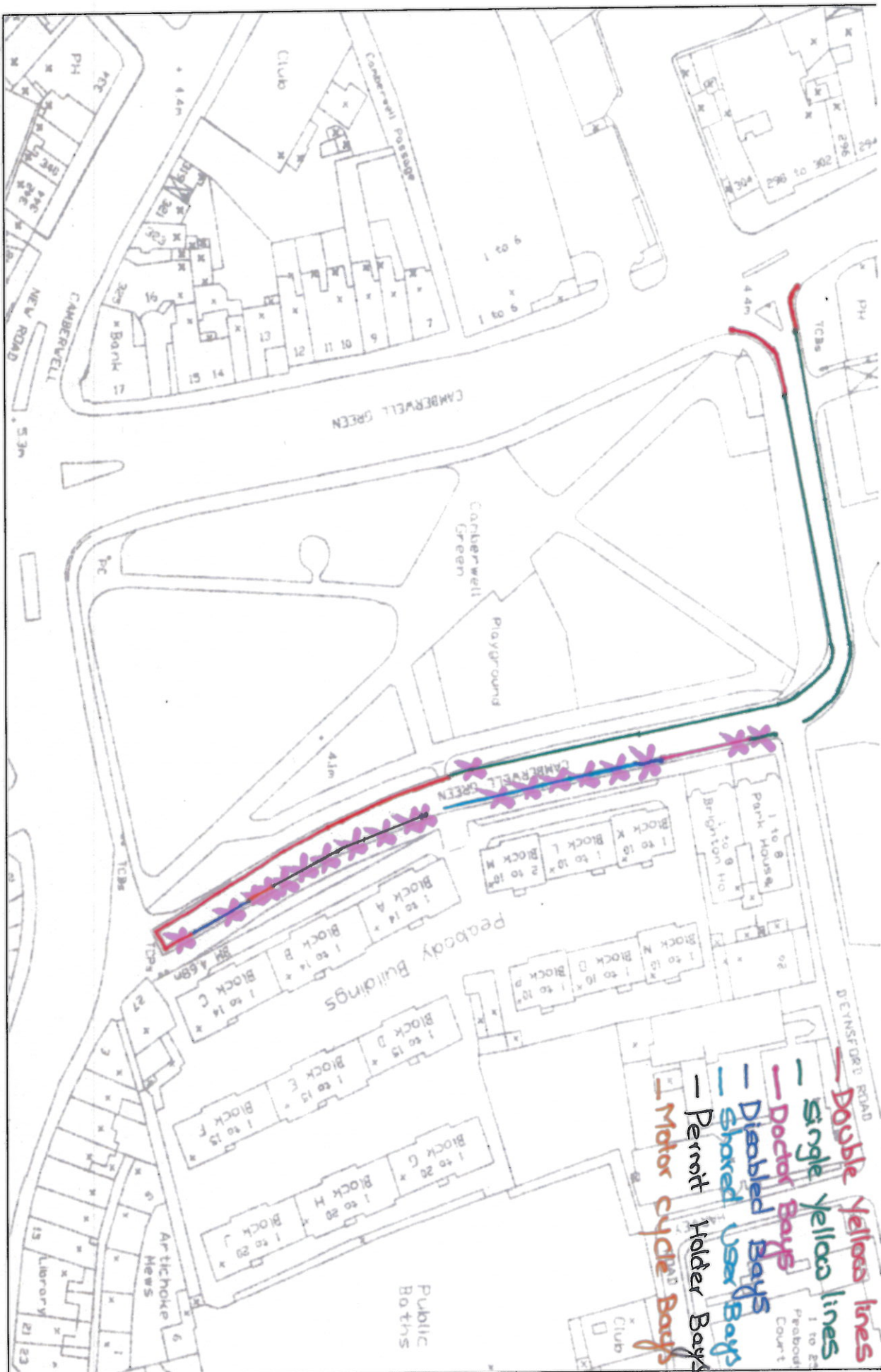
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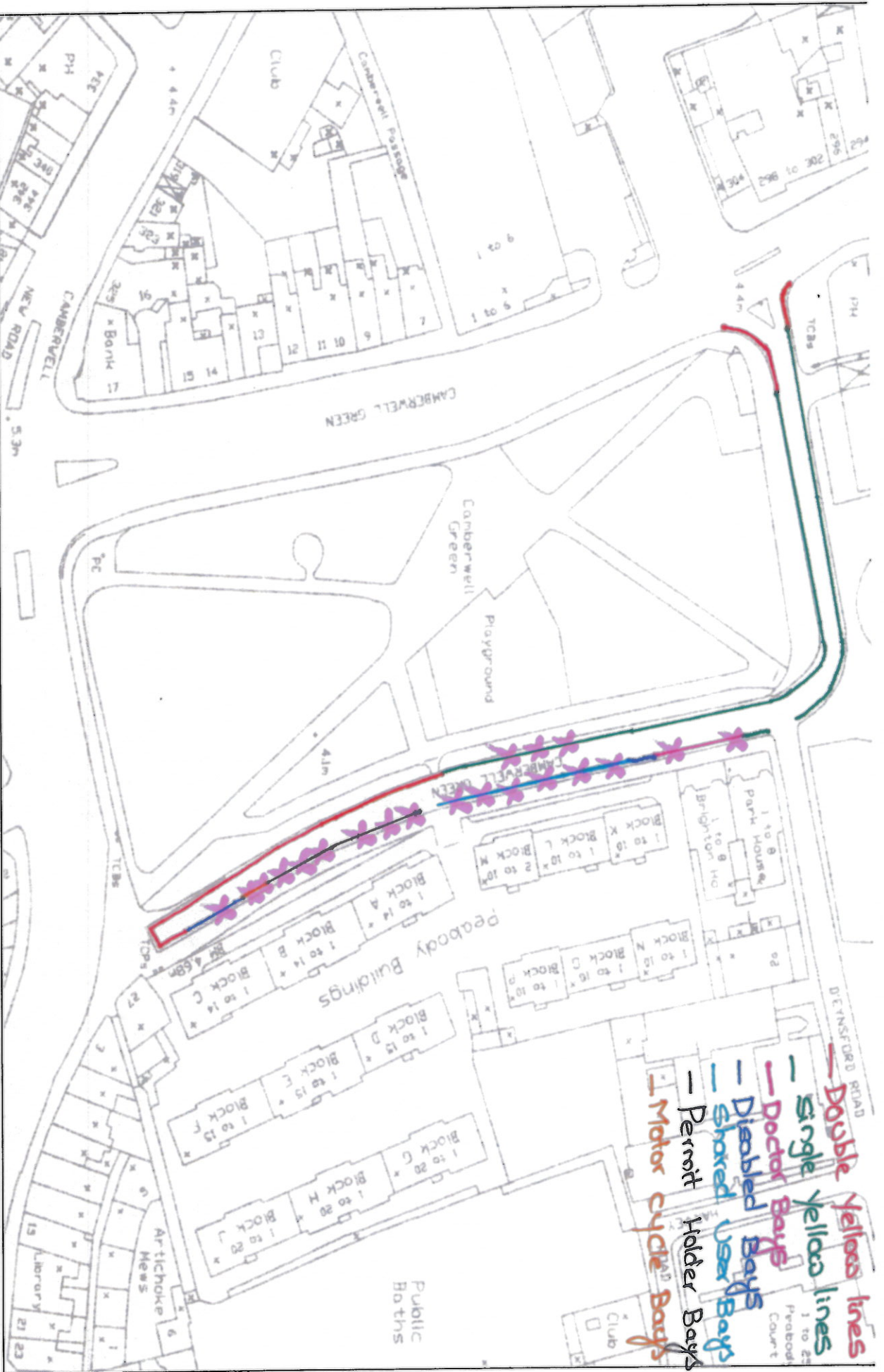
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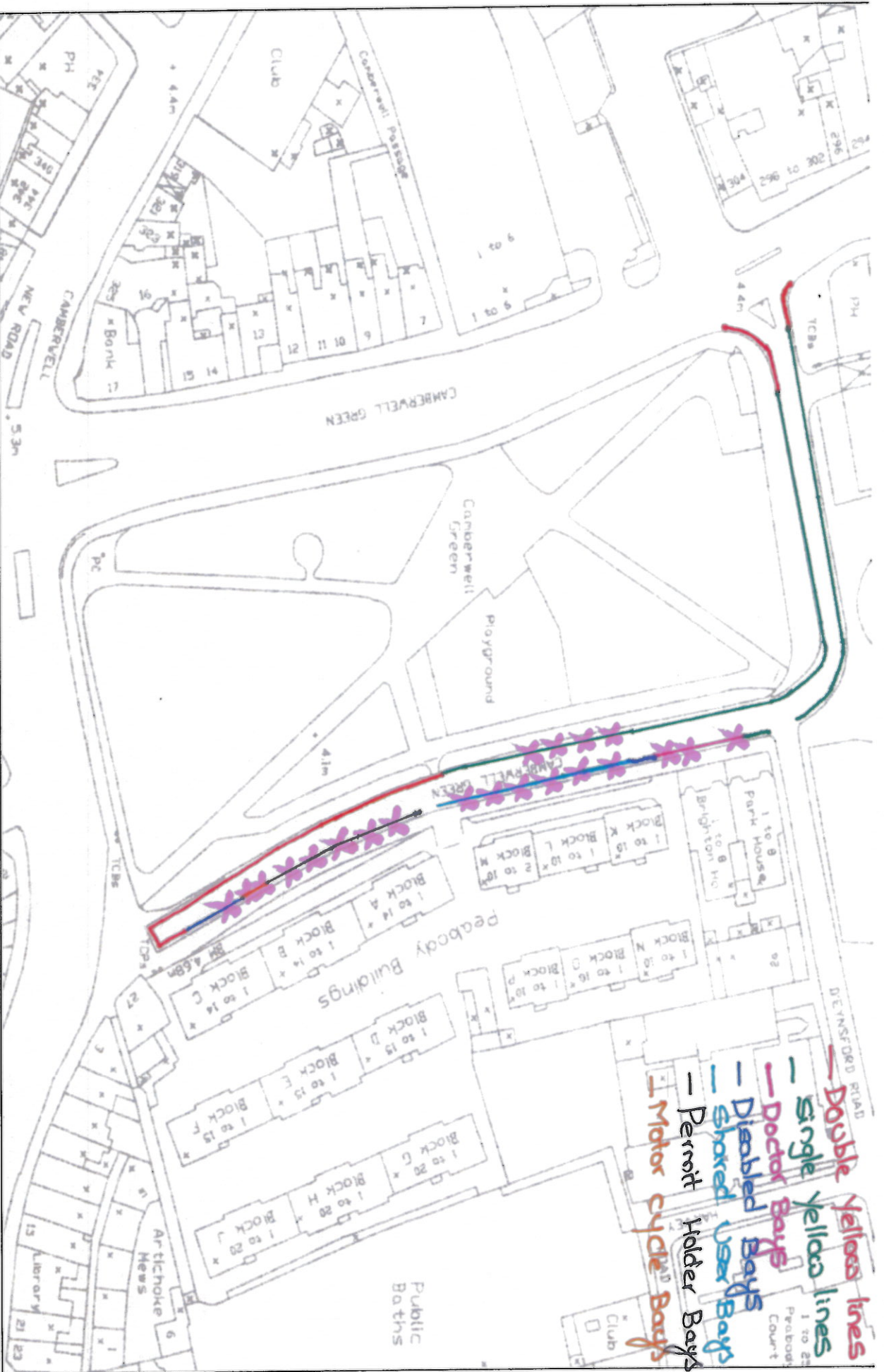
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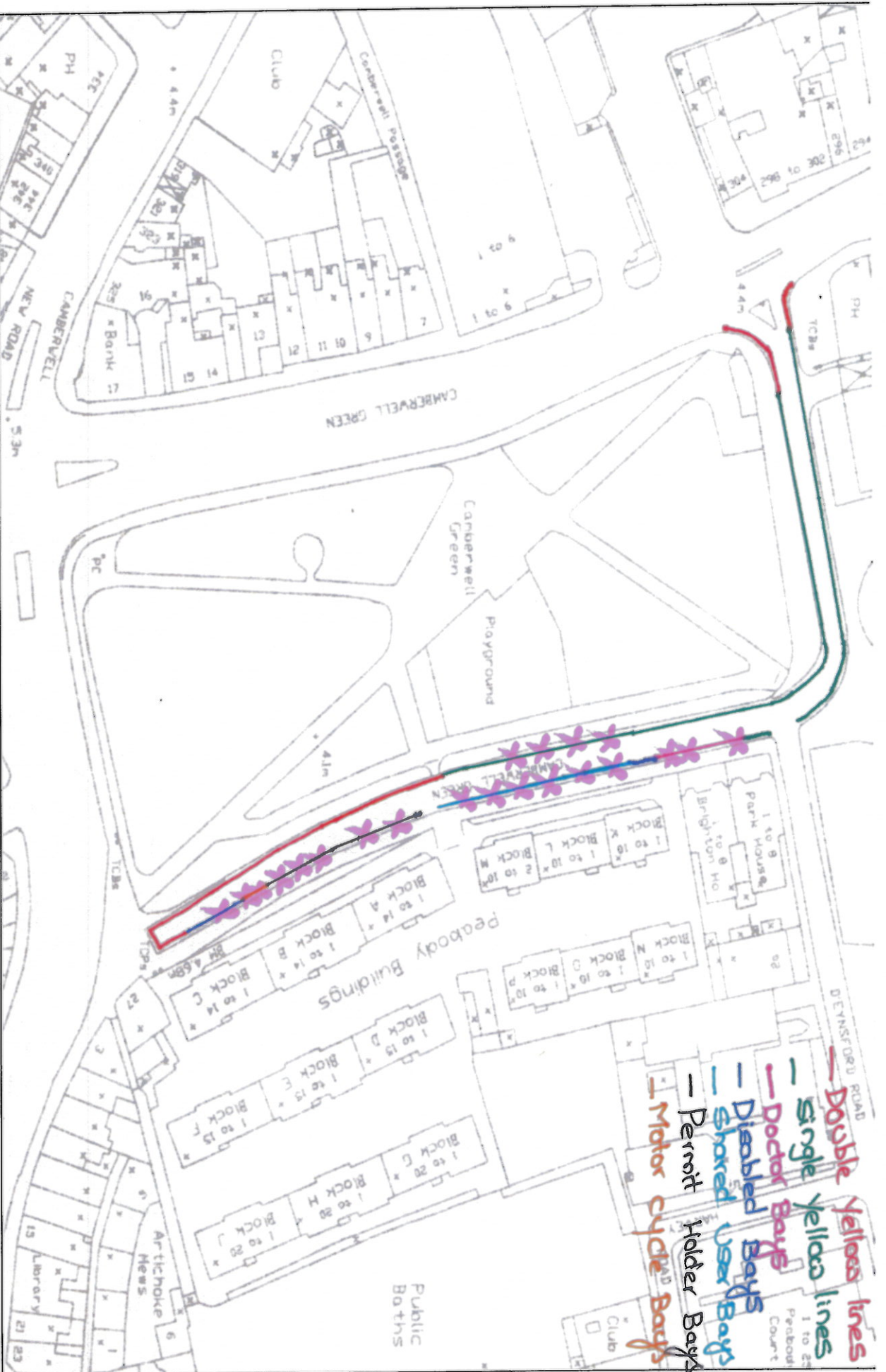
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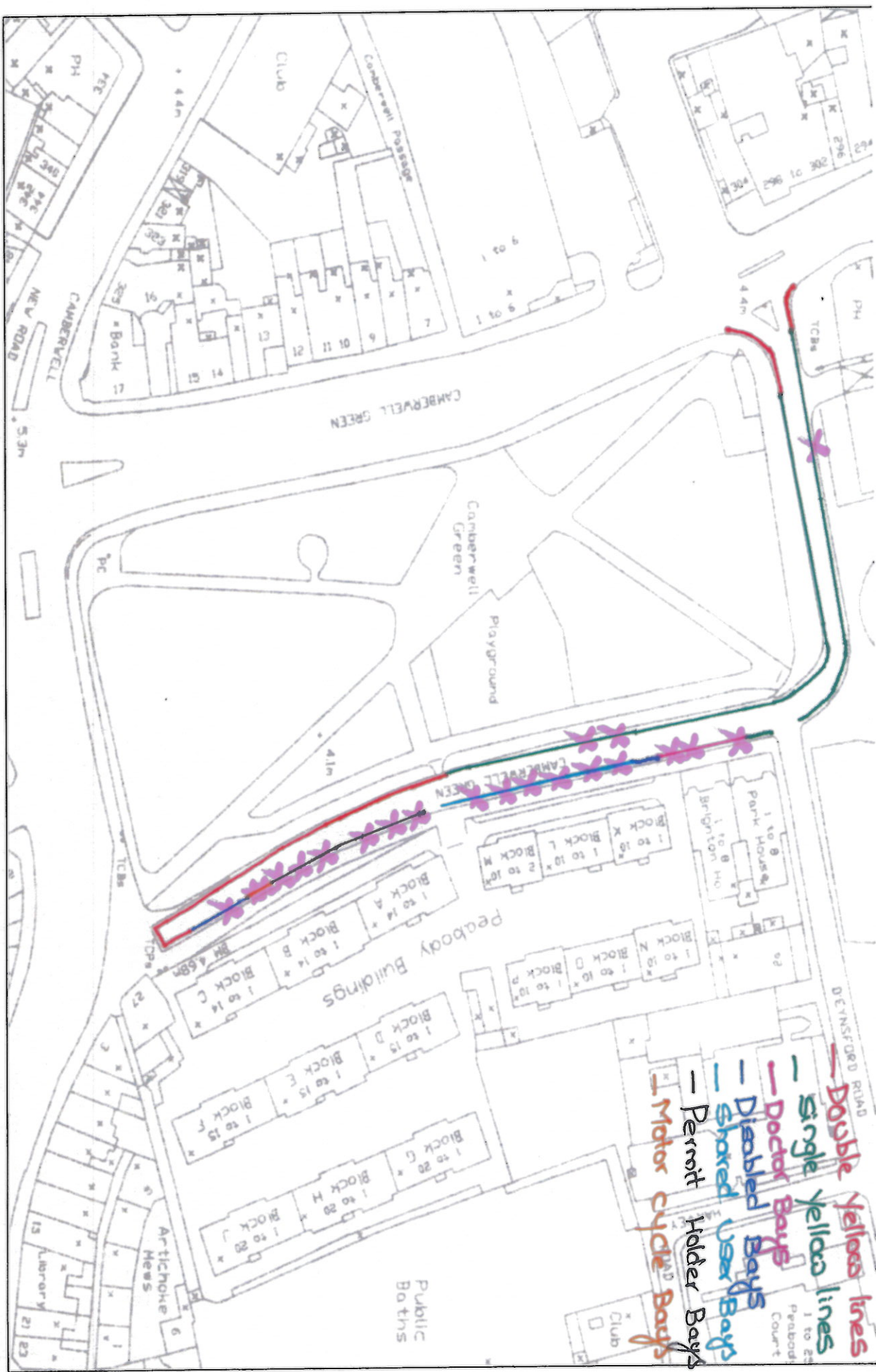
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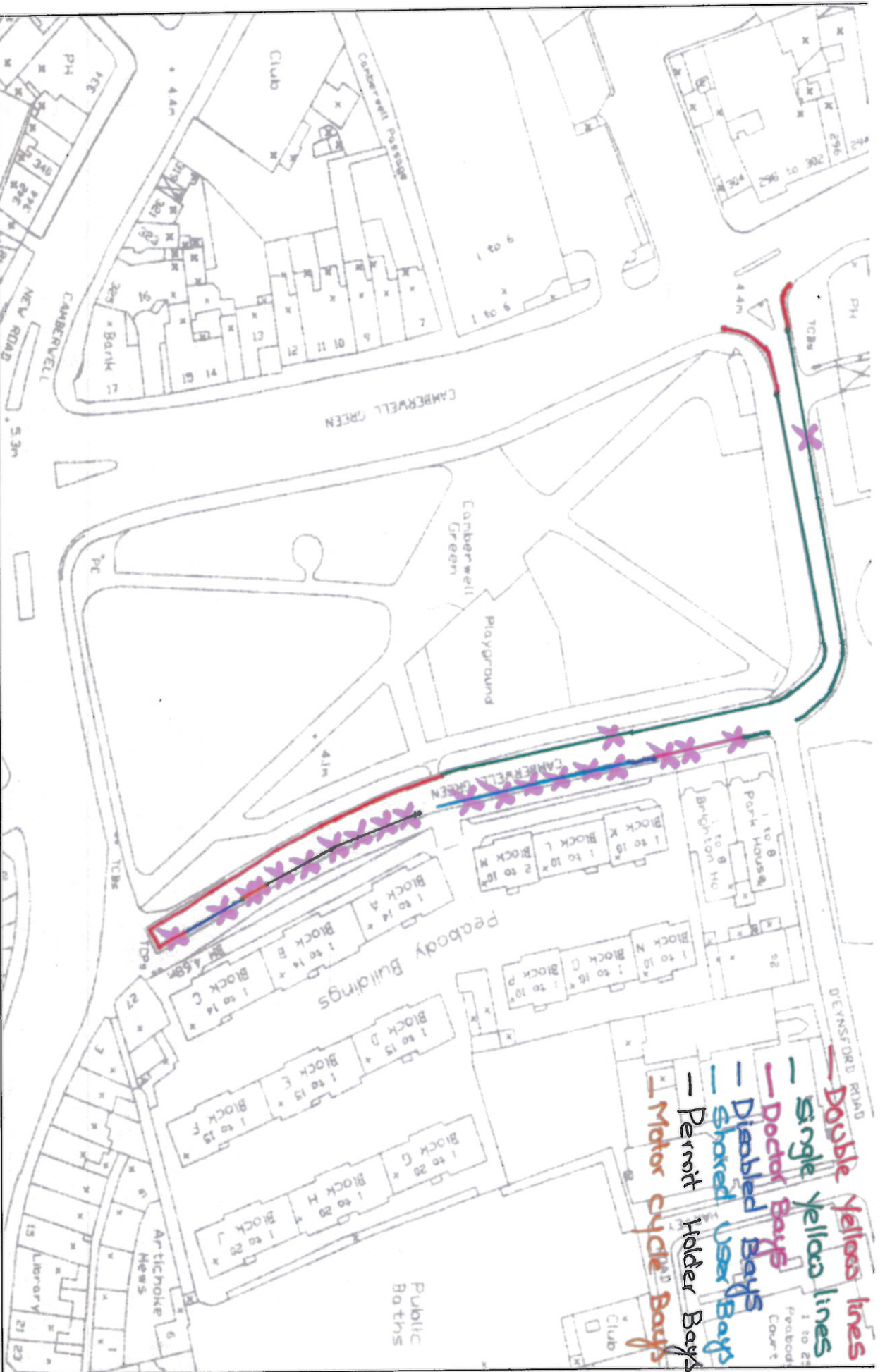
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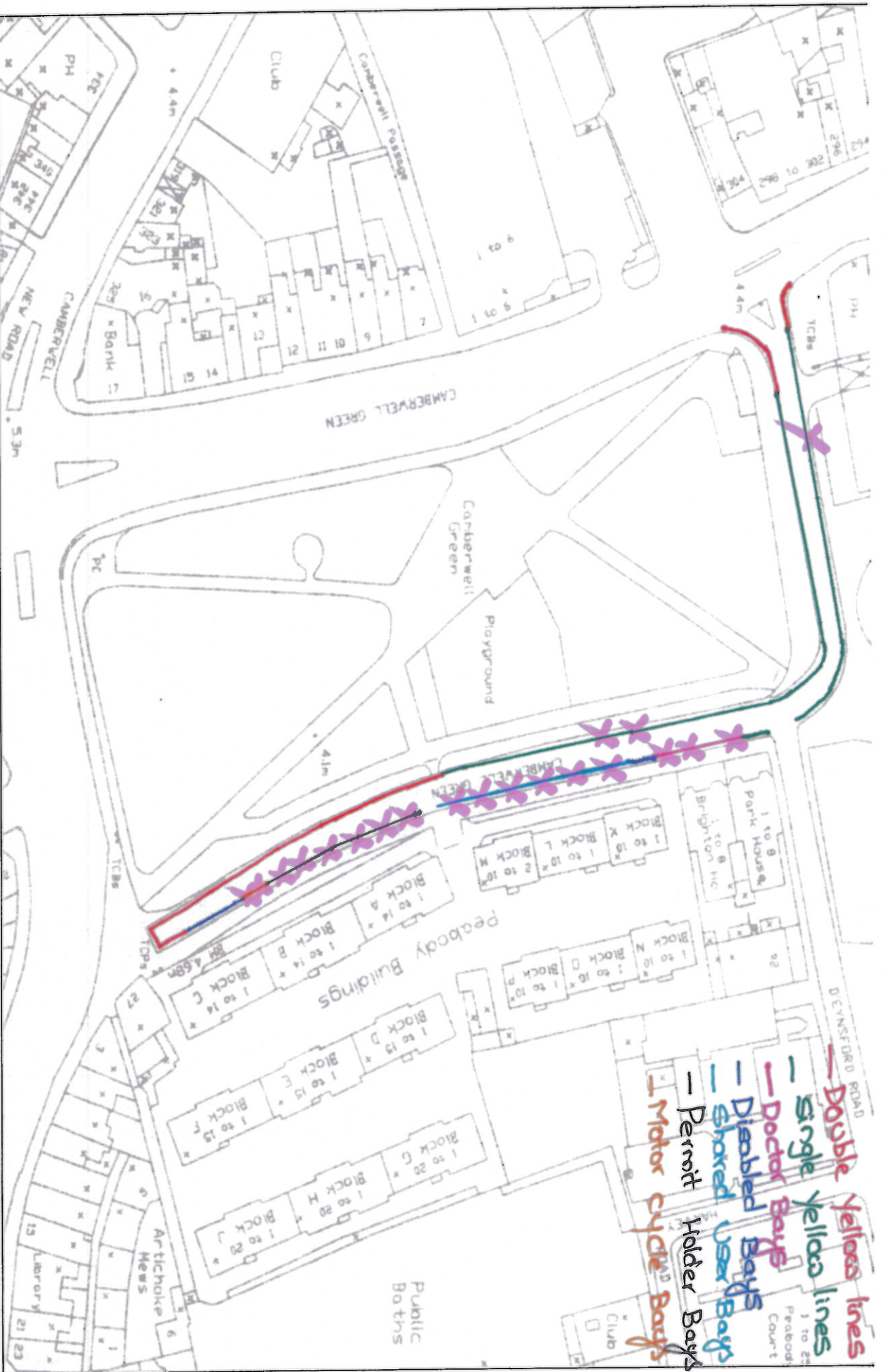
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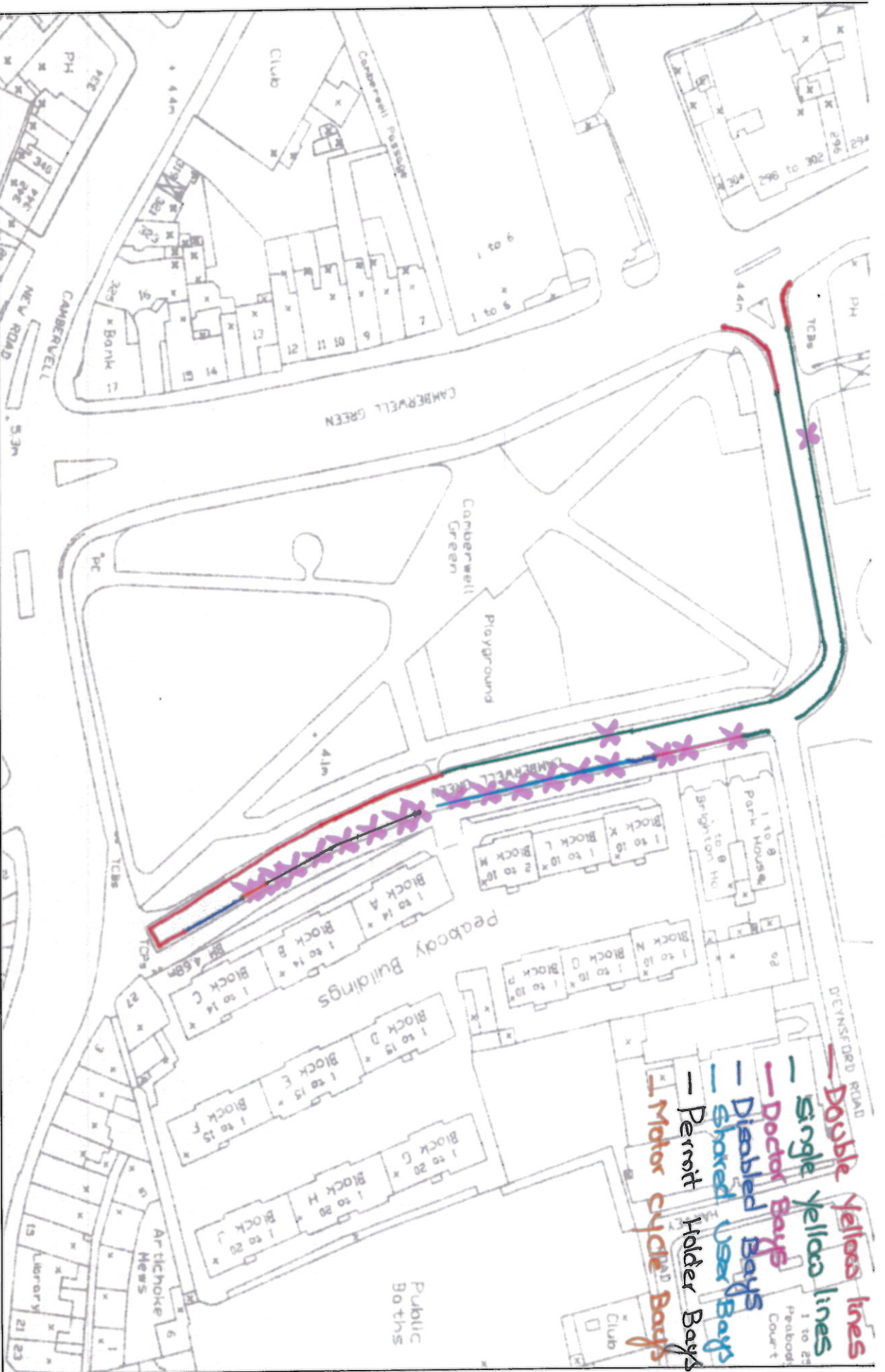
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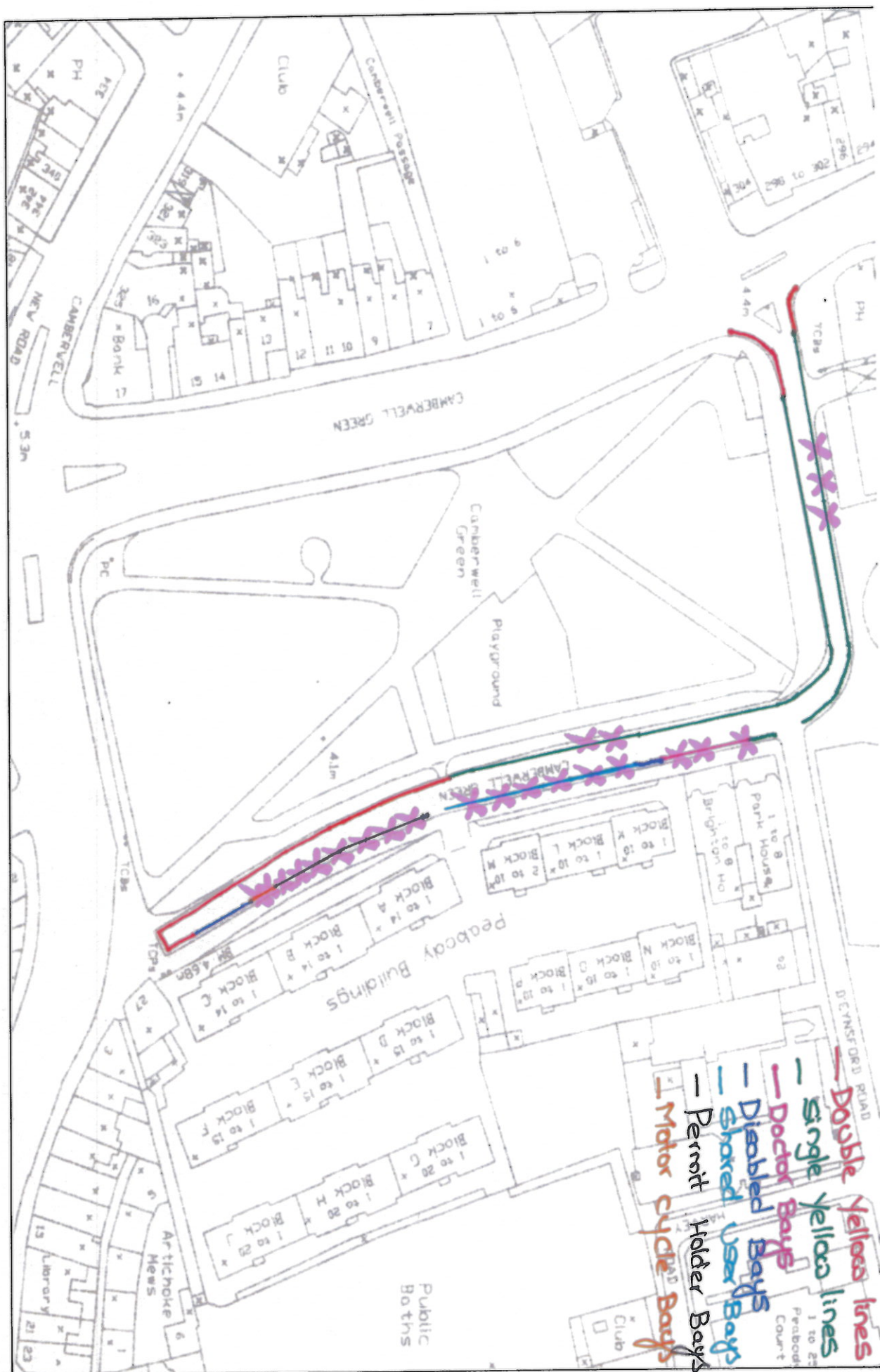
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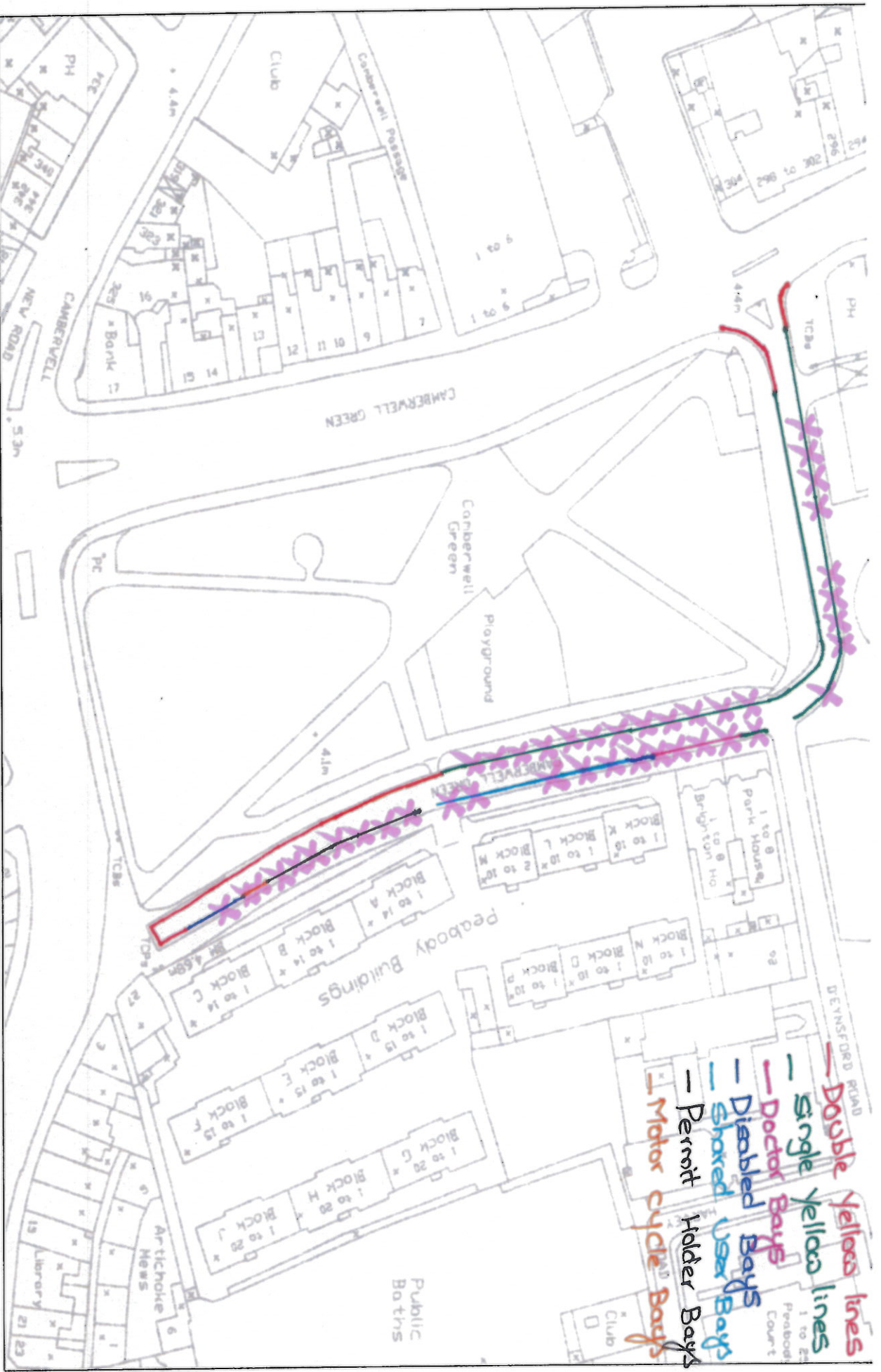
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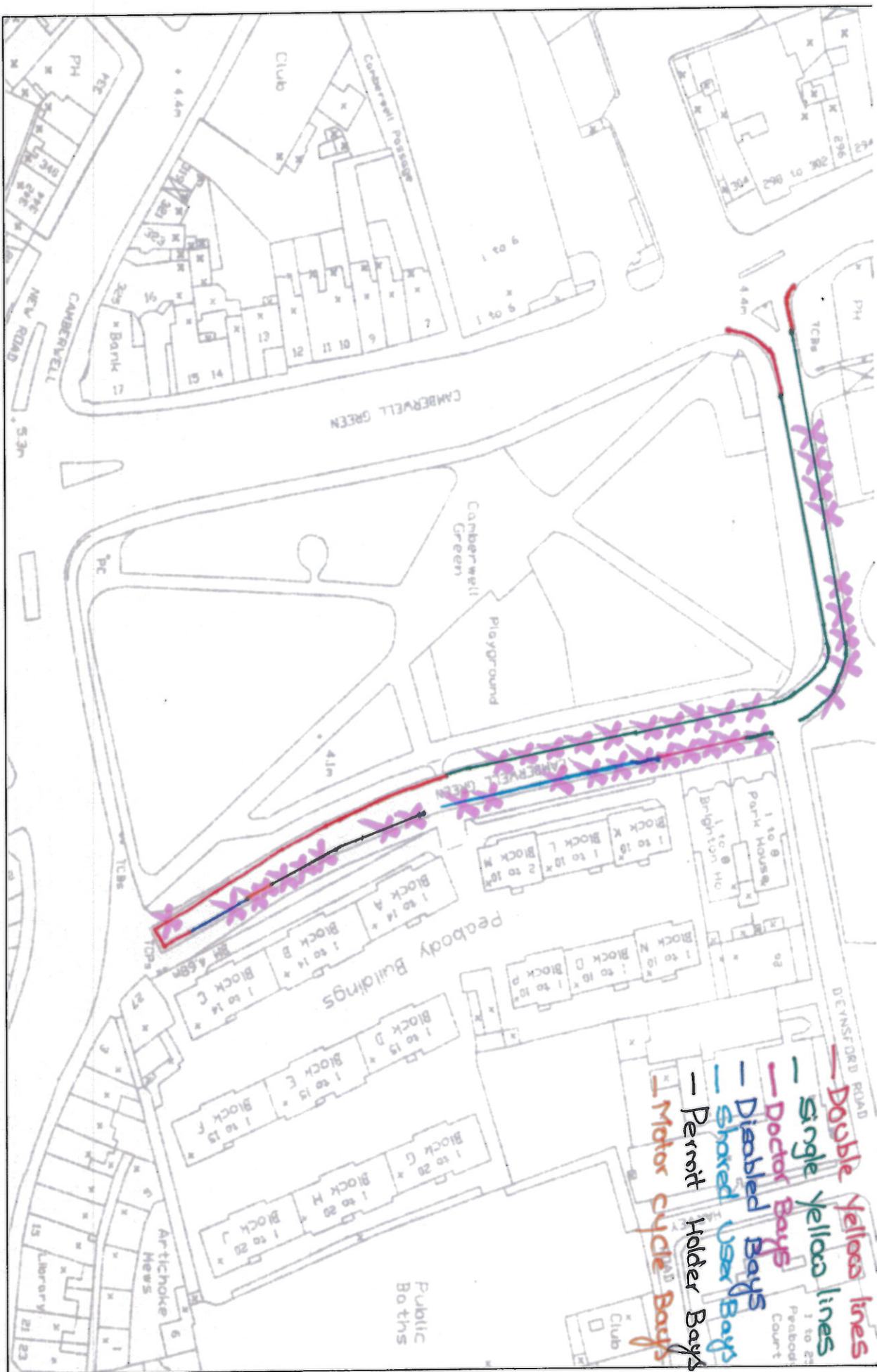
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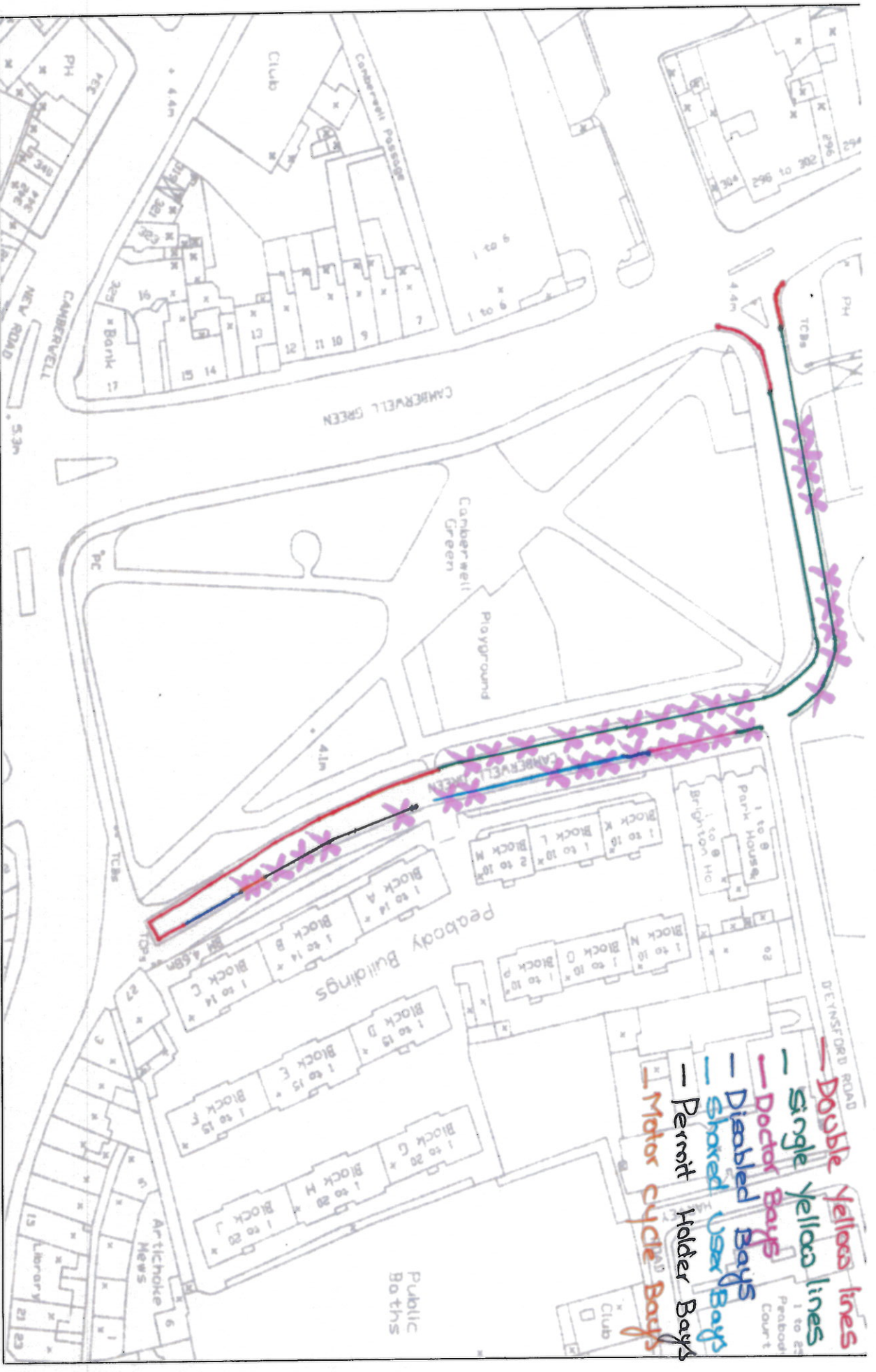
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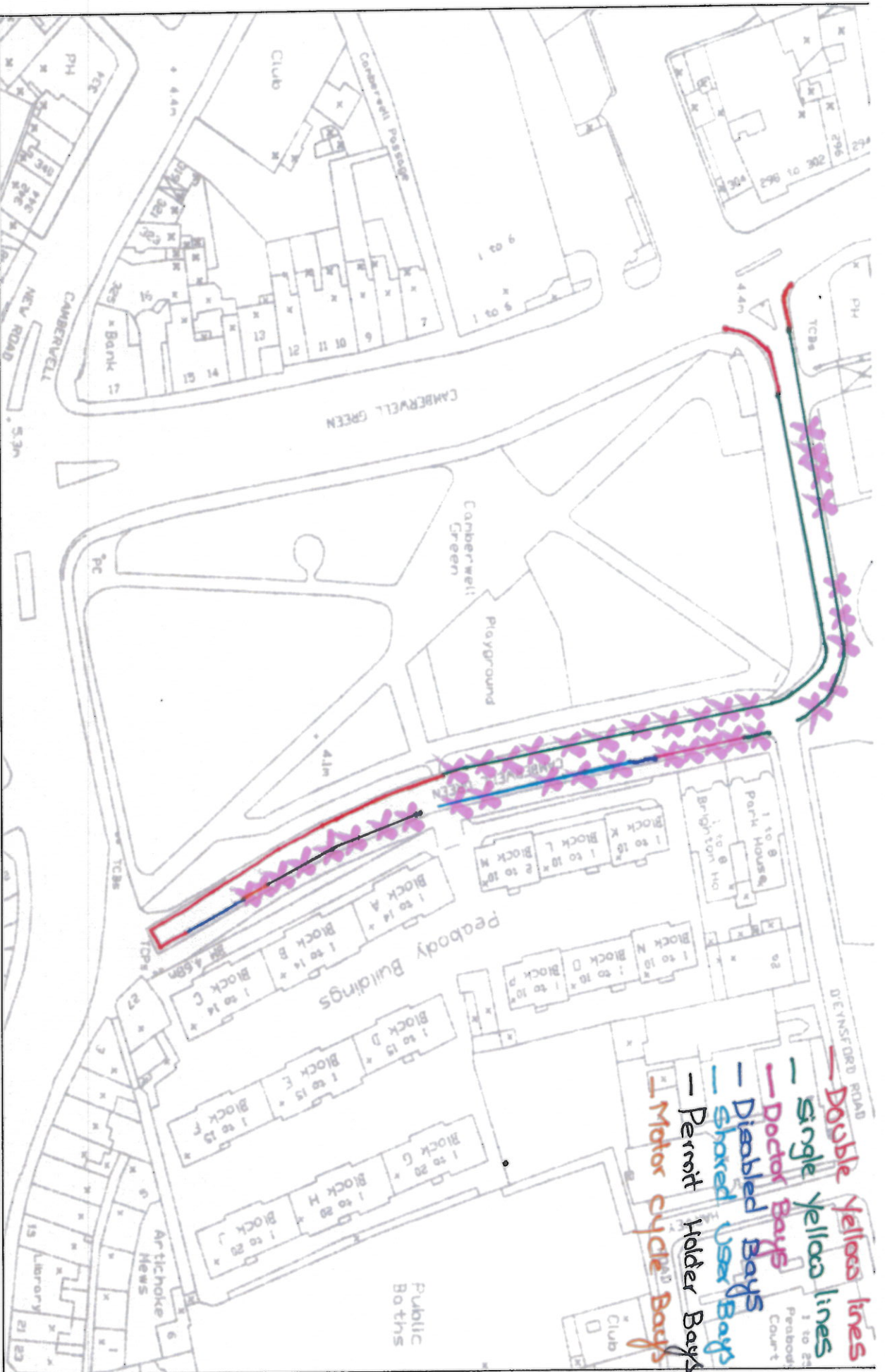
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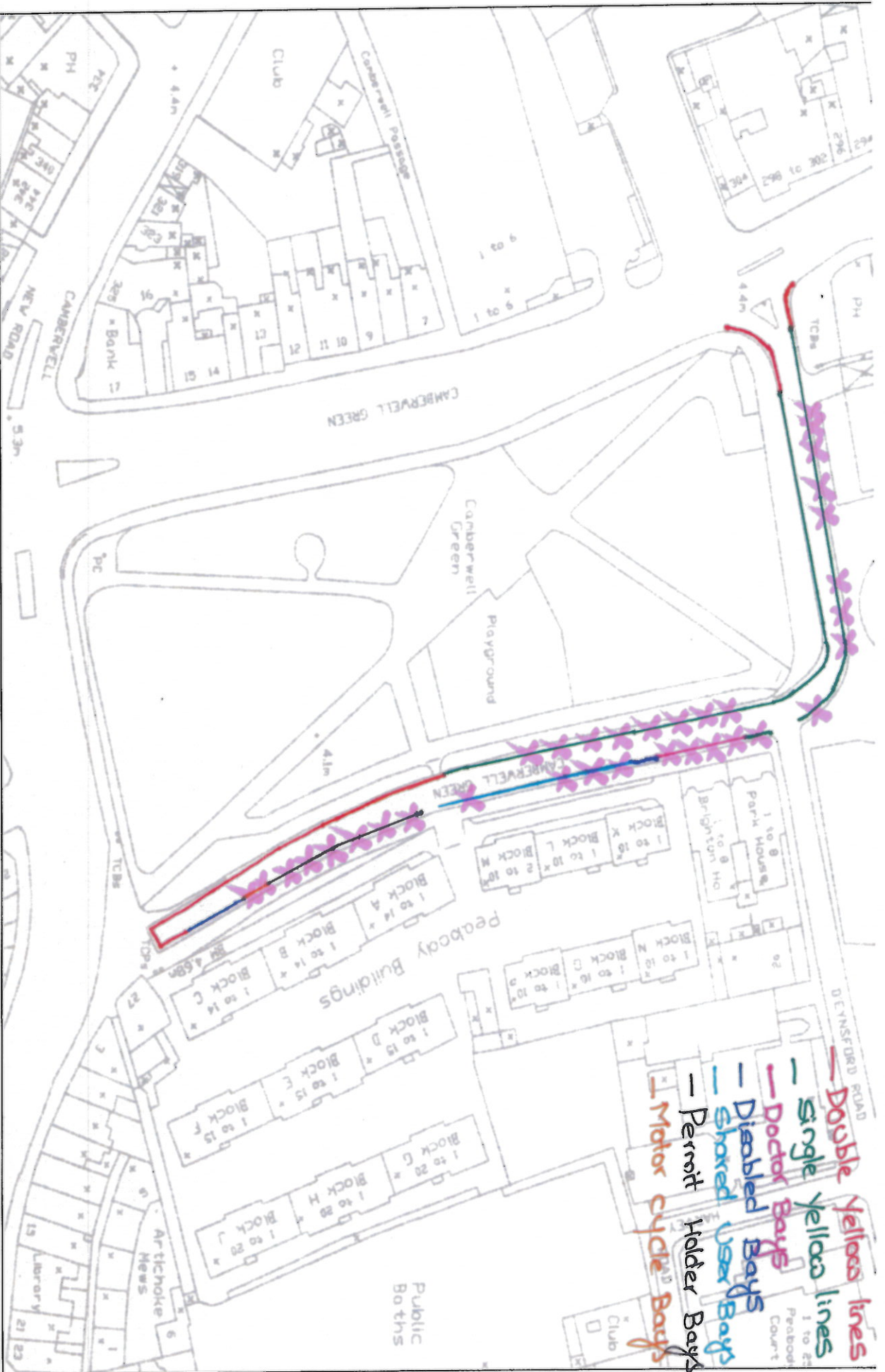
07.02.2015 @ 18:30



07.02.2015 @ 19:00



07.02.2015 @ 19:15



Map of Peabody Buildings and surrounding area. The map shows the layout of the buildings, including Peabody Buildings (Blocks A-J), Camberwell Green, Camberwell Club, and various roads like Camberwell Road and Deansford Road. A red line and a blue line are drawn along the buildings, with purple 'X' marks indicating specific locations. A legend in the bottom right corner explains the line types:

- Double yellow lines
- Single yellow lines
- Doctor Bays
- Disabled Bays
- Shared User Bays
- Permit Holder Bays
- Motor cycle Bays

- Double yellow lines
- single yellow lines
- Doctor Bays
- Disabled Bays
- shared user Bays
- Permit Holder Bays
- Motor cycle Bays

— Double yellow lines
 — Single yellow lines
 — Doctor Bays
 — Disabled Bays
 — Shared Use Bays
 — Permitted Holder Bays
 — Motor cycle Bays

— Double yellow lines

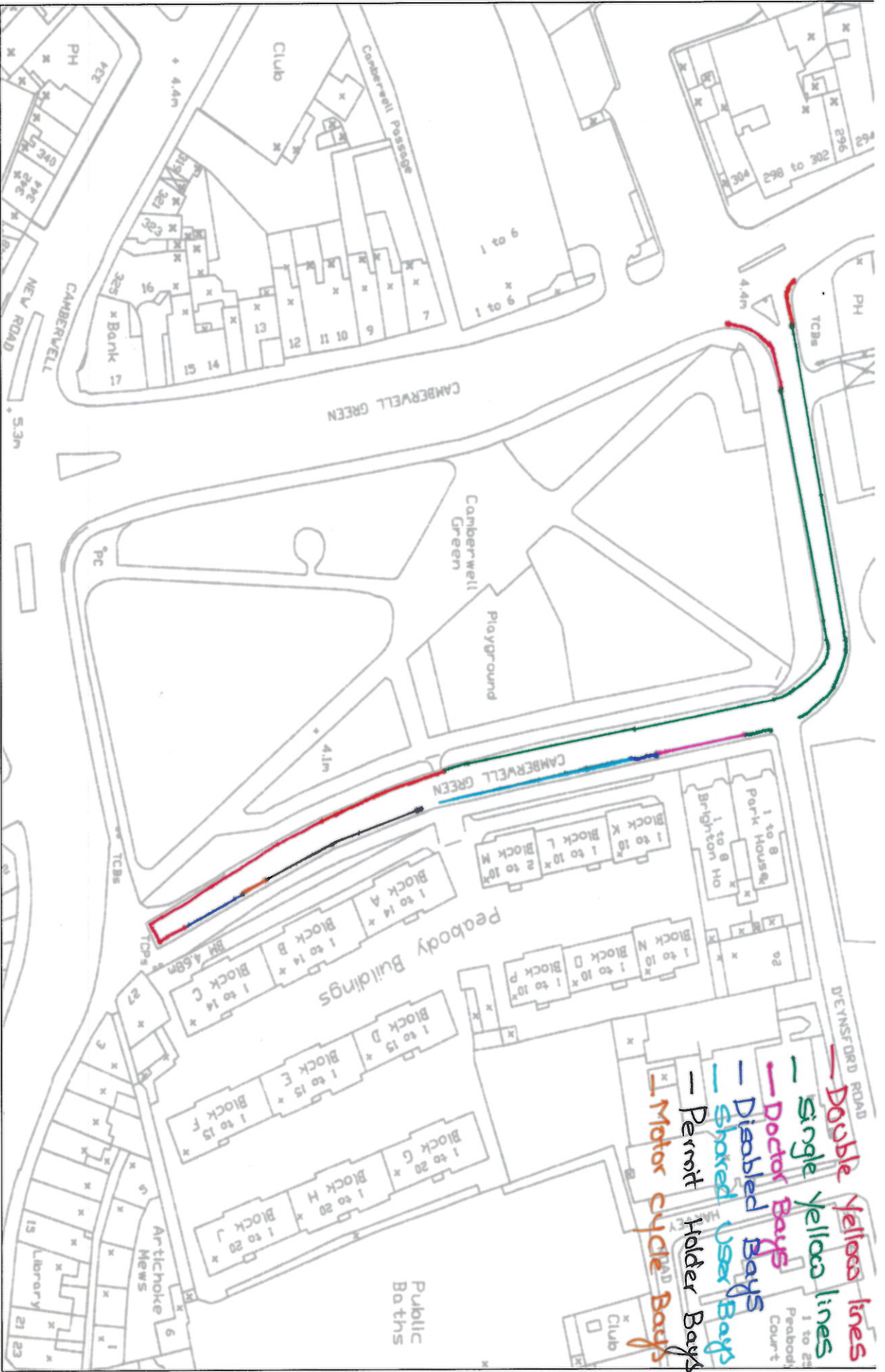
Single yellow lines

— Doctor Bays

- Disabled Bay

1 Deposit Holder Bank

Howdy day



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