

# Peckham West Parking zone and healthier streets - interim summary report for discussion

**'Peckham West'**

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



**Get involved**

Drop-in session:  
**Wednesday 23 January 2019, 4pm to 8pm**

St John's Church  
62A East Dulwich Road  
SE22 9AT

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

FACT: Parking zones elsewhere have freed space by 40% and made it easier for residents to park

Cycle parking

Places to rest?



# Introduction

This interim summary report outlines the findings of a consultation conducted between 11 January and 8 February 2019 on the proposals of a parking zone and street improvements in an area named 'Peckham West' for the purpose of the study.

The aim of this report is to present a summary of results and interim recommendations as a basis for discussion at Community Council.

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

## Summary of consultation results and analysis

### Consultation aims

The aims of the study were to find out if and where there is demand for a parking zone within the study area, what days and times residents and businesses would like the zone to operate and to invite feedback on the preliminary design.

### Overall results

- A total of 2,603 consultation packs were sent out to 33 streets within the consultation area and the consultation was extended by one week, due to mail delivery issues, to a period of four weeks. We received 790 responses from residents and businesses/organisations within the consultation boundary which represents a response rate of 30%. More than one response per address was accepted but duplicates removed where the same name was used. 62 responses were received from visitors to the area taking the total of responses to 852. The largest proportion of responses (89%) were from residents followed by visitors (8%) businesses (10 responses, or 2%) and organisations (1%).
- There was no clear majority in response to the question do you want a parking zone in your street with 48% against a parking zone, 43% wanting a zone and 9% were undecided. Results were very similar when excluding visitors to the area (49%, 42% and 9%) with 11 streets in favour and 13 streets not in favour and 8 undecided. Figure 1 below shows majority support in green, majority against in red, and undecided/unclear majority in blue.

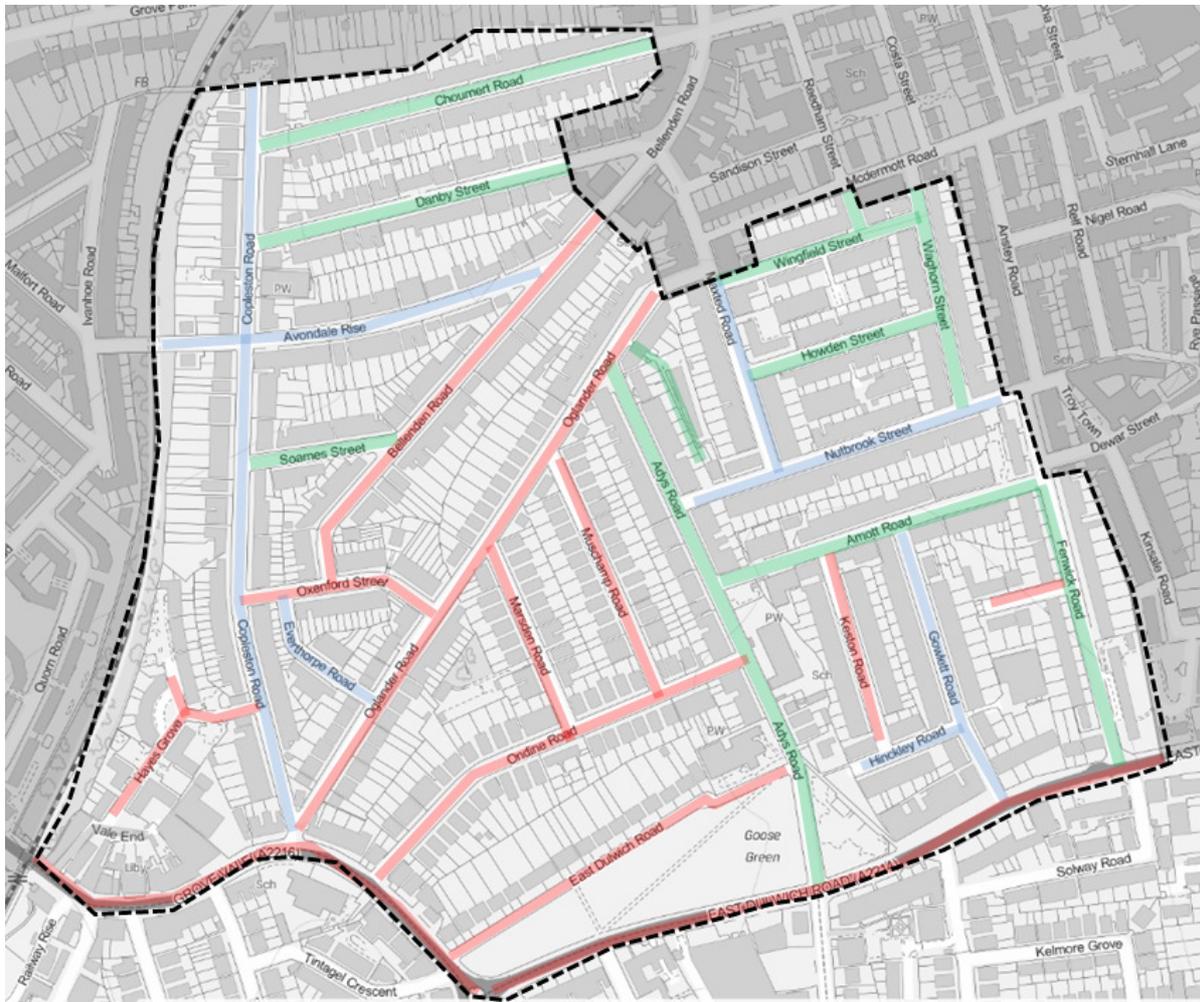


Figure 1. Response to question – Do you want a parking zone in your street?

- When asked if they would change their mind if an adjacent street had a zone implemented, the number of respondents in support increased to a 56% majority (including visitors to the area) with 19 streets in favour and 10 not in favour and 3 where there was no clear majority (see Figure 2 where majority support shown in green, majority against in red, and undecided/unclear majority in blue).
- Should we implement a CPZ in just the areas with majority support [the East and West sections of the zone], the parking stress in the unrestricted central section of the zone would greatly increase and thus it is seen as the most pragmatic and logical approach to recommend the implementation of a CPZ across the entire area. This pre-empts the inevitable requests for an extension to the new zone shortly after its implementation.

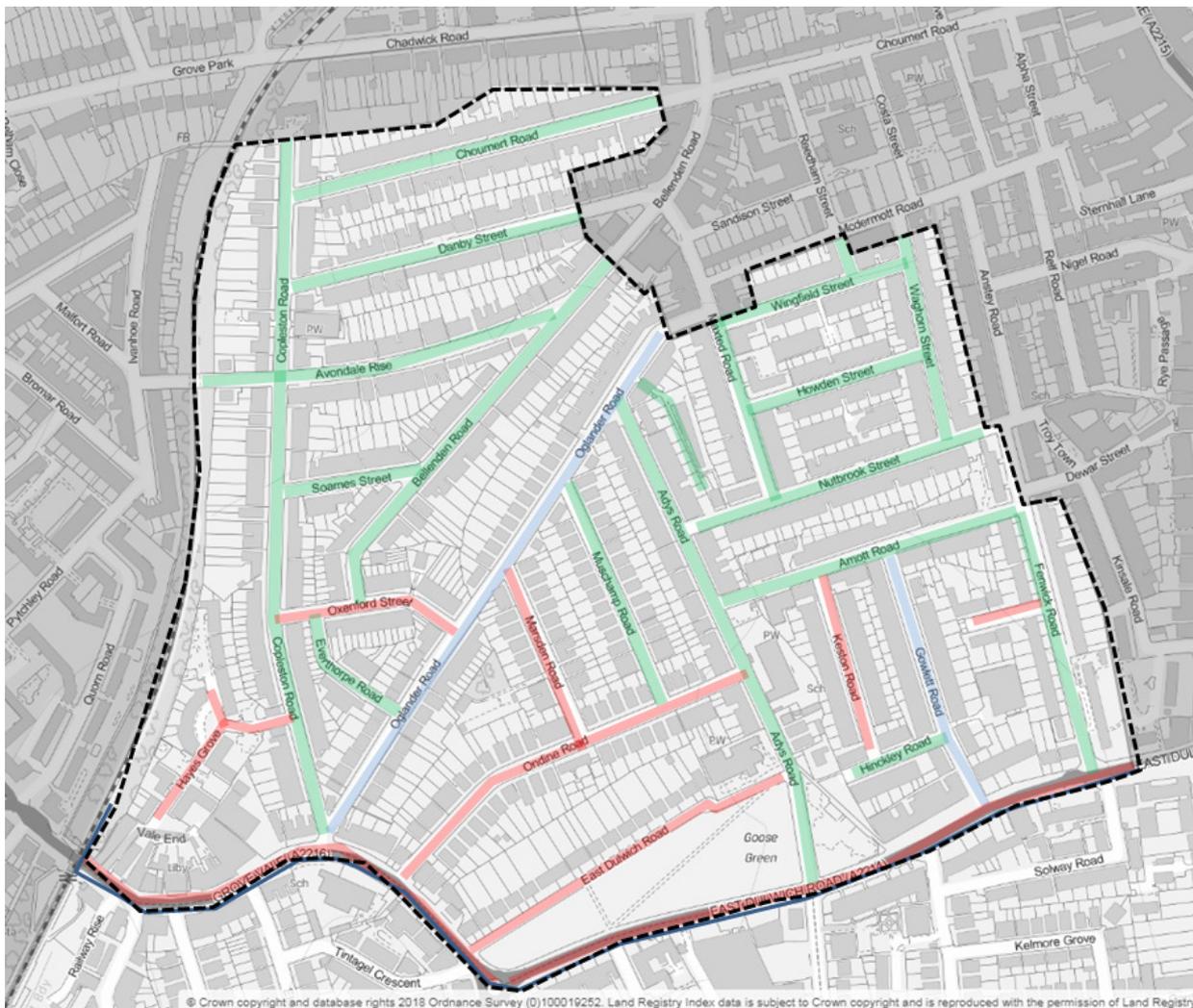


Figure 2. Adjusted response to include those that would change their mind if a zone was implemented in a neighbouring road.

## Days and times of operation

- The highest number of respondents (293, or 34%) would like a zone to operate all day (e.g. 8.30am to 6.30pm) and 249 respondents (29%) would like a parking zone to operate for two hours during the day.
- The majority of respondents (58%, or 497 people) wanted a parking zone to operate Monday to Friday, followed by 19% for '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 (238, or 28%) were for 2 hour short stay bays, followed by no change (189, or 22%), and three hour or other (13% and 9%).

## Street improvements

- There was support for all street improvements. Majority support was shown for cycle parking for varied cycles at East Dulwich Road at St John's Evangelist Church with 448 (57% of respondents) and 433 (46%) were in support for cycle parking in in Amott Road. The highest number of responses to the parklets were in favour (albeit not a majority) however concerns were raised the regarding the proposed Adys Road location being

too close to Goose Green and on a busy road, as well as maintenance issues and potential anti-social behaviour.

- Comments from the consultation responses and conversations with road users revealed that people with mobility issues (e.g. the elderly) welcomed places to stop and rest in the street when walking and cycling to local destinations such as the high streets in the neighbouring areas.

## Interim recommendations for discussion

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

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

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

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

### Parking zone boundary and operation

Recommendation	Reason/source
A parking zone to be implemented in the whole 'Peckham West' study area	There was majority support (56%) for a parking zone from respondents in the study area when adjusted to include those that would change their mind if a zone was to be implemented in neighbouring street.
Zone to operate all day 8.30am to 6.30pm, Monday to Friday comprising different types of bays including permit and paid (visitors able to pay for up to 4 hours, £2.75 per hour for petrol, £3.25 per hour for diesel), short stay bays (see below), and permit only parking, as per revised proposed design (see 'Parking zone – design' section below)..	The highest number of respondents selected 8.30am to 6.30pm compared to other times and days of operation, and the majority selected Mon-Fri operation.
Short stay bays extended to two hours paid with free first half hour.	The highest number of respondents from the study area requested extension of short stay bays to 2 hours.

Review days and times of operation once the zone has bedded in (within three to six months of implementation).

## Parking zone – design

Recommendation	Reason/source
<p>Review disabled bay use (revoke notices) and remove as applicable</p> <p>Various street improvement measures in the study area, subject to feasibility and funding:</p> <ul style="list-style-type: none"><li>• Cycle parking for variety of cycles in carriageway at Amott Road, East Dulwich Road, as proposed, and further locations TBC subject to feasibility.</li><li>• Free places to stop and rest for road users with mobility issues, in buildouts or in parklets with locations TBC subject to feasibility and in liaison with Police Designing Out Crime team.</li></ul>	<p>Feedback from respondents that some disabled bays not in use</p> <p>Majority support for cycle parking from respondents.</p> <p>Feedback from respondents / requested locations.</p>
<p>Review design details according to feedback received during consultation period, site visits, safety considerations and feasibility.</p>	<p>Requests/feedback from respondents</p>