

North Dulwich and Denmark Hill parking zone consultation

May 2015

www.southwark.gov.uk/parking



APPENDIX A - 3

Why have I received this consultation pack?

Southwark Council has received substantial correspondence from residents in your area indicating that parking pressure has increased.

When last consulted, in 2009, the majority of residents in the North Dulwich area were against a parking zone but we understand that this opinion may now have changed.

We think that parking pressure has increased primarily as a result of Lambeth Council's enlarged parking zone on the opposite side of Herne Hill and Denmark Hill.

Taking into consideration the recent correspondence as well as the likelihood of overspill from nearby zones, the council has agreed to carry out a new consultation as part of a project to assess if a parking zone is appropriate for your area.

Have your say on proposals to introduce new parking controls

We are asking all local residents and businesses whether a parking zone should be introduced in your street and if so, during what times of the day. Your views are important to us even if you do not own a vehicle or park in your street.

To help you understand what is being proposed this leaflet contains:

- How to have your say (page 3)
- What are the proposals? (page 4)
- Southwark parking permits (pages 5 to 7)
- Frequently asked questions (FAQ) (pages 8 to 10)
- What happens after the consultation closes? (page 11)
- Further information (page 12)

Inserts

- Questionnaire
- Parking bay feasibility drawing

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Have your say...

Online

Complete the questionnaire at www.southwark.gov.uk/parkingprojects

Post

Put your completed questionnaire in an envelope and return it to us via our FREEPOST address (no stamp required)

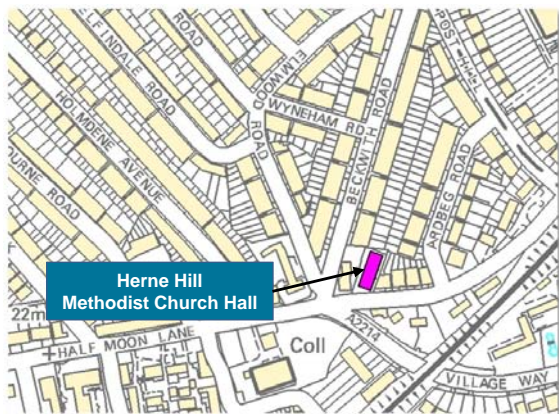
At an exhibition

Come along and talk to officers at one of the following drop-in sessions

Herne Hill Methodist Church Hall, Half Moon Lane

Thursday 4 June 2015, between 6pm and 9pm

Saturday 6 June 2015, between 2pm and 5pm



Herne Hill
Methodist Church Hall

The consultation closes on
Friday 12 June 2015

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What are the proposals?

Primarily we want to know if you support the principle of a parking zone in your street and, if so, when it should operate (times of day and days of the week).

Read about the advantages and disadvantages of a zone in the FAQ

Parking layout

To help you understand what a parking zone might look like we have enclosed a feasibility drawing that shows *where* parking bays could safely be provided. We have also suggested what *type* of bay they could be and who could use them (e.g. resident, loading, blue badge holders, visitor bays). We welcome your comments on this allocation of kerb space.

The consultation area is **not** a proposed parking zone boundary. We will analyse all feedback on a street by street basis and, if support is identified, this may result in recommendations being made for a zone extension or new zone(s) covering a smaller area than covered by this consultation.

The drawing is also available online www.southwark.gov.uk/parkingprojects

Double yellow lines at junctions

We are committed to improving safety on our roads.

Vehicles that park at junctions reduce the visibility for all road users and increase the risk of a collision.



It has been identified that vehicles regularly park too close to some junctions in this area. We will be recommending that 7.5 metres of double yellow lines are installed on all junctions in the consultation area, irrespective of the outcome of the parking zone consultation.

We acknowledge that parking may be at a premium. However, safety and access take priority over the possible loss of parking spaces.

Rule 243 of The Highway Code says:

"DO NOT stop or park:

- anywhere you would prevent access for Emergency Services;
- opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space;
- in front of an entrance to a property;
- on a bend".

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Southwark parking permits

Will I have to buy a parking permit if my street becomes a parking zone?

Yes. As a resident or business in the area you will need to purchase either a resident or business permit to park during zone hours. Outside of zone hours you will not need a permit. Our permits are now 'virtual'.

What if I do not have a vehicle?

You **do not** need to purchase a resident or business permit.

If you have a visitor who wishes to park within a parking zone they will need a visitors permit for their entire stay, during the hours of the zone's operation. These must be purchased in advance.

If a parking zone is introduced, can everyone in the area buy a permit?

Restrictions on parking permits apply to some new developments where a planning condition exists. Please check with the planning department for any restrictions on parking before submitting a permit application.

What are virtual parking permits?

You apply for your permit online and it is issued to your vehicle immediately. They replace paper permits that had to be posted to you and then displayed in your windscreen.

How many permits am I entitled to?

There is a limit of one resident permit per person to a maximum of three per household.

What permits would I be entitled to?

Resident permit costs			
1 month	3 months	6 months	12 months
£15.74	£36.58	£67.83	£125
75% discount for blue badge holders 75% discount for alternative fuel vehicles and solo motorcycles			
Business permit costs			
3 months	6 months		12 months
£176	£352		£577.50
Virtual visitor permits			
1x one hour stay			£1.50
1x five hour stay			£2.50
1x one day stay			£5
10x one hour stay			£10
10x five hour stay			£20
10 x 1 day stay (1 st purchase during year)			£25
10 x 1 day stay (2 nd & subsequent purchases)			£45
50% discount for blue badge holders			
Home care workers		Professional health workers	
12 months		12 months	
£125		£125	
On-street pay parking			
£2.50 / hour (pay by phone)			

Permit costs correct at time of publication

For further information regarding parking permits in Southwark, please visit our website

www.southwark.gov.uk/parkingpermits

Resident permits

If you live within the parking zone and your vehicle is registered to that address, you will be entitled to buy a resident parking permit.

Exceptions may apply if your property is a recent development and has a planning condition that limits parking permits.

The permit doesn't entitle you to park in a different parking zone.

Business permits

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.

Visitor permits

Residents can buy visitor permits for use by their family, friends or tradespersons. You can buy visitor permits even if you don't have a resident permit or a car.

Visitors will need a visitor permit to park in a residents' bay. If you do not want to buy visitor permits they will need to:

- park on your driveway or land;
- park in a pay by phone space; or
- visit outside of the operating times of the zone when parking is free.

Home care workers' permits

The home care workers' permit enables care staff working for approved home care organisations to park whilst visiting their clients.

The permits are issued to the organisation not to individuals within the organisation. It is the responsibility of the organisation to make the permit available to its home care workers. The permits can be transferred between the organisation's home care workers and their vehicles. Each organisation can hold up to five permits.

Professional health workers' permits

Professional health workers' permits are used by medical and health professionals when making home visits to patients.

The permit cannot be used by medical professionals as a convenient method of parking near their place of work.

Frequently asked questions

What is a parking zone?

Parking zones are used internationally as an effective way of prioritising kerb space in favour of certain types of road user or activity (e.g. residents or vehicles that are loading).

Locations that are safe to park are identified by marked bays. All other areas are restricted and are not available for parking; these are usually indicated by yellow lines.

During the operational times of a zone, parking bays can only be used by specific types of user (e.g. resident permit holders). Signs will clearly indicate who is permitted to park.

The use of a permit system means that priority can be given to resident parking but others (e.g. commuters) can be excluded. This should help ease the pressure on street parking.

The council has the power to issue a penalty charge notice (a 'parking ticket') to motorists who don't follow the parking signs.

What are the advantages and disadvantages of a parking zone?

ADVANTAGES	DISADVANTAGES
<ul style="list-style-type: none">■ Prioritises space for local residents businesses and their visitors.■ Prevents commuter parking■ Improves access for vehicles – especially emergency service and refuse vehicles■ Improves highway safety and reduces inconsiderate parking■ Enables 'permit-free' planning conditions to be placed upon future developments■ Reduces the dominance of parked cars on a street, enabling other use of that space	<ul style="list-style-type: none">■ There are cost implications associated with the operation of a parking zone■ Displacement effect to nearby uncontrolled roads■ Those wanting to park must pay for a parking permit■ Street clutter (signs and lines)

What if we don't have a parking problem in our street?

Tell us! We want everyone to respond to this consultation with their views because you know the area best. We will carefully analyse the results on a street by street basis and make recommendations accordingly.

It is important to consider that the introduction of parking controls in one street often results in displacement of parking into adjacent streets, as commuters and other motorists may move their cars somewhere else.

Consequently, we also ask those who are not in favour at the moment if they would change their mind if the adjacent street to them became part of a zone.

What days and hours would the parking zone operate?

This is an aspect of this consultation. The questionnaire asks what time you think controls should operate. The outcome of the consultation and results of the parking stress survey will help us make a final decision.

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

All day parking zone (e.g. 8.30am to 6.30pm)

All day controls are successfully used in areas that have a high demand for parking throughout the course of the day and with pressure from a variety of sources. This includes streets that are close to town centres, leisure attractions and public transport hubs etc.



These zones give a high degree of priority for local residents, businesses and their visitors; reducing the negative effects of commuter parking. Of course, longer hours of operation also mean that residents and visitors who want to park on-street will need a permit or to pay for parking more frequently.

Part day parking zone (e.g. 12 noon to 2pm)

Part day controls are most successful in areas that have a sudden surge on demand for parking once a day, such as streets that are close to a commuter rail station. An example of this is Herne Hill (HH) parking zone.



Outside of operational hours (i.e. most of the day) then parking is free and unrestricted. This can offer greater flexibility to residents and their visitors but it is also likely to result in higher pressure upon parking and with fewer available spaces. This is especially the case if the demand for parking isn't solely associated with rail station commuter parking.

Would shorter operating hours result in cheaper parking permits?

Shorter operating periods would not result in lower permit prices; although you might need fewer visitor permits per year which would save you money. The council takes the view that parking permits should be the same price in all zones within Southwark because the service that we provide (prioritising parking to certain groups) remains the same, irrespective of any operational details.

What if I am a disabled blue badge holder or have a disabled bay?

Blue badge holders can park free and without time limit in all shared use bays, pay and display bays and dedicated blue badge bays. They can also park on yellow lines for a maximum of three hours.



If you don't have a blue badge bay outside your home you are entitled to a 75% discount on a resident's parking permit.

Does Southwark set up parking zones in order to make money?



No. Parking zones are introduced as a tool to manage the finite supply of parking space on our road network.

We need to charge for parking permits to cover the operational costs of the zone. We maintain a ring-fenced parking account and publish full details of income and expenditure annually.

By law, any surplus on the parking account must be invested back into transport related improvements such as highway improvements, school crossing patrols, public realm improvements and safer car parks.

Parking stress surveys

The council commissioned a parking stress survey using a standard methodology for collation of data on occupancy and duration of stay.

The results of the survey help provide a clear picture about the profile of parking in the area.

The following details can be noted:

- there is considerable variation in parking stress across the study area
- average occupancy is higher during the week (71%) than at the weekend (55%)
- during the week, parking occupancy peaks (79%) between 9am and 10am with this level retained until early evening
- at the weekend, demand is highest in the early to mid-morning with some reduction seen during the afternoon
- during the week there is sustained "high" or "very high" pressure in most roads but at the weekend any prolonged pressure is uncommon

The full report showing the results of the weekday and weekend parking surveys can be found on our website and will be available to view at the exhibitions.

What happens after the consultation closes?

We will analyse all the responses on a street by street basis and report the draft findings and recommendations to the community council, which you are welcome to attend.

The council's policies support the introduction of parking zones but only where there is local support to do so.

The final report and any final design will be approved by the Cabinet Member for Environment, Transport and Recycling in October 2015.

Should a parking zone be approved, we will write to you to explain what happens next, but the stages are summarised below

Phase	Expected dates
Draft consultation findings and recommendations reported to community council	September 2015
Final report to Cabinet Member for Regeneration, Planning and Transport	October 2015
Statutory traffic order consultation	Winter 2015
Delivery and implementation of parking zone (subject to consultation results)	Winter 2015-16



Further information

Further information about the project can be found online

www.southwark.gov.uk/parkingprojects

Telephone: 020 7525 1515

Email: parkingreview@southwark.gov.uk

Please note that we are not able to respond to all comments individually

Postal responses should be sent to the following address:

FREEPOST RSDT-BHXX-SCAJQ
Public Realm Projects
(Parking Design)
Floor 3, Hub 1
Southwark Council
Public Realm Division
PO BOX 64529
London, SE1P 5LX

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

للتزجيب لترجمة هذه الكراسية خذها رجاءاً إلى أحد العنواين التاليين:
Para obtener una traducción de este folleto, llévelo a:
Bu broşürün tercüme edilmesini düzenlemek için lütfen onu aşağıdaki yerlerden birine götürün:
Đề có bản dịch tiếng Việt, hãy mang tờ rơi này đến cửa hàng:
Pour une traduction de ce dépliant, présentez-le à l'un des guichets uniques suivants :
এই প্রজ্ঞাপনটিকে (সিঙ্গেলেটের) একটি অনুবাদের আয়োজন করতে হলে দয়া করে এটি এখানে নিয়ে যান:
為獲取此單張的翻譯版本，請將單張帶到以下一站式辦事處：

Walworth 376 Walworth Road SE16 2NG	Bermondsey 11 Market Place Southwark Park Road SE16 3UQ	Peckham 122 Peckham Hill Street Ground Floor SE15 5JR
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For a large print version of this document, please contact 020 7525 1515 or email: parkingreview@southwark.gov.uk

This consultation closes on:
12 June 2015



North Dulwich and Denmark Hill Consultation questionnaire

Have your say about parking

We would like to hear your views on the proposal to introduce parking controls to your area. Please read the background document and consider the feasibility drawing before completing the questionnaire online or by returning it to us via the freepost address, by Friday 12 June 2015.

The quickest way to respond is online at www.southwark.gov.uk/parkingprojects

Postal responses should be sent to the following address:

FREEPOST RSDT-BHXX-SCAJQ, Public Realm Projects (Parking Design), Floor 3, Hub 1, Southwark Council, Public Realm Division, PO BOX 64529, London, SE1P 5LX.

SECTION A – About you

It is important to know some details about you so that we can carefully analyse the results. To enable your comments to be matched to your street and to avoid any possible duplication of responses we need your full details.

1. Are you a resident or business?

☐ Resident

☐ Business

Name (required)	
House / flat number and street name (required)	
Postcode (required)	
Email (optional)	

SECTION B – Your parking experience

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

☐ None (don't own a vehicle)

☐ None (park off-street)

☐ 1

☐ 2 or more

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

Never

☐ You

☐ Your visitor

Monday-Friday, daytime

☐ You

☐ Your visitor

Monday-Friday, evening

☐ You

☐ Your visitor

Saturday

☐ You

☐ Your visitor

Sunday

☐ You

☐ Your visitor

SECTION C – The proposals and your views

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

This is the key question that helps decide whether or not parking controls are introduced

☐ Yes

☐ No

☐ Undecided

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? (i.e. if a neighbouring road was in favour, would you then want parking controls to be introduced in your street?)

Parking controls can cause displacement. A parking zone in a street next to yours is likely to increase demand for a space in your street.

☐ Yes

☐ No

☐ Undecided

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

Please tick all options that apply to you.

- ☐ 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) _____

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

- ☐ 10 am to 12 noon (two hours per day)
- ☐ 12 noon to 2pm (two hours per day)
- ☐ 10 am to 2pm (four hours per day)
- ☐ 8.30 am to 6.30pm (all day)
- ☐ Other (please specify) _____

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

- ☐ Monday to Friday
- ☐ Monday to Saturday
- ☐ Other (please specify) _____

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

Please use this section to make any comments on the consultation process and/or suggestions for how we can improve the parking layout (position and type of parking bay) in the feasibility design.

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Replies will be used for the analysis of parking requirements in the area and for no other purpose. The information you provide will be used fairly and lawfully and Southwark Council will not knowingly do anything which may lead to a breach of the Data Protection Act 1998.

Further information

Telephone: 020 7525 1515

Email: parkingreview@southwark.gov.uk

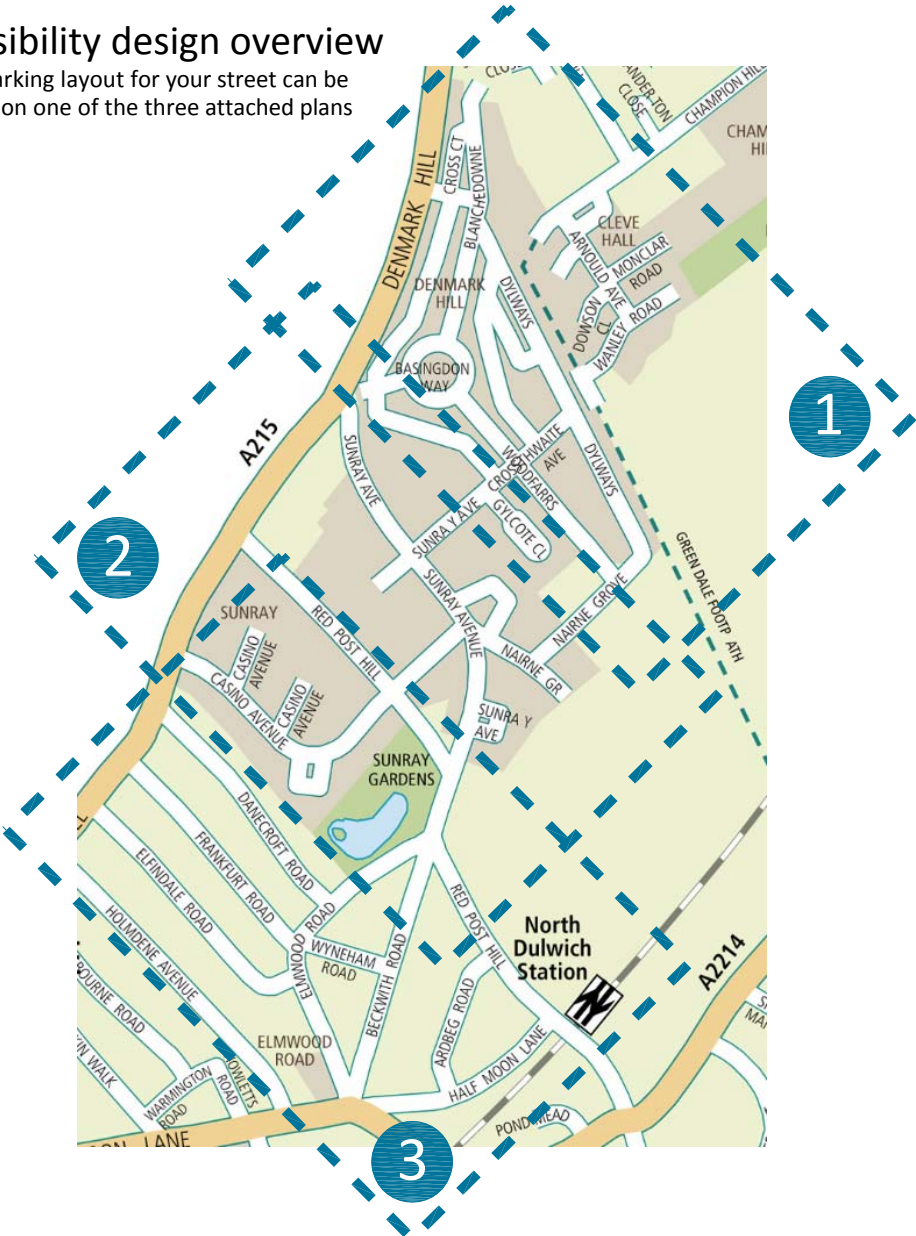
Further information on parking in Southwark can be found online by visiting www.southwark.gov.uk/parkingprojects

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Floor 3, Hub 1
Southwark Council
Public Realm Division
PO BOX 64529
London, SE1P 5LX

Feasibility design overview

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



The feasibility parking design layout can also be viewed on our website www.southwark.gov.uk/parkingprojects or at the public exhibitions

North Dulwich and Denmark Hill parking study

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.

Our feasibility plan identifies that an PPA could work in: streets off Champion Hill (around the Cleve Hall estate) and in Glycote Close.



Restricted parking zone (RPZ)

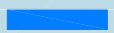

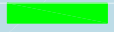







RPZs reduce the visual impact of parking controls by removing yellow lines. Instead of yellow lines motorists will rely upon upright signs - at the entrance to the area and at repeated intervals. Where parking is provided within an RPZ, bays will be traditionally marked.

RPZs work particularly well in small, narrow streets where there might otherwise be a need for a lot of yellow line.

Our feasibility plan identifies that an RPZ could work in: the access roads off Casino Avenue and off Red Post Hill

What types of parking bay are being proposed and where would my permit allow me to park?

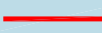



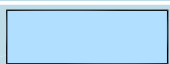



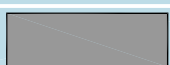

Type of parking bay and map symbol	Example sign	Resident permit holder	Business permit holder	Visitor voucher holder	Blue badge holder	Pay by phone visitor
Permit bay 		✓	✓	✓	✗	✗
Permit and paid bay 		✓	✓	✓	✓ Free	✓
Existing disabled bay 		✗	✗	✗	✓	✗
Time limited bay 		Time limit applies ✓				✗

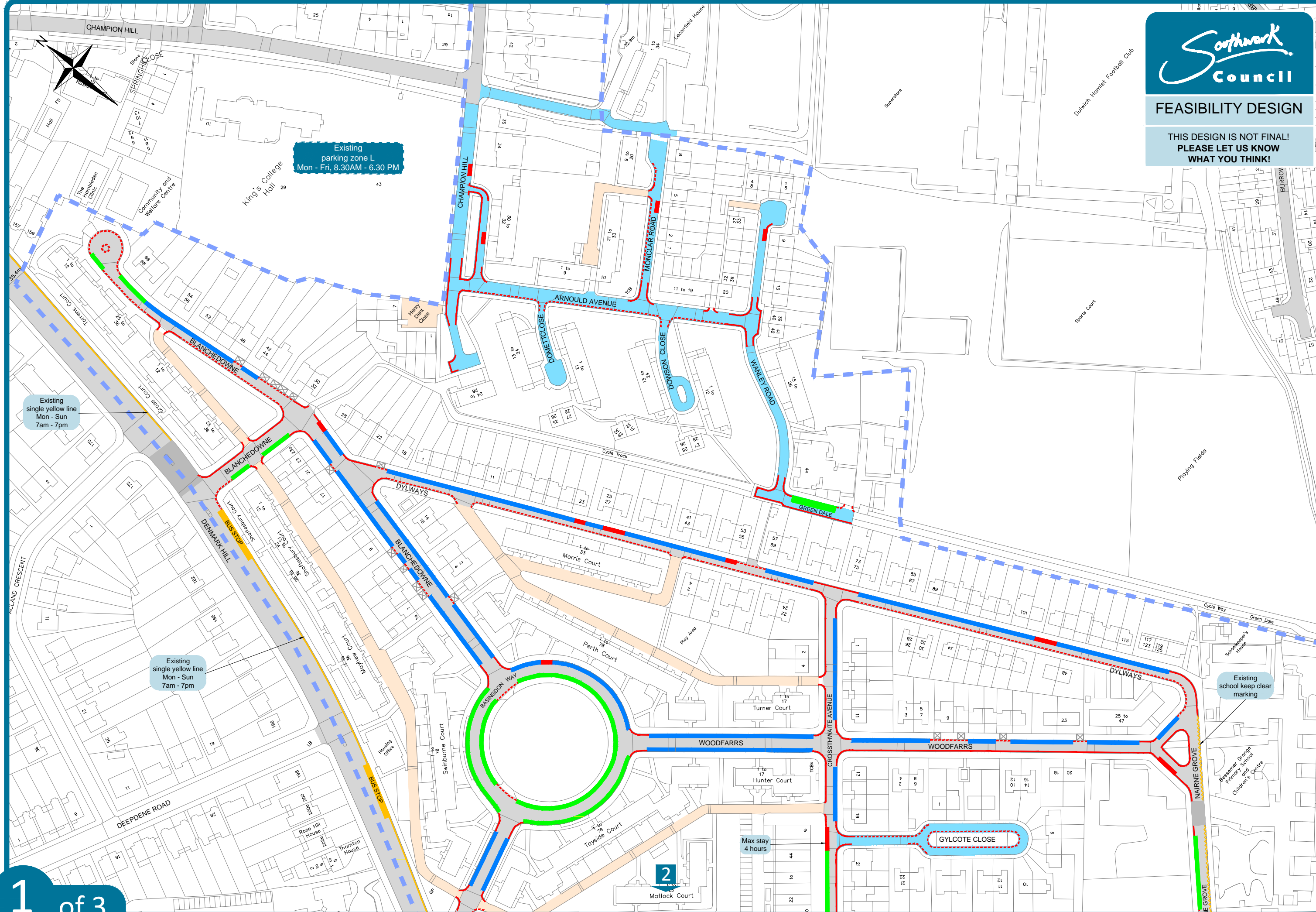
Loading and unloading

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

Area of road	Colour on plan
Double yellow line (existing)	
Double yellow line (proposed)	
Single yellow line (existing)	
Restricted Parking Zone	
Permit Parking Area	
Public highway	
Non-public highway	
Dropped kerb	
Pedestrian crossing	
Boundary of study area	



FEASIBILITY DESIGN

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

