

Dog Kennel Hill Parking Study



In response to feedback from residents, the council consulted the Dog Kennel Hill area to determine if a controlled parking zone should be installed to reduce parking stress in the area.

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Introduction

The main aim of this parking study is to determine if there is the need for a parking zone in the Dog Kennel Hill area.

There is currently no parking zone in this area meaning that anyone may lawfully park their vehicle whether a resident, business, commuter or visitor.

Whilst the area remains unrestricted of parking controls, there are some existing double yellow line restrictions in the study area where parking is deemed unsafe, i.e. on road junction and across dropped kerbs. There are also disabled parking bays outside residential properties, these have been installed where the council have received an application for a disabled bay and the criteria have been met.

Summary of key consultation findings

- A total of 2,471 consultation packs were sent out to 28 streets within the consultation area. We received a total of 365 valid responses representing a response rate of 15%.
- A valid response is a response from a resident or business within the consultation boundary.
- Street-by-street analysis shows that 14 streets support a parking zone and ten streets are against. Three streets were undecided and there was no response from Grove Vale or Henry Dent Close.
- The majority of respondents stated that they and their visitors have difficulty parking on week days during the day.
- 12% of respondents were undecided on whether they would like a parking zone, 39% stated that they did not want a parking zone and 49% stated that they did want a parking zone.
- It is clear that the largest group of respondents would like a parking zone on their street.
- 29% of respondents would like this parking zone to operate all day (i.e. 8.30am – 6.30pm) and 29% would like the zone to operate for two hours during the day.
- 65% of respondents would like it to operate Monday to Friday.

Recommendations

Based on the results of the informal consultation, officers are making the following recommendations:

1. To implement a parking zone throughout the whole study area.
2. For the zone to operate Monday to Friday.
3. For the zone to operate for two hours during the day, 11am to 1pm.

Background

Competition for parking has increased considerably in the roads surrounding Dog Kennel Hill over the last few years. Streets in this area are close to major bus routes connecting to central London. This area is also within walking distance of East Dulwich and Denmark Hill railway stations. It is likely that commuters use this area during the day. Parking displacement may have also taken place following the installation of controlled parking zones P, L, and B.

This area was last consulted in 2006/7 as part of the larger East Camberwell/West Peckham parking study. This consultation received a particularly low response rate; responses that were received indicated that parking demand was low.

Based on regular requests from local residents, the decision was made to consult the streets around Dog Kennel Hill to assess if a parking zone is appropriate in this area.

The consultation boundaries were agreed by the Cabinet Member for Environment and Public Realm in early 2017.

Between Monday 12 June 2017 and Monday 17 July 2017 consultation was carried out with all postal addresses within the study area.

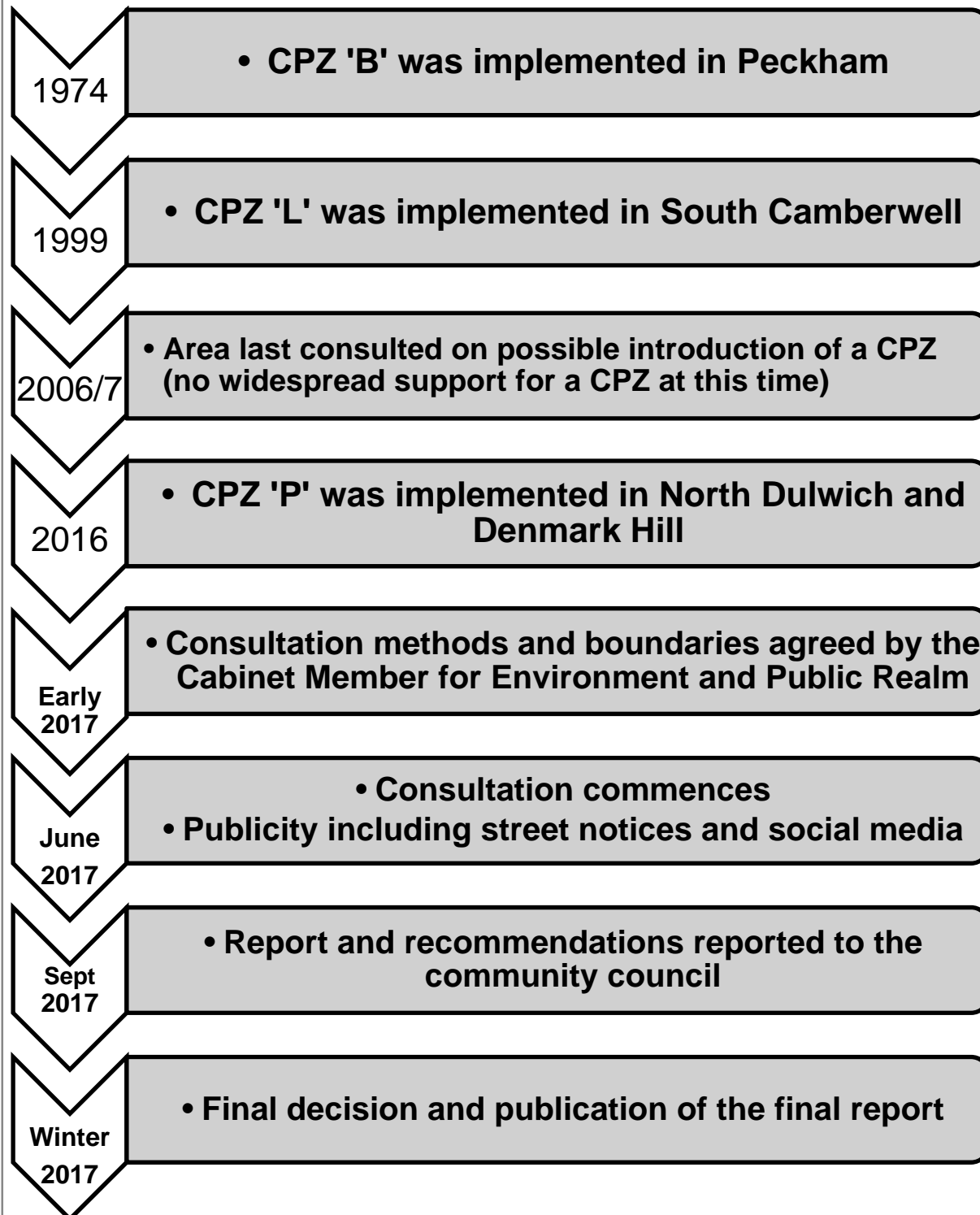
A consultation pack was sent to all 2,471 properties in the area, please see Appendix A. The consultation materials included the following information:

- What is a parking study?
- What is a parking zone?
- How can I have my say?
- Why are we conducting a parking study now?
- What are the advantages and disadvantages of having a parking zone on my street?
- When would the parking zone operate?
- What is the difference between an all day and a part day zone?
- Who can purchase a permit?
- Myth busting
- What happens next?
- Further information
- Questionnaire
- A detailed map of the proposed CPZ, showing what the parking layout would look like

The consultation pack also included the contact details of the officer leading the consultation.

Timeline

We have a thorough process which we follow when deciding whether to introduce a CPZ. A timeline giving background information and the processes on parking in the area is summarised below.



Headline Consultation Results

15%

- Overall response rate
- Over 99% of respondents were residents
- 18 of the 28 roads had a response rate of over 10%

47%

- Of respondents state they have trouble parking on week days

49%

- Of respondents would like a parking zone

Response rate

The consultation closed on Monday 17 July 2017. Public access to the online consultation form was removed at midnight on this day. Paper consultations were accepted until the end of the following week to allow for any problems with the post.

Officers then sorted the data omitting any responses received from outside of the consultation area or duplicate responses from the same address.

Total consulted	2,471
Total responses received	408
Duplicates	41
Out of area	2
Total omitted	43
Valid responses	365
Response rate for DKH	15%

As the response rate was over 10%, the Council gives significant weight to the consultation returns.

Many omitted responses were duplicates submitted from the same address.

Community Engagement

The council provided multiple ways in which to respond to the consultation; either online, by post or by email.

A public drop-in session was held on Thursday 29 June 2017 at The Albrighton Centre during which residents and businesses could discuss the proposals with council officers and provide feedback.

A tweet was published on Southwark Council's twitter page on 15 June and 4 July to publicise the consultation. The consultation was also publicised on the SE5 Forum on 13 June.

Street notices were displayed in the consultation area throughout the consultation period detailing how residents could give their opinion.

Additional comments outlining any design changes or suggestions can be seen in Appendix B

Analysis of responses

Street by street breakdown of results

This table shows that there was no clear majority when it comes to what time of day motorists had difficulty parking, nor was there any clear majority when it came to the hours that the zone should operate. Uncategorised indicates that the response did not include an address or that the response came from a local group.

Road	How many properties	How many responses	Response rate	What time of the day do you have difficulty parking	Do you want a parking zone?						If parking controls were introduced which of the following.....		
					Yes	%	Undecided	%	No	%	Total	hours would you like the zone to operate	days would you like the zone to operate
ABBOTSWOOD ROAD	90	14	16%	Never	2	14%	1	7%	11	79%	14	No clear majority	Mon to Fri
ALBRIGHTON ROAD	257	17	7%	No clear majority	9	53%	1	6%	7	41%	17	No clear majority	Mon to Fri
ARNOULD AVENUE	20	4	20%	No clear majority	4	100%		0%	0	0%	4	All day	Mon to Fri
BROMAR ROAD	66	13	20%	No clear majority	6	46%	4	31%	3	23%	13	No clear majority	Mon to Fri
BURROW ROAD	97	6	6%	Never	3	50%		0%	3	50%	6	Part day	No clear majority
BUXTED ROAD	13	4	31%	Never		0%	2	50%	2	50%	4	Two hours during the day	Mon to Fri
CHADWICK ROAD	98	14	14%	Mon-Fri day time	9	64%	1	7%	4	29%	14	All day	Mon to Fri
CHAMPION HILL	211	10	5%	No clear majority	4	40%	2	20%	4	40%	10	No clear majority	Mon to Fri
DOG KENNEL HILL	54	1	2%	No clear majority	1	100%		0%	0	0%	1	All day	Not answered
DOMETT CLOSE	32	6	19%	Mon-Fri day time	4	67%		0%	2	33%	6	All day	Mon to Fri
DOWSON CLOSE	28	1	4%	No clear majority		0%		0%	1	100%	1	No answered	Not answered
GREEN DALE	23	5	22%	No clear majority	1	20%		0%	4	80%	5	Part day	Mon to Fri
GROVE HILL ROAD	113	28	25%	Mon-Fri day time	21	75%		0%	7	25%	28	All day	Mon to Fri
GROVE PARK	276	80	29%	Mon-Fri day time - Visitors	45	56%	11	14%	24	30%	80	Two hours during the day	Mon to Fri
GROVE VALE	5	0	0%	N/A	0	0%	0	0%	0	0%	0	N/A	N/A
GROVELANDS CLOSE	59	1	2%	No clear majority	0	0%		0%	1	100%	1	Other	Other
HENRY DENT CLOSE	7	0	0%	N/A	0	0%	0	0%	0	0%	0	N/A	N/A
IVANHOE ROAD	126	31	25%	Mon-Fri day time	8	26%	4	13%	19	61%	31	Two hours during the day	Mon to Fri
LINWOOD CLOSE	137	22	16%	Never	4	18%	6	27%	12	55%	22	No clear majority	Mon to Fri
MALFORT ROAD	22	8	36%	Mon-Fri day time	2	25%	2	25%	4	50%	8	Two hours during the day	Mon to Fri
MONCLAR ROAD	33	9	27%	Mon-Fri day time	7	78%		0%	2	22%	9	Part day	Mon to Fri
PELHAM CLOSE	9	5	56%	Mon-Fri day time - Visitors	2	40%		0%	3	60%	5	No clear majority	Mon to Fri
PYTCHLEY ROAD	298	19	6%	Mon-Fri evening	8	42%	2	11%	9	47%	19	No clear majority	Mon to Fri
QUORN ROAD	264	16	6%	Mon-Fri day time - Visitors	6	38%	3	19%	7	44%	16	All day	Mon to Fri
SHAW ROAD	18	6	33%	No clear majority	5	83%		0%	1	17%	6	Two hours during the day	No clear majority
ST FRANCIS ROAD	57	33	58%	Mon-Fri day time - Visitors	21	64%	2	6%	10	30%	33	All day	Mon to Fri
TALBOT ROAD	16	4	25%	Mon-Fri day time - Visitors	3	75%		0%	1	25%	4	Other	Mon to Sat
WANLEY ROAD	42	5	12%	No clear majority	3	60%		0%	2	40%	5	Two hours during the day	Mon to Fri
UNCATEGORISED	n/a	3	N/A	No clear majority	2	67%	1	33%	0	0%	3	Two hours during the day	Mon to Fri
Grand Total	2471	365	15%	No clear majority	180	49%	42	12%	143	39%	365	No clear majority	Mon to Fri

Analysis of responses by question

1. Are you a resident or business?

Over 99% of respondents were residents.

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

The table below shows that the majority of respondents park one or more vehicles on the street.

Options	How many vehicles does your household regularly park on street	Percentage
1	194	53%
2 or more	61	17%
None (don't own a vehicle)	50	14%
None (park off-street)	57	16%
Not Answered	3	1%
Grand Total	365	100%

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

The table below shows that 47% of those who responded have trouble parking on a weekday. 47% also stated that their visitors struggle to find space as well. Respondents did have an opportunity to pick more than one response in this section.

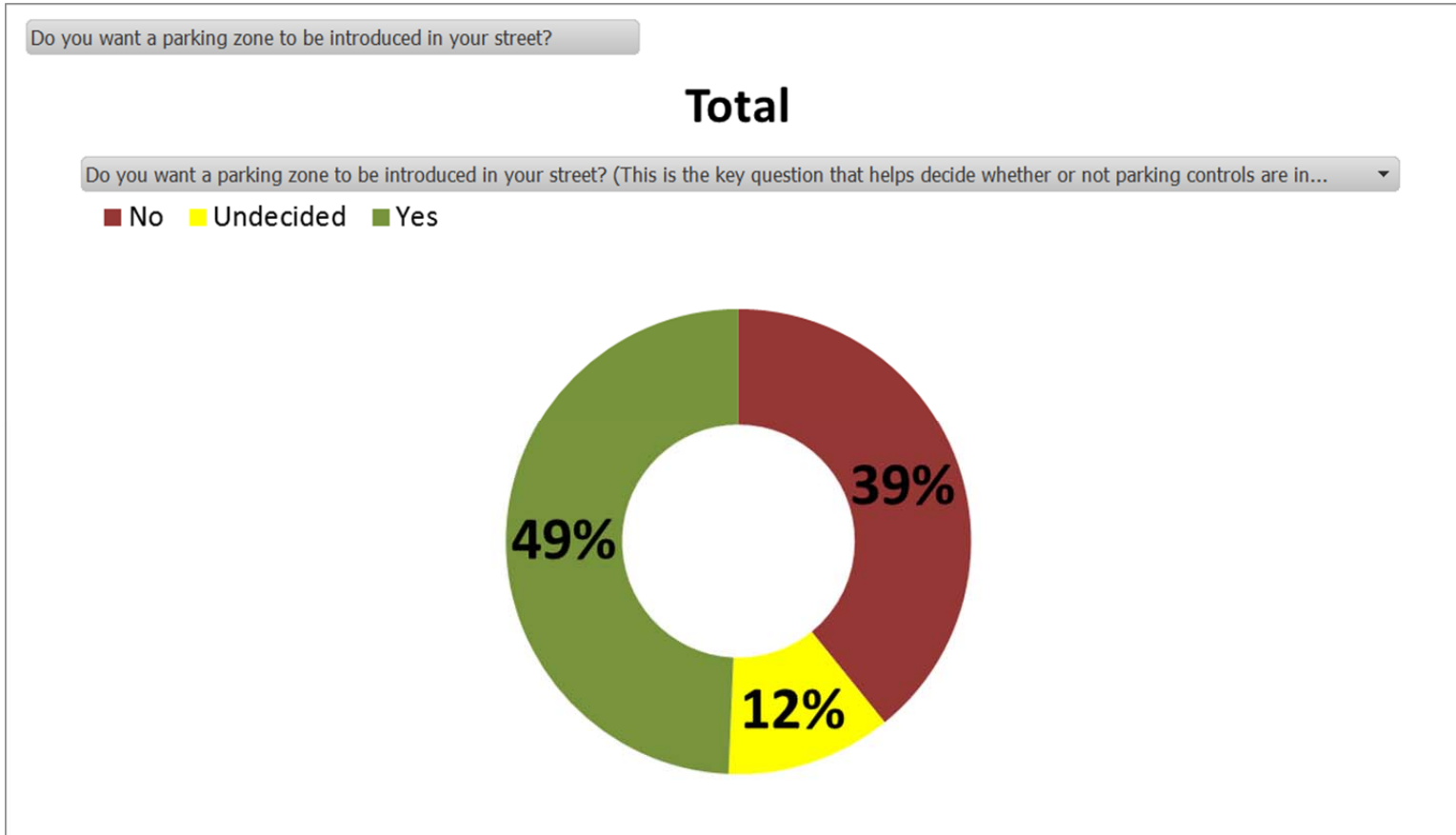
Never you	Never your visitor	Mon - Fri daytime you	Mon - Fri daytime your visitor	Mon - Fri evening you	Mon - Fri evening your visitor	Saturday you	Saturday your visitor	Sunday you	Sunday your visitor
126	88	172	170	97	73	52	51	42	39
35%	24%	47%	47%	27%	20%	14%	14%	12%	11%

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

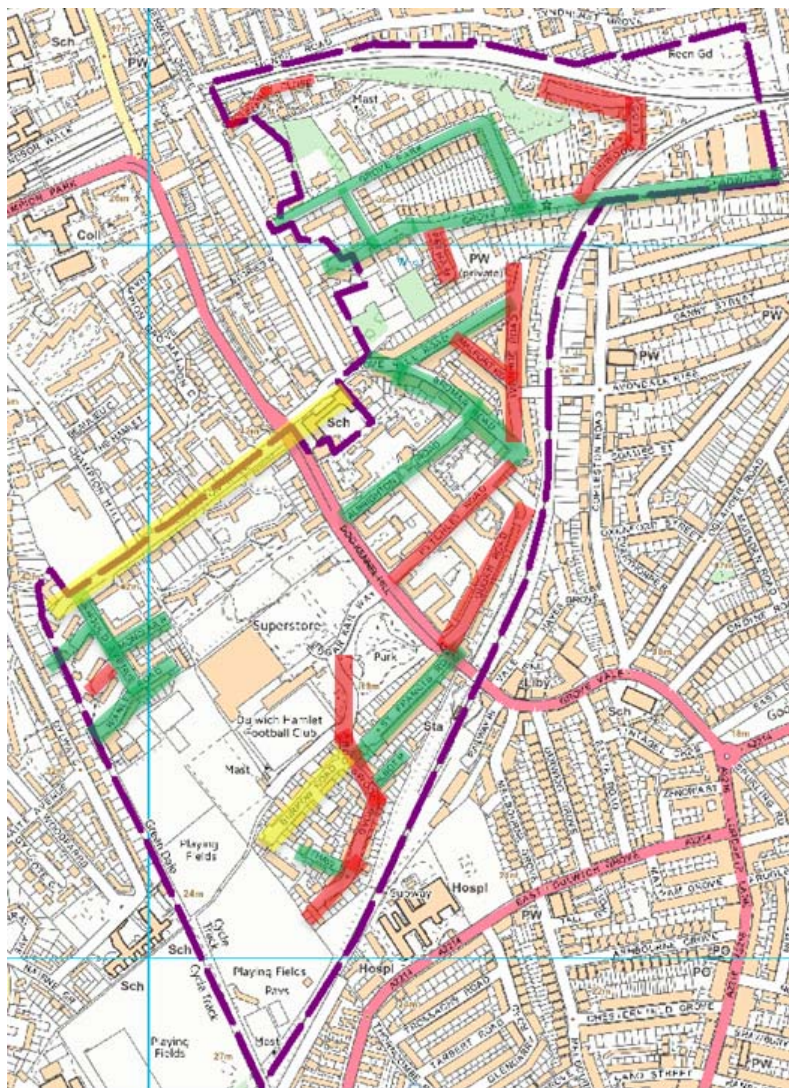
The table below shows the overall outcome of the key question 'Do you want a parking zone?'

Do you want a parking zone to be introduced in your street?	Results			
	Yes	No	Undecided	Grand Total
ABBOTSWOOD ROAD	2	11	1	14
ALBRIGHTON ROAD	9	7	1	17
ARNOULD AVENUE	4			4
BROMAR ROAD	6	3	4	13
BURROW ROAD	3	3		6
BUXTED ROAD		2	2	4
CHADWICK ROAD	9	4	1	14
CHAMPION HILL	4	4	2	10
DOG KENNEL HILL	1			1
DOMETT CLOSE	4	2		6
DOWSON CLOSE		1		1
GREEN DALE	1	4		5
GROVE HILL ROAD	21	7		28
GROVE PARK	45	24	11	80
GROVELANDS CLOSE		1		1
IVANHOE ROAD	8	19	4	31
LINWOOD CLOSE	4	12	6	22
MALFORT ROAD	2	4	2	8
MONCLAR ROAD	7	2		9
PELHAM CLOSE	2	3		5
PYTCHLEY ROAD	8	9	2	19
QUORN ROAD	6	7	3	16
SHAW ROAD	5	1		6
ST FRANCIS ROAD	21	10	2	33
TALBOT ROAD	3	1		4
WANLEY ROAD	3	2		5
UNCATEGORISED	2		1	3
Grand Total	180	143	42	365
Percentage	49%	39%	12%	100%

The chart below shows the outcome of the key question 'Do you want a parking zone to be introduced on your street?'



Further analysis shows that ten streets are against a parking zone and 14 are for a parking zone. The map below details which streets are for a parking zone (green) and which streets are against (red). Yellow indicates that there was no clear majority on this street.

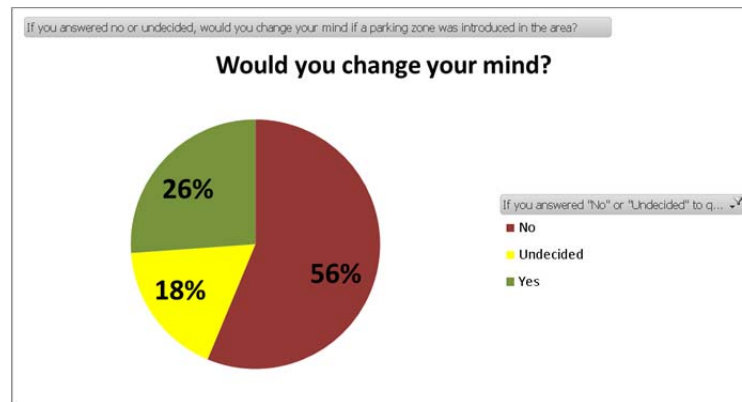


5. If you answered 'No' or 'Undecided' to question 4, would you change your mind if a parking zone was to be proposed in only part of the study area?

Of those who responded to this question, the majority would not change their mind if the rest of the area had restricted parking.

Answer	If you answered no or undecided, would you change your mind if a parking zone was introduced in the area?	Percentage
No	112	56%
Undecided	35	18%
Yes	52	26%
Grand Total	199	100%

The chart below demonstrates that the majority of respondents would not change their mind if a parking zone was introduced in the rest of the area.



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

The table below shows that the majority of respondents said no to a parking zone on their road because of the cost of parking permits, 94 properties stated that there is not a parking problem and 87 stated that the parking controls still would not guarantee them a parking space.

Roads	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)
ABBOTSWOOD ROAD	7	8	3	7	4	2
ALBRIGHTON ROAD	4	4	6	2	3	2
ARNOULD AVENUE					1	
BROMAR ROAD	1	5	6			
BURROW ROAD	3	2		1		1
BUXTED ROAD	2	2				2
CHADWICK ROAD	3	4	2			2
CHAMPION HILL	4	5	1	3	2	
DOG KENNEL HILL						
DOMETT CLOSE	1	2		1	1	
DOWSON CLOSE	1		1			
GREEN DALE	4	3	1	1		
GROVE HILL ROAD	5	6	3	2	1	2
GROVE PARK	12	22	23	18	8	12
GROVELANDS CLOSE		1				
IVANHOE ROAD	12	17	9	8	2	4
LINWOOD CLOSE	13	14	6	6	3	8
MALFORT ROAD	2	3	2	5	1	2
MONCLAR ROAD	1	2	2			
PELHAM CLOSE	1	1	2	1	2	2
PYTCHLEY ROAD	4	7	8	2	3	5
QUORN ROAD	3	8	6	4	3	1
SHAW ROAD	1	1				
ST FRANCIS ROAD	9	8	4	3	3	2
TALBOT ROAD		1	1			
WANLEY ROAD	1		1		1	1
UNCATEGORISED		1		1		1
Grand Total	94	127	87	65	38	49
Percentage	26%	35%	24%	18%	10%	13%

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

While the same number of respondents stated that they would like all day controls as two hours only controls. When combined with part day controls responses and the additional responses, it is clear that two hour controls is the most popular choice.

Which operating hours?	Times					
Roads	All day (for example 8.30am to 6.30pm)	Part day (for example 10am to 2pm)	Two hours during the day (for example 11am to 1pm)	Other (please specify)	Not Answered	Grand Total
ABBOTSWOOD ROAD	2	1	4	4	3	14
ALBRIGHTON ROAD	6	2	2	6	1	17
ARNOULD AVENUE	3		1			4
BROMAR ROAD	5	2	5		1	13
BURROW ROAD		3	2	1		6
BUXTED ROAD		1	2		1	4
CHADWICK ROAD	9		1	3	1	14
CHAMPION HILL	4	4		2		10
DOG KENNEL HILL	1					1
DOMETT CLOSE	3			1	2	6
DOWSON CLOSE					1	1
GREEN DALE		2	1	1	1	5
GROVE HILL ROAD	12	3	10	2	1	28
GROVE PARK	19	19	28	11	3	80
GROVELANDS CLOSE				1		1
IVANHOE ROAD	6	2	12	7	4	31
LINWOOD CLOSE	7	7	7	1		22
MALFORT ROAD	1	2	4		1	8
MONCLAR ROAD	1	3	2	2	1	9
PELHAM CLOSE	2	2			1	5
PYTCHLEY ROAD	6	2	6	3	2	19
QUORN ROAD	7	2	4	2	1	16
SHAW ROAD	1	2	3			6
ST FRANCIS ROAD	11	10	7	4	1	33
TALBOT ROAD		1	1	2		4
WANLEY ROAD	1	1	2	1		5
UNCATEGORISED			3			3
Grand Total	107	71	107	54	26	365
Percentage	29%	19%	29%	15%	7%	100%

The table below shows a breakdown of the additional comments received.

Hours	Responses
All day	6
All night	1
Evening	3
One hour	1
Part day	3
Part day/Two hours	4
Two hours	16
Comment unrelated to parking zone hours	44

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

The table below shows that the majority of respondents would like a parking zone to operate Monday to Friday.

Which of the following days would you like the parking zone to operate?	Days				
Roads	Monday to Friday	Monday to Saturday	Not Answered	Other (please specify)	Grand Total
ABBOTSWOOD ROAD	7	1	3	3	14
ALBRIGHTON ROAD	8	2	3	4	17
ARNOULD AVENUE	3	1			4
BROMAR ROAD	11	2			13
BURROW ROAD	3	3			6
BUXTED ROAD	2		1	1	4
CHADWICK ROAD	8	3		3	14
CHAMPION HILL	7			3	10
DOG KENNEL HILL			1		1
DOMETT CLOSE	4		2		6
DOWSON CLOSE			1		1
GREEN DALE	3		1	1	5
GROVE HILL ROAD	21	5		2	28
GROVE PARK	62	6	5	7	80
GROVELANDS CLOSE				1	1
IVANHOE ROAD	17	2	6	6	31
LINWOOD CLOSE	15	5		2	22
MALFORT ROAD	7		1		8
MONCLAR ROAD	7	1	1		9
PELHAM CLOSE	4		1		5
PYTCHLEY ROAD	10	5		4	19
QUORN ROAD	10	5		1	16
SHAW ROAD	3	3			6
ST FRANCIS ROAD	17	11	1	4	33
TALBOT ROAD	1	2		1	4
WANLEY ROAD	5				5
UNCATEGORISED	2	1			3
Grand Total	237	58	27	43	365
Percentage	65%	16%	7%	12%	100%

The table below shows a breakdown of the additional comments received.

Length of restriction	Count
7 days a week	7
4 days a week	1
2 days a week	1
Mon-Fri	6
Comment unrelated to operating days of the zone	32

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

The table below shows that a large amount of respondents made comments about the proposed design of the parking restrictions, the second highest amount of respondents stated that there are too many double yellow lines in the initial design.

Additional comment category	Number of comments	Percentage
No parking problem	25	7%
Parking problem	34	9%
Money making scheme	9	2%
Design Comment	46	13%
Cost of permits	26	7%
Against the zone	34	9%
Commuter problem	32	9%
Estate parking problem	23	6%
Overspill	6	2%
Visitor concerns	1	0%
Match day controls	2	1%
Commercial vehicle issues	3	1%
Unrelated comment	5	1%
Double yellow line issue	38	10%
Enforcement issue	2	1%
Designated spaces	1	0%
Question	1	0%

Communication received outside the informal consultation

As mentioned previously, 43 responses were omitted during the first stages of analysis. As shown in the table below, there was no clear majority for or against a parking zone.

The table below shows a breakdown of the omitted results.

Do you want a parking zone to be introduced on your street?	Response			
Road	No	Undecided	Yes	Grand Total
ABBOTSWOOD ROAD	3			3
BROMAR ROAD	1		1	2
BURROW ROAD	2		1	3
DOMETT CLOSE			1	1
DOWSON CLOSE	1			1
GREEN DALE	1			1
GROVE HILL ROAD		1	2	3
GROVE PARK	5		8	13
IVANHOE ROAD	3			3
LINWOOD CLOSE	4			4
MALFORT ROAD			1	1
ST FRANCIS ROAD	1		4	5
WANLEY ROAD			1	1
OTHER			2	2
Grand Total	21	1	21	43

18 comments were received via email, telephone or exhibition and were responded to in detail at the time.

Conclusion and Recommendations

Background on parking in the area

The Dog Kennel Hill area is within walking distance of East Dulwich station and Denmark Hill station as well as a popular bus route along Dog Kennel Hill.

This area is between parking zones B to the East and L to the West and P to the South West so is subject to increasing pressure on kerbside parking. This may be due to a combination of new developments, increasing business and resident population, as well as visitors and deliveries to the area on top of the ever increasing commuter parking. While there has been a substantial change to the demographics in the area, the available kerbside space has remained broadly the same.

The council over recent years has also introduced double yellow lines in certain areas of the study area where comments have been received about dangerous and obstructive parking, for example on road junctions and across dropped kerbs, this is an indication of parking problems in the area.

Taking all this into consideration, it is envisaged that parking demand is likely to increase in the area in the future.

Informal Consultation

The findings of this consultation show that the majority of respondents in this area would like to have a parking zone implemented. This is further emphasised by the additional comments which show that many respondents feel there is a parking problem.

The road by road analysis shows that there are more roads in favour of the parking zone than against. There is not much scope for reducing the boundary of the zone as the roads for or against do not form a logical boundary.

While streets such as Quorn Road and Ivanhoe Road were against the implementation of a parking zone, it would be irresponsible to leave these streets out because these roads would then experience the displacement of vehicles and even higher demand for parking spaces. It is anticipated that within a year these roads may require a parking zone.

It is noted that there are areas of the consultation area that would not be subject to highway parking restrictions because they are either a private road or a part of a Housing Estate. Private roads do not usually incur an overspill from the installation of a parking zone but the residents may wish to install their own private parking controls. The Estate Parking team has been informed of the results of this consultation should they wish to conduct their own consultation and implement any measures to prevent parking overspill.

It is clear that the majority of respondents (65%) would like the zone to operate from Monday to Friday. The time that the respondents would like the zone to operate is a little less clear. While 29% of respondents would like all day controls, 29% would also like restrictions for two hours during the day. If you look at the amount of respondents who asked for part day restrictions (19%) as well as the additional comments, it is clear that restrictions for part of the day is what the majority of respondents want. A parking zone that operates for two hours during the day will be recommended to the Cabinet Member.

Proposed parking zone layout

Due to the high volume of design comments, officers will review each request and make necessary adjustments to the design to ensure that businesses and residents are not negatively affected by the implementation of a parking zone.

There was a higher than average amount of comments both in the consultation and at the drop in session about the amount of double yellow lines proposed in Grove Park because of the amount of driveways in this area. Every section of the kerb in a parking zone must be marked with either a parking bay or waiting restrictions, so all driveways must have some form of parking restriction across it.

There are three options available to attempt to accommodate more safe parking across the area.

- 1) Install single yellow lines across driveways extending one meter either side to accommodate more safe parking places. The rest of the kerbside would be marked with parking bays and double yellow lines around junctions. Outside of the operating hours of the parking zone, all driveways could be parked across but would still be subject to enforcement if the owner of the driveway requests it. This means that the single yellow line suggesting parking across the driveway is legal would be contradictory and misleading for the driver.
- 2) Make Grove Park permit holders only. This would still require double yellow lines across driveways and around junctions but there would be no formal parking bays. This approach is not considered feasible because there are multiple entry and exit points and it leaves the road open to inconsiderate parking.
- 3) Keep the existing design and go ahead with double yellow lines across driveways that extend two metres either side. Two metres provides adequate visibility and accounts for any vehicles which may overhang onto the double yellow lines.

Option three is the recommended option. Double yellow lines across driveways and access roads prevent obstructive parking. While it is acknowledged that the amount of spaces available on Grove Park will be reduced, the reduction in the amount of commuter parking should leave adequate space for residents and their visitors. Those living in Grove Park can also park throughout the rest of the zone.

Options one and two are not seen as feasible. If we put single lines across driveways, the restrictions become misleading for motorists and could cause future enforcement issues. Two metres either side of a crossover is Southwark's standard distance and is seen as the safest option. Officers have measured Grove Park to accommodate as much safe parking places as possible.

Recommendations

Having considered the findings of the informal consultation, road safety concerns and best parking practice, the following recommendations are being made:

1. To implement a parking zone across the entire consultation area	The majority of residents in this area have stated that they would like to have a parking zone implemented.
2. To operate this zone Monday to Friday from 11am to 1pm	The majority of residents would like the zone to operate Monday to Friday and two hours a day controls was the most popular choice.

Have your
say on
parking in
your area

Dog Kennel Hill area

Parking study - June/July 2017



 @lb_southwark  facebook.com/southwarkcouncil

Southwark
Council
southwark.gov.uk

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What is a parking study?

A parking study is an opportunity for the council to assess the parking stress in a certain area by asking the local residents and businesses how they view parking on their street.

This consultation document has been sent out to all postal addresses in the area asking whether you think a parking zone should be implemented on your street and if so, which days and during what times of the day.

It is important to respond to this consultation whether you own a vehicle or not. The council will analyse the responses on a road by road basis and present a report to the community council and the decision maker with a recommendation based on your response.

To help you understand what your road may look like if a parking zone is introduced, we have included a feasibility drawing which shows where parking bays can safely be provided and what type of bay it could be.

A copy of the map is available online www.southwark.gov.uk/parkingprojects

What is a parking zone?

A parking zone is a network of streets covered by parking controls. Each street is marked out with either parking bays or double yellow lines.



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.

Double yellow lines – waiting restrictions which allow for active loading for up to 40 minutes and indicate where parking is deemed unsafe or obstructive.

Have your say

Dog Kennel Hill area - parking study



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/>

At our drop in session

Come along and talk to officers on **Thursday 29 June 2017** from 4.30pm to 7.30pm in the Main Hall of the Albrighton Centre.

37 Albrighton Road
East Dulwich
London
SE22 8AH



Why are we conducting a parking study now?

The council has received a number of requests for parking controls to be introduced in your area. Local residents are finding it harder and harder to park near their homes; this can cause a lot of stress and inconvenience.

For the safety and convenience of local residents and businesses, the council would like to know whether you think parking could be improved in your area.

What are the advantages of having a parking zone on my street?

- ▶ Space is prioritised for local residents, businesses and their visitors.
.....
- ▶ Commuters will no longer be able to park on your street during the operating hours.
.....
- ▶ Improved access for emergency services and refuse vehicles.
.....
- ▶ 'Permit free' planning conditions can be placed on future developments so that parking stress is not increased by the construction of new residential properties.
.....
- ▶ Reduces the amount of cars parked on your street and improves air quality.
.....

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

- ▶ Those entitled to a permit must pay to park in the zone. This payment contributes to the enforcement of parking controls and any surplus must legally be spent on improving the public highway.
.....
- ▶ Parking can be displaced into nearby uncontrolled roads.
.....
- ▶ Parking zones are most effective at reducing commuter parking.
.....
- ▶ Street clutter (signs and lines).
.....

When would the parking zone operate?

It is up to you. The questionnaire asks what time you think the controls should operate. 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 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. 12 noon to 2pm)



Usually successful in areas that have a sudden surge in demand for parking once a day, such as streets close to a commuter rail station.

Most of the day parking is free and unrestricted which can offer greater flexibility to those eligible for a permit and their visitors.

Part day controls are likely to result in higher pressure on parking particularly if the demand isn't just from commuters.

There is no difference in price for residents' permits between a part day and all day zone. 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 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

- ▶ £2.70/hour (pay by phone)



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

Myth busting

Southwark Council is just trying to make money

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

We must charge for parking permits to cover the operational costs of the zone. By law, any surplus on the parking account must be invested back into transport related improvements such as highway improvements and school crossing patrols.

This could be paid for with council tax

- ▶ Council tax and vehicle excise duty help pay for services that are available to the entire population such as education, social services and road maintenance.
- ▶ Parking zones only affect a local area and are expensive to set up and run.

The council have already made up their mind; my response won't make a difference

The council will analyse all responses on a road by road basis and make a recommendation to the decision maker accordingly.

The council must present all findings in an honest and transparent way. Any parking controls that we introduce will take into account the results of the consultation as well as existing highway safety issues in the proposed zone, feedback from emergency services, and our wider transport policies reflecting our responsibilities to air quality and active travel.

Please note that the boundary of this proposed zone is not fixed, it is possible that no zone or a smaller zone could be created depending on resident feedback through consultation, and physical constraints.

Visitors and Tradespersons will no longer visit my home

You will be able to book visitor permits online, by text and if you prefer, paper vouchers are available.



What happens next?

- ▶ We will analyse all the responses on a street by street basis and report the draft findings and recommendations to Camberwell and Peckham and Nunhead Community Councils in September 2017, which you are welcome to attend.
- ▶ The final report and any final design will be considered by the cabinet member for environment and public realm in late 2017.
- ▶ Should a parking zone be approved, we will write to you to explain what happens next, but the stages and expected delivery dates are summarised below.



Have your say

Dog Kennel Hill area - parking study

11

Further information

www.southwark.gov.uk/parkingprojects

Telephone: 020 7525 2665

Email: highways@southwark.gov.uk

Postal responses should be sent to the following address:

FREEPOST RSDT-BHXK-SCAJ

Highways Division

Transport Projects

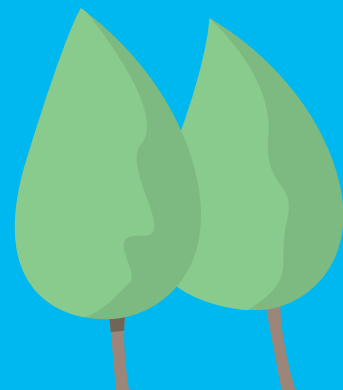
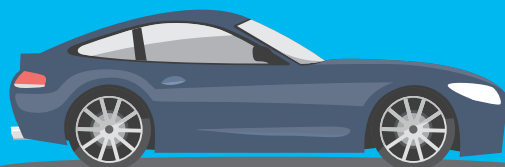
Floor 3, Hub 2

Southwark Council

PO BOX 64529

London, SE1P 5LX

This consultation
closes on Monday
17 July 2017



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 2665 or email:
highways@southwark.gov.uk

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

**Have your
say on
parking in
your area**



 @lb_southwark

 [facebook.com/southwarkcouncil](https://www.facebook.com/southwarkcouncil)

Southwark
Council
[southwark.gov.uk](https://www.southwark.gov.uk)

Dog Kennel Hill Parking study

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 **Monday 17 July 2017**.



The quickest way to respond is online at www.southwark.gov.uk/parkingprojects
Postal responses should be sent to the following address:

**FREEPOST RSCT-BHXX-SCAJ, Highways Division (Transport Projects) Floor 3,
Hub 2, Southwark Council, 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/business regularly park on the street?

None (don't own a vehicle) None (park off-street) One Two or more

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

<input type="checkbox"/> Never	<input type="checkbox"/> You	<input type="checkbox"/> Your visitor
<input type="checkbox"/> Monday-Friday, daytime	<input type="checkbox"/> You	<input type="checkbox"/> Your visitor
<input type="checkbox"/> Monday-Friday, evening	<input type="checkbox"/> You	<input type="checkbox"/> Your visitor
<input type="checkbox"/> Saturday	<input type="checkbox"/> You	<input type="checkbox"/> Your visitor
<input type="checkbox"/> Sunday	<input type="checkbox"/> You	<input type="checkbox"/> 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

Please respond
by Monday
17 July 2017

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?)

- Yes No Undecided

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.

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?

- All day (for example 8.30 am to 6.30pm) Part day (for example 10 am to 2pm)
Two hours during the day (e.g 11 am to 1 pm) 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)

SECTION D - Your comments

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.

Multiple horizontal lines for writing comments.

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.

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

For information about parking in Southwark
www.southwark.gov.uk/parkingprojects
Email: highways@southwark.gov.uk
Telephone: 020 7525 2665

Dog Kennel Hill

PROPOSED PARKING ZONE AREA

LEGEND

Parking places and who can park where

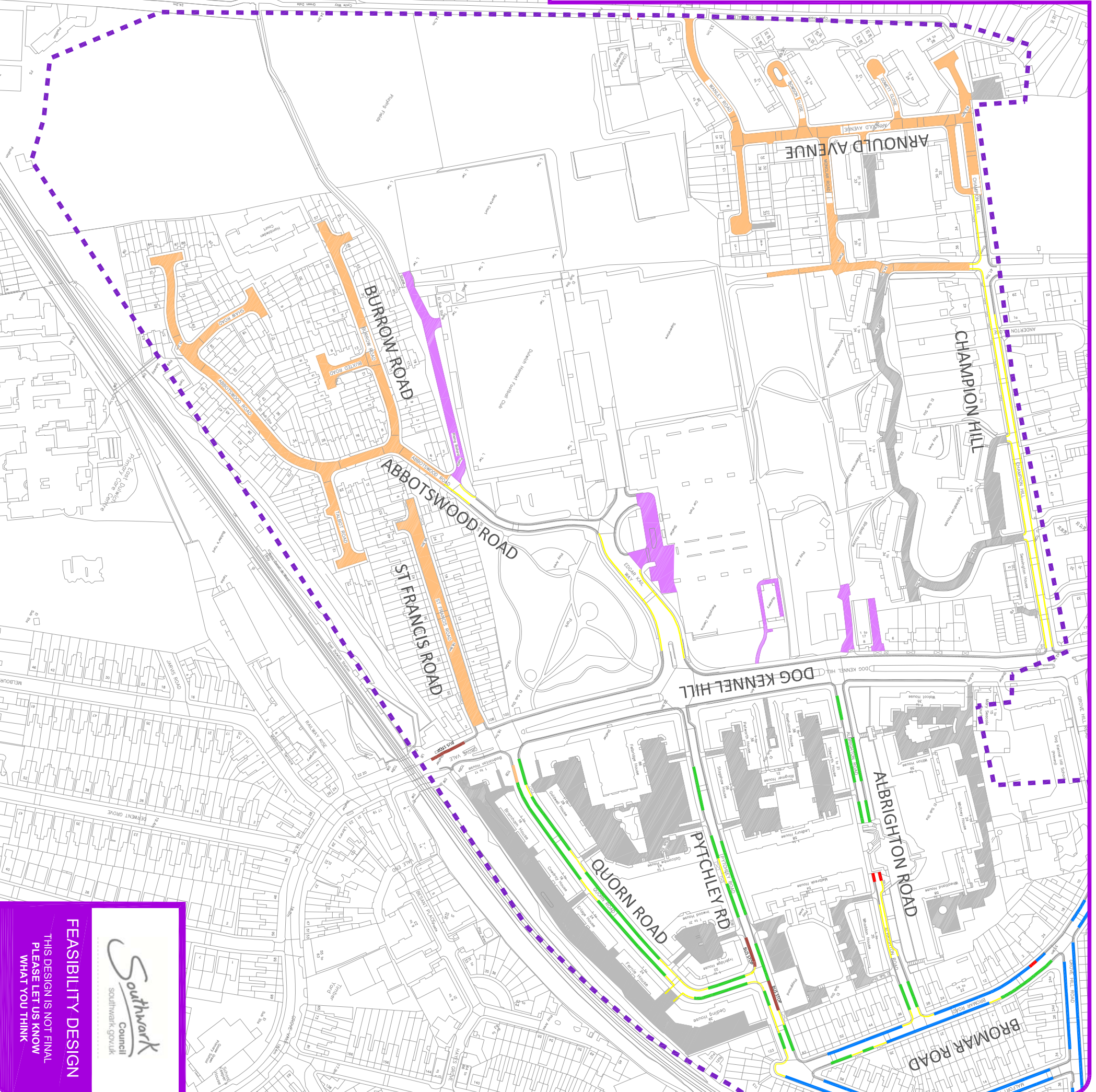
Type of parking bay	Map symbol	Example sign	Resident permit holder	Business permit holder	Visitor voucher holder	Blue badge holder	Pay by phone visitor
Permit bay			✓	✓	✓	✗	✗
Permit and paid bay			✓	✓	✓	Free	✓
Existing disabled bay			✗	✗	✗	✓	✗

Waiting Restriction	Map symbol	Waiting Restrictions	Map symbol
Double yellow line (existing)		Double yellow line (proposed)	

Area of road	Map symbol	Area of road	Map symbol
Dropped kerb		Bus Stop	
Permit holders only past this point		TfL Red Route no stopping restriction	
Non-public highway		Housing land	

Other features on map	Map symbol
Boundary of study area	

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FEASIBILITY DESIGN

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

Dog Kennel Hill PROPOSED PARKING ZONE AREA

LEGEND

Parking places and who can park where

Type of parking bay	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			✗	✗	✗	✓	✗

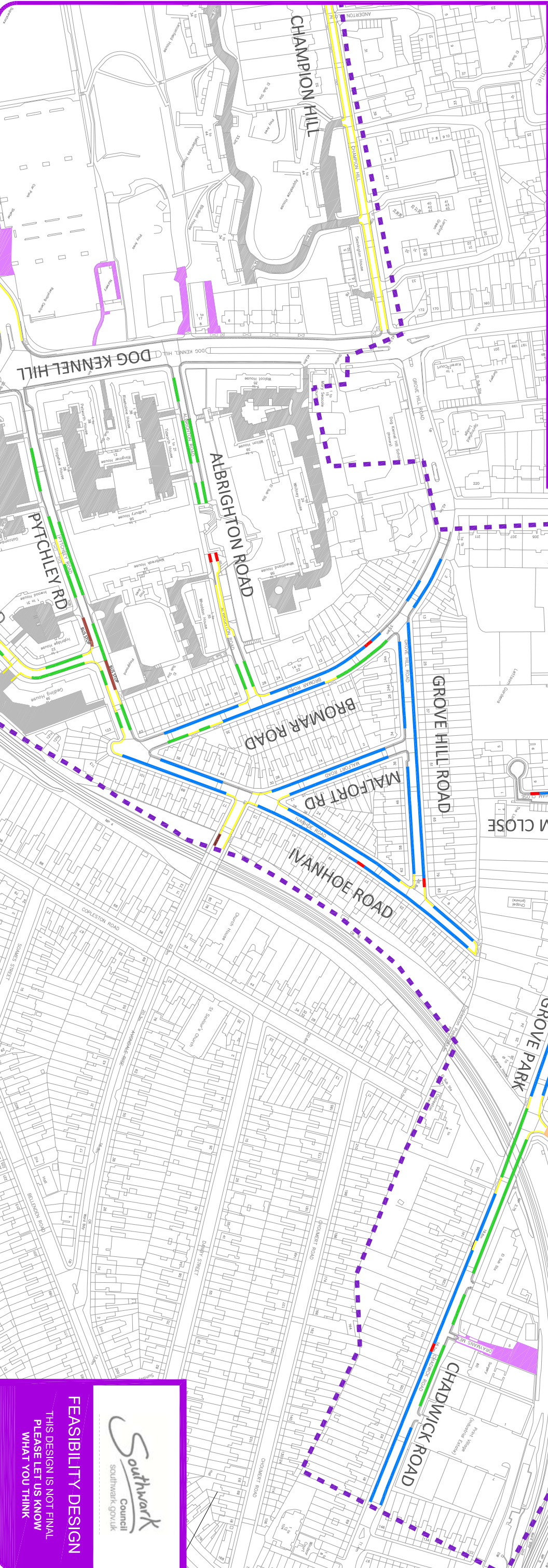
Waiting restrictions

Waiting Restriction	Map symbol	Waiting Restriction	Map symbol
Double yellow line (existing)		Double yellow line (proposed)	

Other features on map

Area of road	Map symbol	Area of road	Map symbol
Dropped kerb		Bus Stop	
Permit holders only past this point		TfL Red Route no stopping restriction	
Non-public highway		Housing land	
Boundary of study area			

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FEASIBILITY DESIGN

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

Dog Kennel Hill Additional Comments

- ALTHOUGH IT IS SOMETIMES DIFFICULT TO PARK DURING THE WEEK, I WOULD NOT LIKE PARKING CONTROLS BECAUSE IT WILL CUT OFF GROVE PARK FURTHER. THE AREA IS NOT WELL SERVED BY PUBLIC TRANSPORT AND CONTROLS WILL MAKE IT DIFFICULT FOR VISITORS, WORKERS AND RESIDENTS AND CARERS.
- I ASSUME THE WORRY IS THAT PEOPLE PARK HERE BECAUSE THEY'RE PARKING FOR STATION USE. I TAKE MY BOYS TO THE TRAIN STATION EVERY MORNING (10 MIN TRIP) AND MY SPACE IS OFTEN TAKEN WHEN I RETURN. BUT I CAN ALWAYS PARK. THE ONLY TIME I PARK A LONG WAY FROM MY HOUSE IS WHEN I RETURN AT 10PM ONWARDS. PLEASE DON'T RESTRICT THE SPACE BY HAVING PARKING BAYS. IT DOESN'T MAKE SENSE! THANKS!
- I do not want a parking zone as it's unfair that residents have to fork out additional money to pay for the cost of this.
- PERMITS SHOULD BE FREE FOR RESIDENTS.
- "I DO HOPE THE PARKING ENFORCEMENT WILL BE INTRODUCED, BECAUSE AS A RESIDENT, IT HAS BECOME VERY DIFFICULT TO PARK MY CAR HERE LEADING TO ME LEAVING THE CAR.THERE ARE PEOPLE WHO DON'T LIVE IN THIS AREA WHO HAVE TAKEN THE ADVANTAGE OF FREE PARKING IN THIS AREA UP TO A POINT WHERE THEY EVEN KNOW RESIDENT'S CAR, WAITING TO VACATING ANY PARKING SPACE. SO PLEASE DO ENFORCE PARKING!!! "
- This area has become a free car park for non residents commuters and small lorries and vans. Sometime cars are parked across junctions and it can be difficult to access the estate. Sadly the time has now come for a residents parking zone here.
- "I have off street parking in front of my house however visitor parking is often restricted on Shaw road owing to non resident operators of commercial vehicles. DHS and others.The practice appears to be for the drivers to leave the commercial vehicle parked in Abbotswood Road opposite the junction with Shaw Road when off shift and to leave their own vehicle parked in Shaw Road when on shift. In addition to the reduction in parking amenity for residents the parking of large vehicles opposite a junction creates a significant traffic hazard for other drivers "
- "I do not understand why there would have to be much more double yellow lines than there are now. I would like the parking bays to reflect the areas where it is currently free to park. There is a danger that any controlled parking would reduce the number of possible bays. This should not happen as otherwise the residents would be in a terrible position again."
- "To my knowledge, there are 2 mistakes on the feasibility design for Bromar Road. (1) there is no disabled bay in operation at the north end of the road. The bay markings on the road are a legacy of an old bay for which there is no accompanying signage. The markings should be removed to avoid confusion. (2) the southern most drop kerb indicated on Bromar Road does not correspond to a vehicular access way that is currently in use and nor has it been in use for the last 10 years.

Importantly, as it is not currently an exclusion zone, it should not become one as this would decrease the parking places in the road. Lastly, I want to say that the junction of Bromar Road with Ivanhoe road is dangerous and has been made more dangerous since houses were built at the bottom of Bromar Road restricting visibility of oncoming traffic. Bus drivers on the P13 route should be consulted about the parking project as this is an opportunity to ease the congestion on their route along Pytchley Road and Ivanhoe Road."

- IF RESIDENTS COULD BE GIVEN A PARKING BAY WITH THERE DOOR NUMBER ON THE OUTSIDE OF THE PARKING BAY, IT WOULD MAKE PARKING A LOT EASIER FOR THE RESIDENTS.
- Is there anything that can be done to address the numerous vehicles that are used to deliver Dominoes pizza given they are frequent short stay parkers?
- ACCORDING TO THE PLANS,THERE IS NO PROPOSAL TO PERMITS IN THE ESTATE I LIVE IN. I AM WORRIED PEOPLE WILL PARK IN THE ESTATE MAKING IT HARDER. WE ALREADY HAVE PROBLEMS TO PARKING.
- "Residents need parking restrictions in the courtyard as well. Lots of commuters park in the courtyard before going to E Dulwich Station. I worry that more commuters will park in the courtyard once restrictions in the streets are in place. Courtyard parking should be for residents only."
- "I am dismayed by the proposal to put double yellow lines in Grove Park. These will lessen the number of cars that can park, thereby making the problem worse. The problem exists because people e.g. working at King's etc come during working hours in the week. This could be solved by restrictions for 2 hours Monday-Friday. We do not need more yellow lines, certainly not in the areas proposed [these seem arbitrary and make no logical sense] and certainly no double yellow lines. I would welcome a system of scratch permits for use of visitors, rather than pay boxes, which are open to abuse."
- I think there should be simply one parking bay outside each house that does NOT CURRENTLY have a dropped curb. This would ensure that the residents can always park outside their own houses. There should be NO ADDITIONAL LINE MARKINGS of any kind on the street. Grove Park is an attractive street in a leafy conservation area; more street 'clutter' would be detrimental in many ways.
- Any scheme would have to include match days and any events at the stadium, or special dispensation made for them as the most dangerous blocking of access to emergency service vehicles occurs during this time.
- I HAVEN'T EXPERIENCED ANY PROBLEMS PARKING IN THE CLOSE, SO THIS FEELS LIKE ANOTHER COUNCIL CASH-GRAB. IF IT IS REQUIRED TO ALLOW GENUINE RESIDENTS SPACES TO PARK, THEN THE PERMITS SHOULD BE FREE TO RESIDENTS.
- "I LIVED IN PARKING ZONE AREA BEFORE AND SOMETIMES YOU ARRIVE HOME NO SPACES LEFT TO PARK YOU CANT PARK IN OTHER STREET BECAUSE YOU RPERMIT IS FOR YOUR STREET ONLY WHICH IS A JOKE! IF YOU COULD PARK IN ANY PERMIT STREET THIS WOULD HELP. THIS IS JUST A MONEY COW

FOR LOCAL COUNCILS (DOES NOT WORK) "

- "We have lived in Grove Park for 15 years and the parking in GP has become worse for many reasons. I would only back these parking restrictions if it was for 2 hours a day. As the council is moving forward with remote parking in Southwark it is essential that this will be recognised to ensure that the commuters cannot simply pay for the two hour parking from their work place. "
- HUGE AMOUNT OF PAPER WASTED. WAS THAT NECESSARY.
- "Abbotswood Road leads to a dead end. Parking controls will not be helpful here. You added a yellow line at the top end of the road which assisted drivers navigating the blind bend. Other than that any parking controls will not remedy the particular issues we experience, which I have described in my other answers, and will just create brand new problems and additional costs to local people. "
- We have never once had any problems parking on our road. The cars we see parked there are there overnight, so seem to belong to other residents and not commuters. Living in London is expensive and to have to buy a parking permit as well would be upsetting, particularly given that I see no benefit. It is nice to be able to have guests pop round, permits will make casual visits such as this difficult and expensive, as we will presumably have to purchase a book of guest permits in addition to our own permit, which we'd have to use up for only very short stops. I might add that our occasional guests never have any issues parking either, again implying there is not a problem on our street. Deliveries and removals are also far harder when you have to inform companies that there are parking restrictions on the road.
- All parking restrictions seem to push the problem, if any to neighbouring streets.
- ITS PERMIT ONLY.WE INTRODUCE THAT THEN PEOPLE WITHOUT PERMITS THEN PARK ON THE NEIGHBORING STREET WHICH ONLY ADDS TO THE PROBLEM MAKE THE CAR PARKS PAYMENT NOT PERMIT HOLDERS.
- The lack of parking is a particular issue for those of us who have small children and so cannot easily park elsewhere and get back to the house easily. This means that people tend to have to use public transport (already challenging due to the difficulty of finding buggy space on buses in the area!). the introduction of any parking restrictions would therefore prove extremely beneficial for many residents on the road.
- MY COMMENTS CONCERN CHADWICK ROAD, GROVE PARK AND LINWOOD CLOSE. I HAVE A SENSE THAT THERE IS A PARKING PROBLEM IN CHADWICK ROAD FROM MON-FRI CAUSED BY PEOPLE USING IT AS A CAR PARK FOR THE STATION.WHILE DETERRING PEOPLE WHO LEAVE THEIR CARS THERE ALL DAY AND DO NOT USE LOCAL FACILITIES. A FULL 8.00-6.30 PARKING RESTRICTION WOULD BE TOO HEAVY HANDLED.
- Parking restrictions is required... some people may have 2 or 3 cars. That makes it even more ridiculous.

- WE AGREE WITH YELLOW/DOUBLE YELLOW LINES OVER DRIVEWAYS, PEOPLE THINK ITS OK TO HALF BLOCK OUR DRIVE (OR FULLY BLOCK OUR DRIVE!). THIS MAKES GETTING OUT HARD/DANGEROUS.
- Although I no longer own a car, I have friends who visit me and take me out to the hospital and other places. They need to be able to park near my house as I have Parkinsons and find it increasingly difficult to walk. Yellow lines in this part of the street will make it very difficult for them and me.