

# East Dulwich Parking zone and healthier streets – final consultation report

**East Dulwich**

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



**Get involved**

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

**Push Studios**  
17 Blackwater Street  
SE22 8RS

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

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

Cycle parking

Places to rest?



# Introduction

The aim of this report is to present a detailed summary of results from the consultation of a parking zone and proposed complementary street improvements in the East Dulwich study area conducted between 11 January and 28 February 2019. This report follows on from an interim report published in April 2019 and has been updated to include more detailed street-by-street results and results of analysis within a modified recommended boundary.

A separate report has been produced for Individual Decision Making (IDM) which sets out recommendations, background information, and key issues for consideration.

## Consultation aims and method

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

All residents and businesses in the area were sent a consultation pack. A total of 7,180 consultation packs were sent out to 81 streets within the consultation area. The consultation was extended to a period of eight weeks due to mail delivery issues. Residents were sent a letter to inform residents of delivery issues.

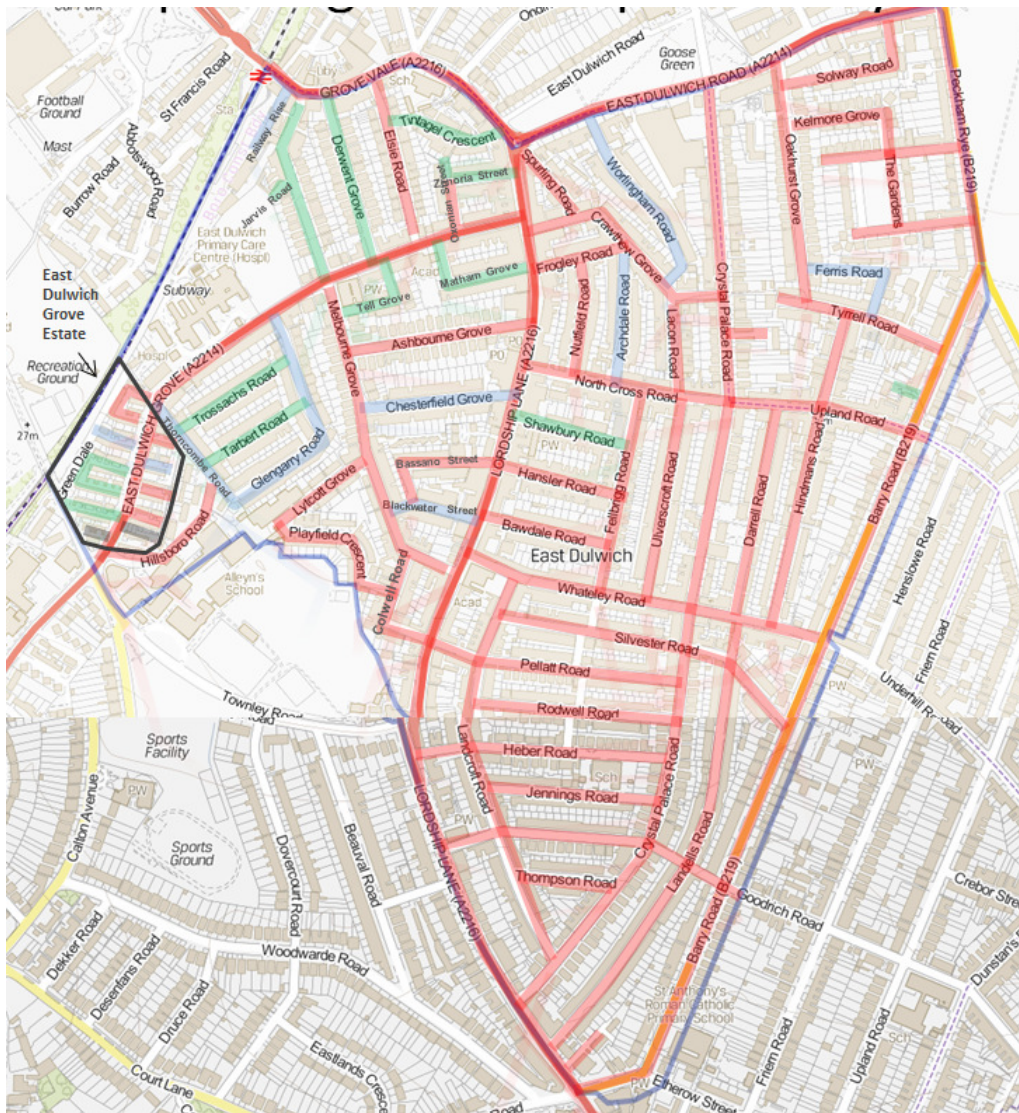
The consultation pack included a booklet of information about the proposals and the decision making process, a questionnaire, preliminary designs for street improvements, and a proposed preliminary parking zone design.

Banners were placed on railings in five locations in East Dulwich and posters placed in notice boards to alert residents and visitors of the parking zone consultation. The council also created posts on social media (Twitter and Facebook) to promote the consultation.

# Consultation results and analysis

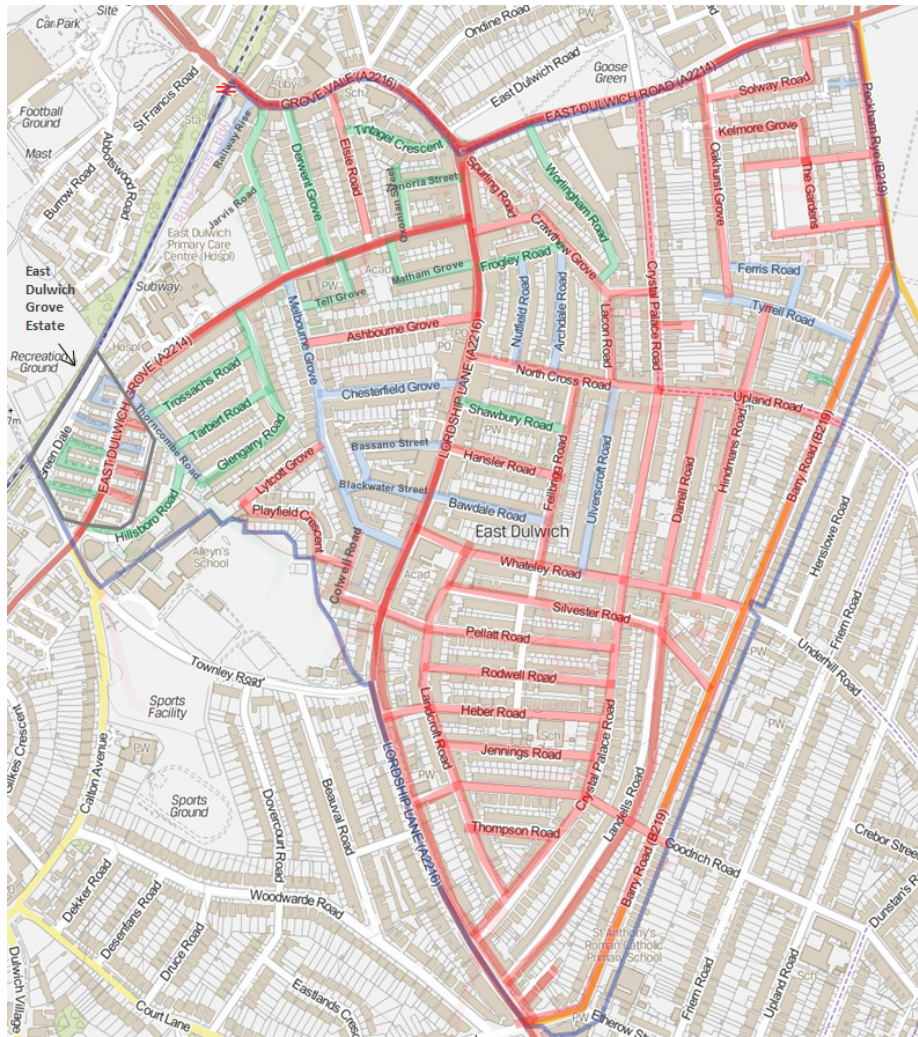
## East Dulwich study area

- We received 2,244 responses from residents and businesses/organisations within the consultation boundary which represents a very high response rate of 37%, a record for the council. More than one response per address was accepted but duplicates removed where the same name was used. 418 responses were received from visitors to the area taking the total of responses to 2,662. Visitors to the area included those visiting or caring for residents, those visiting or working at businesses or institutions such as schools, as well as those living just outside the zone. The biggest proportion of responses (80%) were from residents followed by visitors (16%) businesses (98 responses, or 4%) and organisations (<1%).
- The overall response for the whole study area showed the majority of those who responded (69%) were against, 25% in favour of, and 6% were undecided about a parking zone in their street. Results were very similar when excluding visitors to the area (68%, 25% and 7%).
- The vast majority (91%) of the 98 businesses that responded were against the zone which reflects the sentiment expressed in two business meetings in which traders voiced concerns about impact on footfall, the cost of business permits and workers not being able to park. Traders also raised the concern that if only a section of the study area was to be implemented, that this would cause parking displacement on surrounding roads and the zone would eventually be expanded.
- An estimated quarter of all responses to the consultation cited concerns about the impact parking restrictions may have on the high street.
- Street-by-street analysis shows that within the whole study area 15 streets supported a parking zone while 54 streets were against. 10 streets were undecided and there was no response from two streets. "Undecided" refers to where the proportions of responses for and against are even +/-10%. When asked if they would change their mind if an adjacent street had a zone implemented, the overall results did not change significantly with 37% in support of the zone (instead of 25%) and 61% against the zone (compared to 68%) (Table 1). On a street by street level three roads changed from being undecided to in favour of a zone, two roads changed from being against the zone to in favour and 11 went from against to undecided (20 streets in favour, 22 streets undecided). It should be noted that in some streets the total number of households/residents was low which means that the overall response for the street is influenced by only a small number of residents **Error! Reference source not found.** below shows the response to the main question, **Error! Reference source not found.** below shows the adjusted response to include people that would change their mind and Table 1 provides the figures for each street in response to the main question and adjusted for change of mind. Responses from Melbourne Grove were split into north and south of East Dulwich Grove.



**Figure 1** Street by street response to question – Do you want a parking zone in your street?





**Figure 2** Street by street response, adjusted to include those that would change their mind if a zone was implemented in a neighbouring road.

Street (colour original position on CPZ)	No. properties	No. responses	Original total in favour	Original % in favour	Adjusted total in favour	Adjusted % in favour/undecided – (colour if changed)	Original % against	Adjusted total against	Adjusted % against
ACRE DRIVE	10	3		0%	0	0%	100%	3	100%
ARCHDALE ROAD	61	19	6	32%	9	47%	47%	9	47%
ARNHEM WAY	11	2		0%	0	0%	100%	2	100%
ASHBOURNE GROVE	73	35	6	17%	10	29%	74%	25	71%
BARRY ROAD	586	116	18	16%	29	25%	78%	85	73%
BASS MEWS	14	2	2	100%	2	100%	0%	0	0%
BASSANO STREET	43	18	6	33%	9	50%	56%	9	50%
BAWDALE ROAD	71	30	4	13%	14	47%	77%	16	53%
BLACKWATER STREET	38	12	5	42%	6	50%	50%	6	50%
CHESTERFIELD GROVE	71	41	19	46%	25	61%	44%	15	37%
COLWELL ROAD	67	22	2	9%	6	27%	91%	16	73%
CRAWTHEW GROVE	98	45	14	31%	15	33%	64%	28	62%
CRYSTAL PALACE ROAD	548	175	33	19%	51	29%	74%	118	67%
DARRELL ROAD	85	27	2	7%	6	22%	89%	21	78%

Street (colour original position on CPZ)	No. properties	No. responses	Original total in favour	Original % in favour	Adjusted total in favour	Adjusted % in favour/undecided – (colour if changed)	Original % against	Adjusted total against	Adjusted % against
DELFT WAY	9	7	3	43%	3	43%	43%	3	43%
DERWENT GROVE	82	73	66	90%	68	93%	3%	1	1%
DEVENTER CRESCENT	34	5	3	60%	3	60%	40%	2	40%
DULWICH RISE GARDENS	4	1		0%	0	0%	100%	1	100%
EAST DULWICH GROVE	261	41	13	32%	17	41%	56%	21	51%
EAST DULWICH ROAD	232	36	6	17%	10	28%	75%	24	67%
ELSIE ROAD	46	34	11	32%	13	38%	62%	20	59%
FELLBRIGG ROAD	76	29	7	24%	10	34%	69%	18	62%
FERRIS ROAD	48	6	2	33%	3	50%	50%	3	50%
FROGLEY ROAD	23	9	5	56%	6	67%	33%	3	33%
GLENGARRY ROAD	152	52	27	52%	30	58%	48%	22	42%
GOODRICH ROAD	65	36	2	6%	7	19%	92%	28	78%
GROVE VALE	232	14	1	7%	1	7%	93%	13	93%
HANSLER ROAD	53	27	5	19%	8	30%	78%	19	70%
HEBER ROAD	85	31	3	10%	8	26%	87%	23	74%
HILLSBORO ROAD	25	8	7	88%	8	100%	13%	0	0%
HILVERSUM CRESCENT	20	2		0%	1	50%	100%	1	50%
HINDMANS ROAD	176	61	2	3%	6	10%	97%	55	90%
HOLMES CLOSE	11	2		0%	0	0%	100%	2	100%
ISEL WAY	11	1		0%	0	0%	100%	1	100%
JARVIS ROAD	7	1	1	100%	1	100%	0%	0	0%
JENNINGS ROAD	55	26	1	4%	4	15%	92%	22	85%
KELMORE GROVE	38	14	2	14%	5	36%	86%	9	64%
LACON ROAD	49	9	3	33%	4	44%	67%	5	56%
LANDCROFT ROAD	189	66	7	11%	18	27%	80%	47	71%
LANDELLS ROAD	237	100	10	10%	28	28%	86%	71	71%
LORDSHIP LANE	592	153	13	8%	24	16%	87%	126	82%
LYTCOTT GROVE	28	7	1	14%	3	43%	57%	4	57%
MATHAM GROVE	45	12	8	67%	8	67%	33%	4	33%
MELBOURNE GROVE (North of East Dulwich Grove)	96	32	22	63%	26	74%	26%	7	20%
MELBOURNE GROVE (South of East Dulwich Grove)	145	50	18	36%	24	48%	58%	25	50%
NIMEGAN WAY	14	2	1	50%	1	50%	50%	1	50%
NORTH CROSS ROAD	107	48	5	10%	10	21%	83%	35	73%
NUTFIELD ROAD	63	20	8	40%	10	50%	55%	9	45%
OAKHURST GROVE	208	46	5	11%	12	26%	78%	32	70%
OXONIAN STREET	10	3	1	33%	2	67%	67%	1	33%
PECKHAM RYE	121	24	6	25%	10	42%	63%	13	54%
PELLATT ROAD	102	43	3	7%	10	23%	81%	31	72%
PLAYFIELD CRESCENT	70	32	5	16%	11	34%	84%	21	66%
PLOUGH LANE	9	3	1	33%	1	33%	67%	2	67%
RAILWAY RISE	4	2	1	50%	1	50%	50%	1	50%
RODWELL ROAD	89	34	4	12%	10	29%	82%	24	71%
SAGE MEWS	8	1		0%	0	0%	100%	1	100%
SHAWBURY ROAD	43	22	14	64%	16	73%	36%	6	27%
SILVESTER ROAD	132	56	6	11%	15	27%	86%	40	71%
SOLWAY ROAD	67	14	3	21%	4	29%	57%	8	57%

Street (colour original position on CPZ)	No. properties	No. responses	Original total in favour	Original % in favour	Adjusted total in favour	Adjusted % in favour/undecided – (colour if changed)	Original % against	Adjusted total against	Adjusted % against
SPURLING ROAD	28	6	1	17%	1	17%	83%	5	83%
ST BARNABAS CLOSE	8	1		0%	1	100%	100%	0	0%
STEEN WAY	14	2	2	100%	2	100%	0%	0	0%
TARBERT ROAD	63	18	10	56%	13	72%	28%	5	28%
TELL GROVE	23	23	22	96%	22	96%	4%	1	4%
THE GARDENS	298	52	10	19%	16	31%	75%	34	65%
THOMPSON ROAD	38	11	2	18%	5	45%	82%	6	55%
THORNCOMBE ROAD	17	2	1	50%	1	50%	50%	1	50%
TINTAGEL CRESCENT	35	17	13	76%	15	88%	6%	1	6%
TINTAGEL GARDENS	4	1	1	100%	1	100%	0%	0	0%
TROSSACHS ROAD	48	35	27	77%	31	89%	11%	3	9%
TYRRELL ROAD	105	28	7	25%	13	46%	71%	14	50%
ULVERSCROFT ROAD	112	44	8	18%	20	45%	73%	23	52%
UNDERHILL ROAD	55	35	3	9%	5	14%	89%	30	86%
UPLAND ROAD	114	48	6	13%	10	21%	83%	38	79%
VELDE WAY	8	2		0%	0	0%	100%	2	100%
WELLINGTON MEWS	9	2		0%	1	50%	100%	1	50%
WHATELEY ROAD	103	36	3	8%	9	25%	81%	26	72%
WORLINGHAM ROAD	92	21	7	33%	11	52%	43%	8	38%
ZENORIA STREET	35	15	11	73%	12	80%	20%	3	20%
<b>Total in study area</b>	<b>6482</b>	<b>2244</b>	<b>563</b>	<b>25%</b>	<b>831</b>	<b>37%</b>	<b>68%</b>	<b>1359</b>	<b>61%</b>
Other (visitor to the area)		103	103	100%					
<b>Total (incl. visitors)</b>		<b>824</b>	<b>235</b>	<b>29%</b>					

**Table 1** Whole East Dulwich study area: Responses per street to key question and adjusted response to include those that would change their mind if a zone was implemented in a neighbouring road.

- The highest number of respondents (705, or 31%) would like a zone to operate for two hours during the day and 563 respondents (25%) would like a parking zone to operate all day (e.g. 8.30am – 6.30pm).
- The highest number of respondents (1,030, or 46%) wanted a parking zone to operate Monday to Friday, 25% selected 'Other', followed by 21% for Monday to Saturday. 44% of visitors to the study area said they wanted Monday to Friday controls.
- In response to the proposal for increasing half hour short stay bays to operate for longer for a fee (keeping the first half hour free) the highest number of responses (690, or 26%) were for 2 hour short stay bays, followed by no change (570, or 21%), and three hour or other (364, or 14% each).
- In response to the proposal for increasing bus lane operation to include operation in the afternoon and evening, 1208 people including visitors (45%) were in favour of extending bus lane operation into the evening with 757 respondents selected 3-7pm (28%), and 451 selected 3-5.30pm (17%), while 43% were against any changes. Businesses were least supportive (68% against). The remaining 12% either did not answer (7%) or selected other (5%).
- There was majority support for almost all street improvements.
- The highest level of support was found for planted screens with 1,889 people (74% of respondents to the question) in favour of planted screens proposed at Lordship Lane/Whately Road and a similar number of people (1,886), 75%) in favour of planting in North Cross Road. Support was high across the board for residents, businesses, organisations and visitors.
- Places to rest were also popular with 1,449 people (57%) agreeing with seats at Whately Road and 1,405 (56%) at Felbrigg Road/North Cross Road. Numerous comments also indicated support for places to stop,

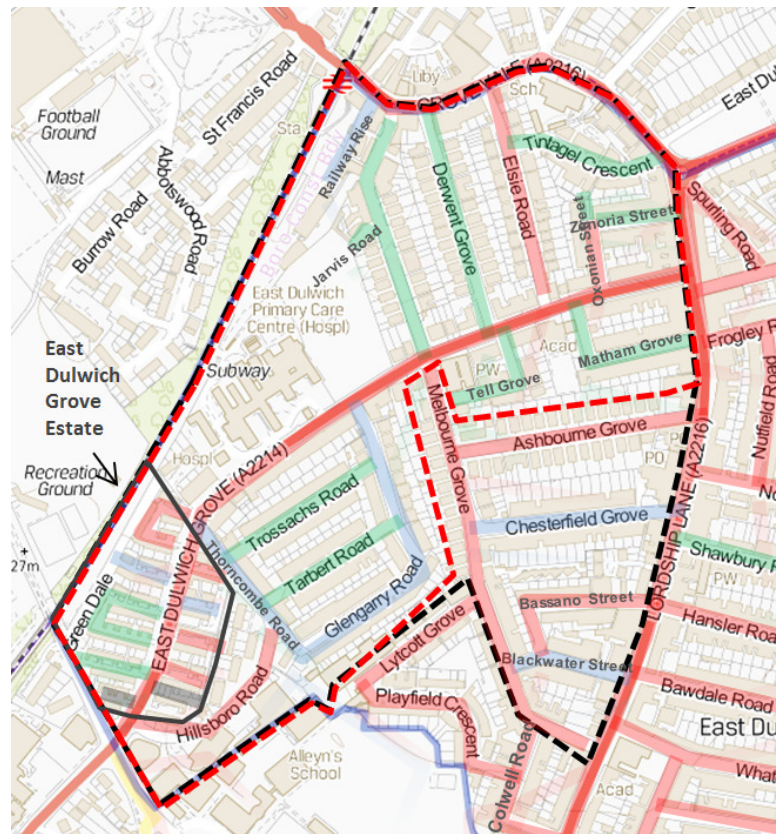
other than bus shelters, in the wider area, to enable residents or visitors of residents with mobility issues such as the elderly, people with small children, to be able to walk to amenities in the area in the knowledge that there were places for them to stop and rest.

- There was a high level of support for cycle parking at North Cross Road (1,440 people or 58%) and at Bawdale Road (1,349 people or 55%). Businesses were undecided while residents and organisations were most supportive.
- The majority of people supported the 'parklet' concept of reclaiming space in the carriageway to house modular structures comprised of decking, communal seating, cycle parking and planting. A total of 1,313 people were in support of the proposed parklet at Lordship Lane outside the ice cream shop (52% of all respondents) and 825 people were against it (32%). Less support was expressed for the 'parklet' at Zenoria Street (41%) with concerns about its location on a residential road. Businesses were the least supportive for all parklets (60% not in favour) and expressed in correspondence that visitors could use cafes instead of communal seating. Visitors were undecided in their response while residents and organisations were most supportive.
- Comments from the consultation responses and conversations with residents revealed that the elderly, people with mobility issues, pregnant women, and people with small children welcomed places to stop and rest when walking and cycling to local destinations such as the high street.
- Four school principals responded (Heber school, Goose Green school, The Charter school and Harris Primary). The schools with the revised area were in support or undecided about the zone. Concerns were raised from those against or undecided that a parking zone would have a negative impact on recruitment of teachers.
- The Barry Area Residents' Association and East Dulwich Community Centre strongly opposed the parking zone.
- The Vale Residents' Association provided design feedback including requests to increase the free period from half hour to an hour (and extending the total stay to 2 hours), to retain free 3 hour parking in Melbourne Grove, and to increase double yellow lines at junction of Melbourne Grove with East Dulwich Grove.
- Dulwich and Herne Hill Safe Routes to School, a community of schools and parents, support the proposal for parking restrictions around schools, the extension of the bus lane operating times, and cycle parking at Grove Vale Library and East Dulwich station.
- Both Southwark Cyclist Stakeholder Group and London Cycling Campaign strongly support the proposals for a parking zone particularly as an effective way to address short journeys made by car and concerns about the significant contribution of these to carbon emissions, climate change, pollution, collisions and inactivity. They supported places to stop and rest including for cyclists that were pregnant.

## Revised boundary

- Analysis of results has been performed on a collection of streets most of which are in favour of a parking zone, in the vicinity of East Dulwich Grove, within a boundary which is based on feedback from community council in response to the interim report as well as majority support including when adjusted for change of mind if a zone was to be implemented in an adjacent street. The revised boundary does not include Lordship Lane.





**Figure 3** Adjusted boundary (red dashed line) for a proposed East Dulwich zone boundary, based on Dulwich Community Council feedback to the interim recommendation (black dashed line).

Street (colour original position on CPZ)	No. properties	No. responses	Original total in favour	Original % in favour	Adjusted total in favour	Adjusted % in favour/undecided	Original % against	Adjusted total against	Adjusted % against
ARNHEM WAY	11	2		0%	0	0%	100%	2	100%
DELFT WAY	9	7	3	43%	3	43%	43%	3	43%
DERWENT GROVE	82	73	66	90%	68	93%	3%	1	1%
DEVENTER CRESCENT	34	5	3	60%	3	60%	40%	2	40%
EAST DULWICH GROVE	261	41	13	32%	17	41%	56%	21	51%
ELSIE ROAD	46	34	11	32%	13	38%	62%	20	59%
GLENGARRY ROAD	152	52	27	52%	30	58%	48%	22	42%
GROVE VALE	232	14	1	7%	1	7%	93%	13	93%
HILLSBORO ROAD	25	8	7	88%	8	100%	13%	0	0%
HILVERSUM CRESCENT	20	2		0%	1	50%	100%	1	50%
ISEL WAY	11	1		0%	0	0%	100%	1	100%
JARVIS ROAD	7	1	1	100%	1	100%	0%	0	0%
MATHAM GROVE	45	12	8	67%	8	67%	33%	4	33%
MELBOURNE GROVE (North)	96	36	23	64%	27	75%	25%	7	19%
NIMEGAN WAY	14	2	1	50%	1	50%	50%	1	50%
OXONIAN STREET	10	3	1	33%	2	67%	67%	1	33%
RAILWAY RISE	4	2	1	50%	1	50%	50%	1	50%

ST BARNABAS CLOSE	8	1		0%	1	100%	100%	0	0%
STEEN WAY	14	2	2	100%	2	100%	0%	0	0%
TARBERT ROAD	63	18	10	56%	13	72%	28%	5	28%
TELL GROVE	23	23	22	96%	22	96%	4%	1	4%
THORNCOMBE ROAD	17	2	1	50%	1	50%	50%	1	50%
TINTAGEL CRESCENT	35	17	13	76%	15	88%	6%	1	6%
TINTAGEL GARDENS	4	1	1	100%	1	100%	0%	0	0%
TROSSACHS ROAD	48	35	27	77%	31	89%	11%	3	9%
VELDE WAY	8	2		0%	0	0%	100%	2	100%
ZENORIA STREET	35	15	11	73%	12	80%	20%	3	20%
<b>Total in study area</b>	<b>6482</b>	<b>411</b>	<b>253</b>	<b>62%</b>	<b>282</b>	<b>69%</b>	<b>32%</b>	<b>116</b>	<b>28%</b>
Other (Visitor to the area)		103	103	100%					
<b>Total (incl visitors)</b>		<b>824</b>	<b>235</b>	<b>29%</b>					

**Table 2** Revised East Dulwich area- Responses per street to key question and adjusted response to include those that would change their mind if a zone was implemented in a neighbouring road.

- 411 responses were received from the 27 streets in the revised East Dulwich area. The highest number of responses was received from Derwent Grove (73), Glengarry Road (52), East Dulwich Grove (41), Melbourne Grove (north of East Dulwich Grove, 35) and Trossachs Road (35) (Table 2).
- The majority of respondents (253, 62%) in the revised East Dulwich area were in support of a parking zone in their street, while just under a third were against a zone (31%, or 130 people) and a small proportion (7%, or 28 people) were undecided (Table 2).
- When asked if they would change their mind if a zone was implemented in an adjacent street the number in support rose to 282 (69%), and the number against dropped to 116 (28%) (Table 2).
- Parking Monday to Friday was difficult for the majority (63%) of respondents in the revised East Dulwich area. In addition, it was difficult to park in the evenings, on a Saturday or on a Sunday for 40%, 39% and 25% of respondents, respectively. Cycle parking difficulty was experienced by over a quarter (28%) of respondents in the revised area with the most in Derwent Grove (27, 37% of respondents in the street), Melbourne Grove (15, 43%) and East Dulwich Grove (13, 41%).
- Half of respondents would like a zone to operate all-day zone (50%, 205 people) while almost a quarter (23%) wanted a zone to operate for two hours and 10% wanted a part day zone while 14% selected 'Other'. Residents were concerned about a two hour zone being abused by commuters using pay by phone remotely and that parking spaces would be used by visitors to medical centres outside of the two hour operation time.
- 50% of respondents would like a zone a zone to operate Monday to Friday, and 31% Monday to Saturday.
- In response to the proposal for increasing half hour short stay bays to operate for longer for a fee (keeping the first half hour free) the highest number of responses (690, or 26%) were for 2 hour short stay bays, followed by no change (570, or 21%), and three hour or other (364, or 14% each).
- One 'healthier street' proposal was proposed in the area: The Zenoria street 'parklet' proposal received majority support in the revised area (230 people or 60% of respondents), with only 23% against and 17% undecided. Residents and businesses of Zenoria Street were less supportive with 8 out of a total of 13 residents against and 5 in support with one business undecided.
- Feedback to the proposed design included requests to review proposed double yellow lines, particularly at dropped kerbs, requests for passing spaces, requests for places to stop and rest requests, requests for parklet instead of parking space, for cycle lanes in the area, requests to retain free 3 hr short stay bays in

Melbourne Grove, review of disabled bays and requests for more electric vehicle charge points, as well as extension of double yellow lines in some areas.

- Requests were also made to address concerns about traffic in the area including reducing speeding, restricting wide vehicles, and stopping through traffic, and reducing traffic associated with school drop off and pick up activity in the vicinity of schools.
- Goose Green primary school expressed concern about the effect of the zone on recruitment of staff who wish to drive to their workplace.