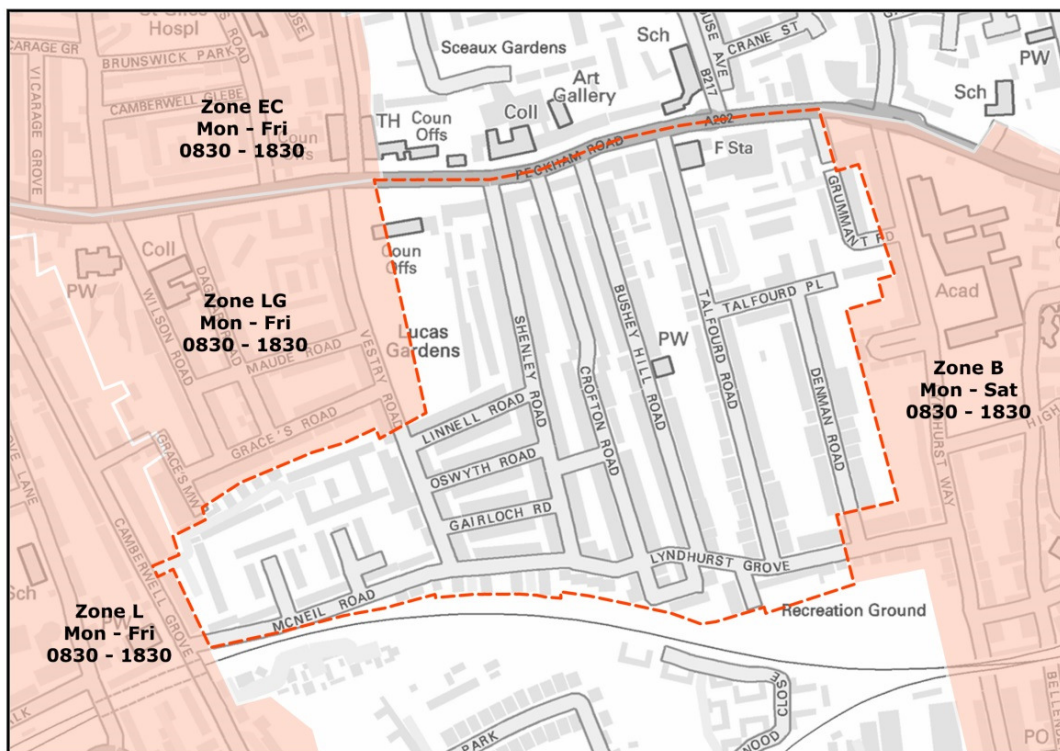


# Peckham Road South

## Parking study



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

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# Executive Summary

The main aim of this parking study is to determine if there is the need for a parking zone in the Peckham Road South 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 2,148 consultations were sent out to 19 streets within the consultation area. We received a total of 380 valid responses representing a response rate of 18%.
- A valid response is a response from a resident or business within the consultation boundary.
- Street-by-street analysis shows that nine streets support a parking zone and eight streets are against. Ainsworth Close was undecided and there was no response from Peckham High Street.
- The majority of respondents stated that they and their visitors have difficulty parking on Monday to Friday daytimes.
- 6% of respondents were undecided on whether they would like a parking zone, 37% stated that they did not want a parking zone and 57% stated that they did want a parking zone.
- It is clear that the majority of respondents would like a parking zone on their street.
- 42% of respondents would like this parking zone to operate all day (i.e. 8.30am – 6.30pm)
- 64% 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, 8.30am – 6.30pm.

# Introduction

## Background

Competition for parking has increased considerably in the roads to the south of Peckham Road over the last few years. There are several reasons for this. Streets in this area are within walking distance of a major bus route into central London as well as the well-connected Peckham Rye and Denmark Hill railway stations, so commuters are likely to use this area during the day. Parking displacement may have taken place following the installation of controlled parking zones B, L, EC and LG.

The last parking zone consultation in this area took place in 2012. A new CPZ was rejected at this time. However, the project did result in the implementation of double yellow lines on all road junctions in the study area. This is likely to have resulted in increased parking pressure following the removal of space where vehicles were previously unsafely parked.

Based on regular requests from local residents, the decision was made to consult the area in between zones LG and B to assess if a parking zone is appropriate in this area.

Following the discussion on the consultation methods at both the Camberwell Community Council meeting on 11 July 2016 and Peckham and Nunhead Community Council meeting on 29 June 2016, it was agreed that an informal consultation would take place.

Between Monday 26 September 2016 and Friday 21 October 2016 consultation was carried out with all postal addresses within the study area.

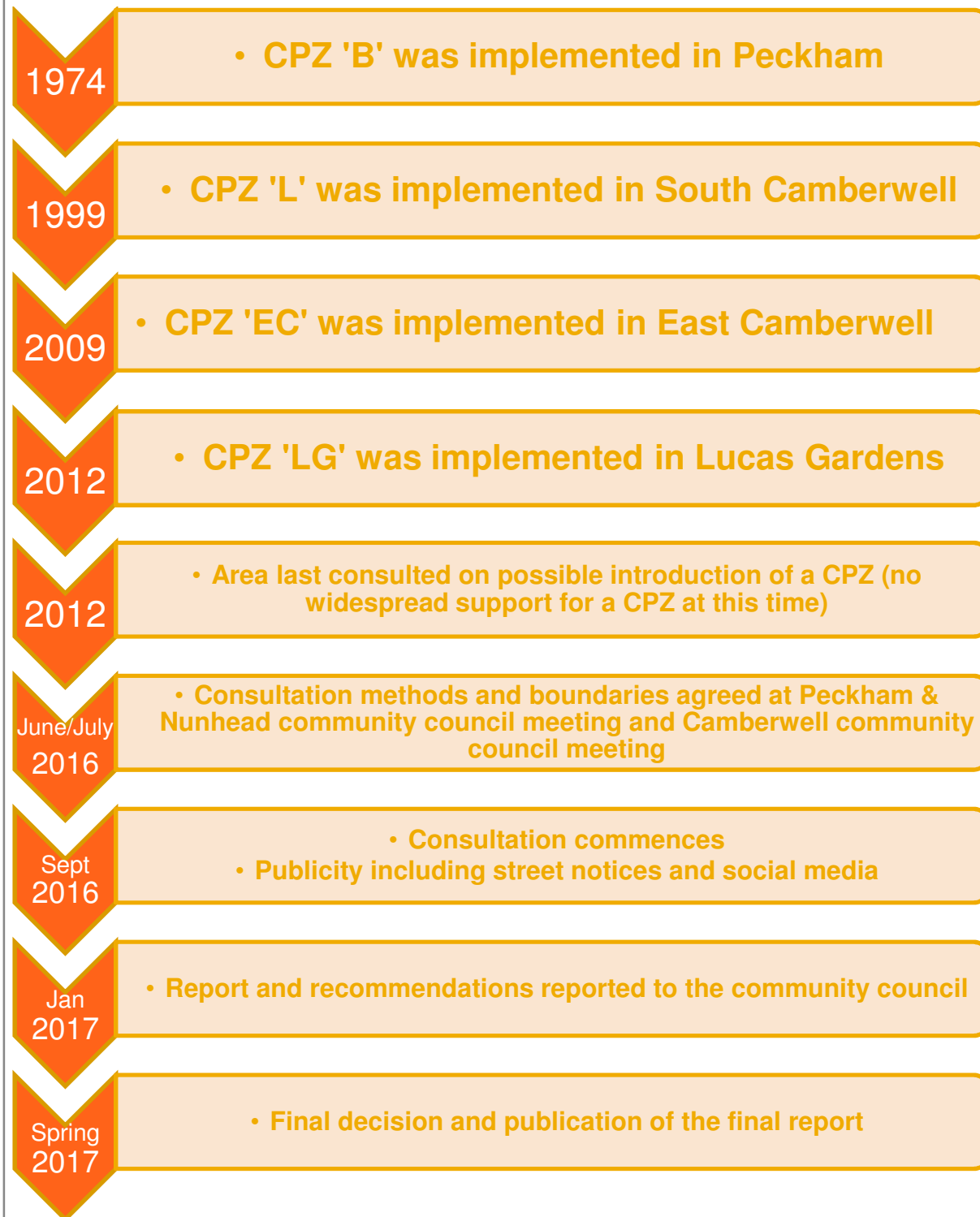
A consultation pack was sent to all 2,148 properties in the area, please see Appendix A. The consultation materials included the following information:

- Overview map showing the consultation area
- How to have your say
- What are the proposals?
- Cost of Southwark parking permits
- Frequently asked questions (FAQ)
- What happens after the consultation closes?
- Further information on CPZ
- 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

18%

- Overall response rate
- 98% of respondents were residents
- 12 of the 19 roads had a response rate of over 10%

56%

- Of respondents state they have trouble parking on week days

57%

- Of respondents would like a parking zone

# Response rate

The consultation closed on Friday 21 October 2016. 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.

<b>Total consulted</b>	<b>2,148</b>
Total responses received	533
Duplicates	141
Out of area	12
<b>Total omitted</b>	<b>153</b>
<b>Valid responses</b>	<b>380</b>
<b>Response rate for PRS</b>	<b>18%</b>

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. Of the 12 out of the area responses, five were from Peckham Road.

## Community Engagement

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

A public exhibition was held on Wednesday 29 September 2016 at The Ravensbourne Room - 29 Peckham Road during which residents could discuss the proposals with council officers and provide feedback.

A tweet was published on Southwark Council's twitter page on 26 and 29 September and 3 October and 6 October to publicise the consultation.

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

The table below shows that 12 out of 19 roads had a response rate of over 10%. This table shows that there was no clear majority when it comes to what time of day motorists had difficulty parking.

Road	How many properties	How many responses	Response rate	What time of day do you have difficulty parking	Do you want a parking zone			If parking controls were introduced which of the following....	
					Yes	No	Undecided	hours would you like the zone to operate	days would you like the zone to operate
AINSWORTH CLOSE	11	2	18%	Never	50%	50%	0%	No clear majority	No clear majority
AZENBY ROAD	29	1	3%	Never	100%	0%	0%	All day	Mon to Sat
BUSHEY HILL ROAD	190	80	42%	Mon-Fri day time	79%	18%	4%	All day	Mon to Fri
CACTUS CLOSE	9	2	22%	No clear majority	100%	0%	0%	All day	Mon to Sat
CROFTON ROAD	222	52	23%	Mon-Fri day time	60%	33%	8%	No clear majority	Mon to Fri
DENMAN ROAD	109	47	43%	Mon-Fri day time	26%	62%	13%	Two hours during the day	Mon to Fri
GAIRLOCH ROAD	33	12	36%	No clear majority	67%	25%	8%	No clear majority	Mon to Fri
GRUMMANT ROAD	195	3	2%	No clear majority	0%	67%	33%	No clear majority	No clear majority
LETT SOM STREET	74	1	1%	Never	0%	100%	0%	Not answered	No answered
LINNELL ROAD	49	14	29%	Mon-Fri day time	79%	21%	0%	All day	Mon to Fri
LYNDHURST GROVE	74	22	30%	Mon-Fri day time	64%	36%	0%	All day	Mon to Fri
MCNEIL ROAD	198	6	3%	No clear majority	0%	100%	0%	No clear majority	No clear majority
OSWYTH ROAD	42	7	17%	No clear majority	86%	14%	0%	All day	No clear majority
PECKHAM HIGH STREET	1	0	0%	N/A	N/A	N/A	N/A	N/A	N/A
PECKHAM ROAD	254	17	7%	No clear majority	29%	47%	24%	No clear majority	Mon to Fri
SHENLEY ROAD	194	57	29%	Mon-Fri day time	75%	25%	0%	All day	Mon to Fri
TALFOURD PLACE	12	11	92%	Never	36%	64%	0%	Two hours during the day	Mon to Fri
TALFOURD ROAD	251	35	14%	No clear majority	40%	51%	9%	No clear majority	Mon to Fri
VESTRY ROAD	201	11	5%	No clear majority	9%	82%	9%	No clear majority	Mon to Fri
<b>19</b>	<b>2148</b>	<b>380</b>	<b>18%</b>	<b>No clear majority</b>	<b>57%</b>	<b>37%</b>	<b>6%</b>	<b>No clear majority</b>	<b>Mon to Fri</b>



# Analysis of responses by question

## 1. Are you a resident or business?

98% of respondents were residents and 2% were businesses.

## 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. There are also a significant amount of respondents who don't own a vehicle.

Options	How many cars do you park on the road?
1	247
2 or more	57
None (don't own a vehicle)	61
None (park off-street)	11
Not Answered	4
<b>Grand Total</b>	<b>380</b>

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

The table below shows that 56% of those who responded have trouble parking on a weekday. 57% 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 day - You	Mon-Fri day - Your visitor	Mon-Fri eve - You	Mon-Fri eve - Your visitor	Saturday - You	Saturday - Your visitor	Sunday - You	Sunday - Your visitor
103	69	214	216	121	111	68	71	34	38
27%	18%	56%	57%	32%	29%	18%	19%	9%	10%

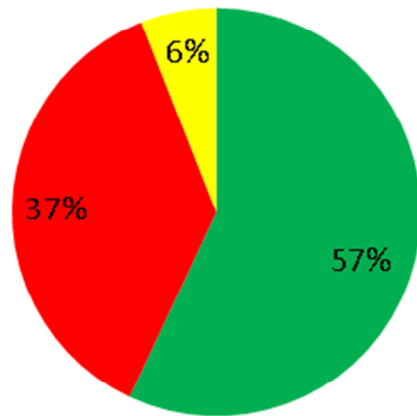
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#### 4. Do you want a parking zone to be introduced in your street?

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

### Do you want a parking zone?

■ Yes ■ No ■ Undecided

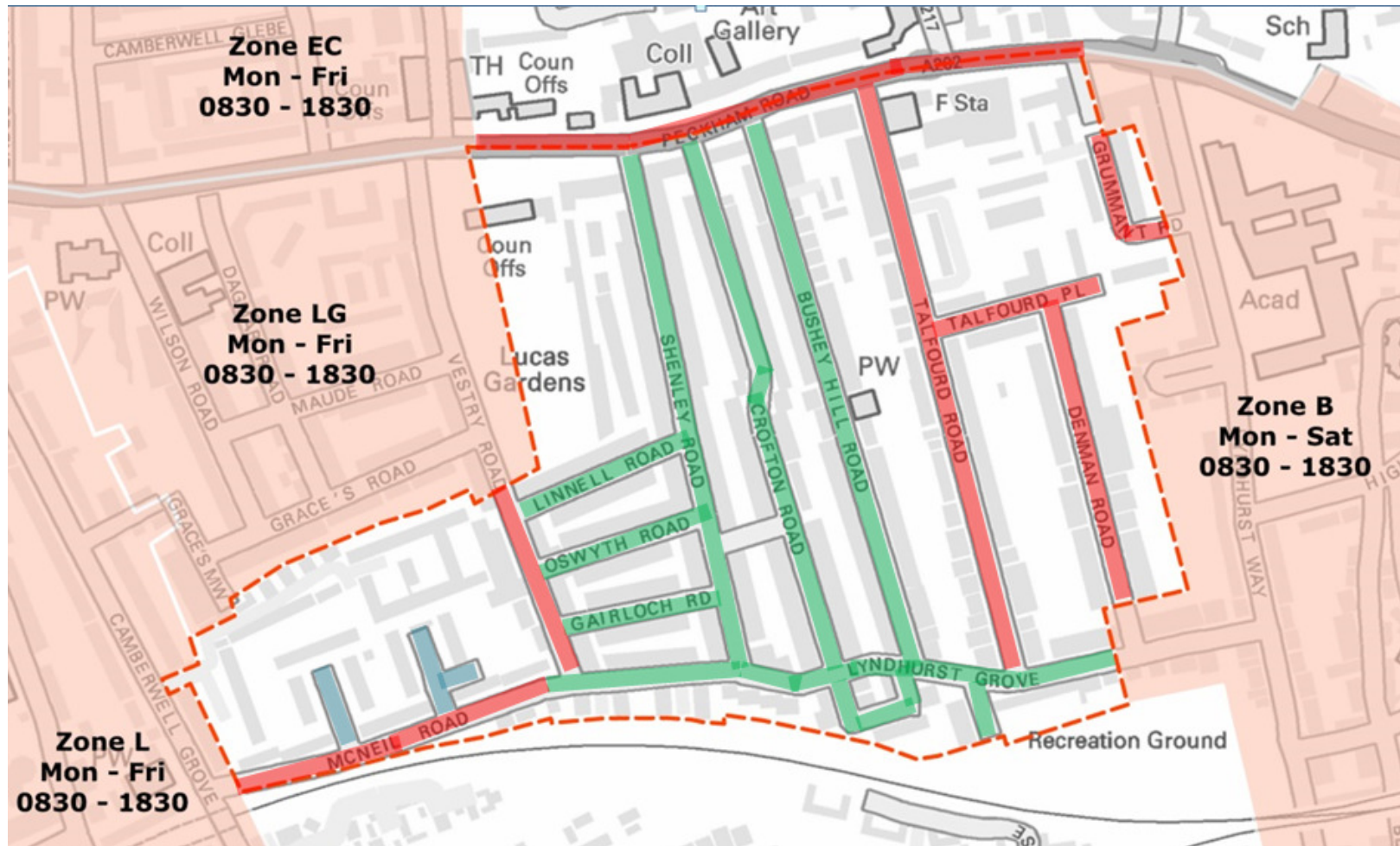


Overall a majority of residents support the implementation of a parking zone.

Further analysis shows that eight streets are against a parking zone and nine streets are for a parking zone.

216 properties are for the parking zone and 141 properties are against a parking zone. 23 properties are undecided.

Further analysis shows that eight streets are against a parking zone. The map below details which streets are for a parking zone (green) and which streets are against (red).

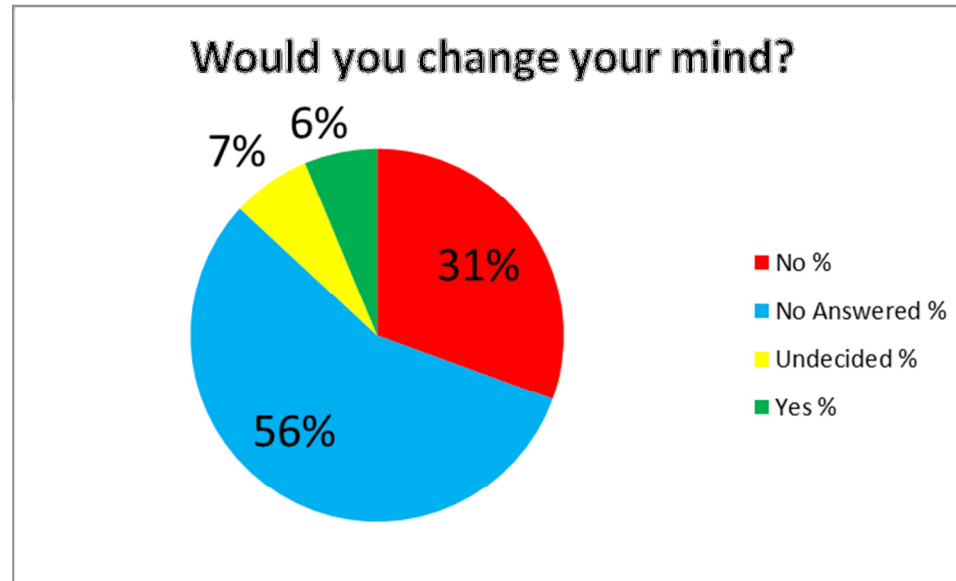


**5. If you answered 'No' or 'Undecided' to question 4, would you change your mind if a parking zone was to be proposed in only part of the study area?**

The table below shows that the majority of respondents did not answer this question because they were in favour of the parking zone. Of those who did respond, the majority would not change their mind if the rest of the area had restricted parking.

Total	No %	No Answered %	Undecided %	Yes %
Grand Total	31%	56%	7%	6%

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, 77 properties stated that there is not a parking problem and 74 stated that the parking controls still would not guarantee them a parking space.

Road names	There is not a parking problem	The cost of parking permits	Parking controls do not guarantee me a parking space	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)
AINSWORTH CLOSE	1	1	1			1
AZENBY ROAD						
BUSHEY HILL ROAD	7	10	6	3	2	3
CACTUS CLOSE						
CROFTON ROAD	8	12	8	4	8	1
DENMAN ROAD	18	25	14	10	7	8
GAIRLOCH ROAD	2	3	3	2	2	1
GRUMMANT ROAD		2	1	1		1
LETTSOM STREET	1	1				
LINNELL ROAD	1	2	2		1	
LYNDHURST GROVE	7	5	2	1	2	2
MCNEIL ROAD	2	4	5	2	1	
OSWYTH ROAD		1	1	1	1	
PECKHAM ROAD	3	6	5		3	1
SHENLEY ROAD	3	10	6	5	7	3
TALFOURD PLACE	6	4	5	2		1
TALFOURD ROAD	17	12	10	8	2	5
VESTRY ROAD	1	5	5	1	4	1
<b>Grand Total</b>	<b>77</b>	<b>103</b>	<b>74</b>	<b>40</b>	<b>40</b>	<b>28</b>

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

The majority of respondents stated that they would be in favour of all day controls if a parking zone was to be introduced - 161. The second highest amount of responses was for two hours during the day. When combined with part day controls responses, it is clear that parking controls for only a small section of the day is also popular choice with 145 responses.

Which times?	Times?					
Road names	All day (for example 8.30am to 6.30pm)	Not Answered	Other (please specify)	Part day (for example 10am to 2pm)	Two hours during the day (for example 11am to 1pm)	Grand Total
AINSWORTH CLOSE			1	1		2
AZENBY ROAD	1					1
BUSHEY HILL ROAD	44	2	3	15	16	80
CACTUS CLOSE	2					2
CROFTON ROAD	22	4	2	5	19	52
DENMAN ROAD	10	5	10	8	14	47
GAIRLOCH ROAD	5	1	1	2	3	12
GRUMMANT ROAD			1	2		3
LETTSOM STREET		1				1
LINNELL ROAD	7	2	1	2	2	14
LYNDHURST GROVE	11	1	4	3	3	22
MCNEIL ROAD		2	2		2	6
OSWYTH ROAD	5	1			1	7
PECKHAM ROAD	5	4	2	3	3	17
SHENLEY ROAD	33	2	3	6	13	57
TALFOURD PLACE	2		2	1	6	11
TALFOURD ROAD	12	4	9	4	6	35
VESTRY ROAD	2	3	1	3	2	11
<b>Grand Total</b>	<b>161</b>	<b>32</b>	<b>42</b>	<b>55</b>	<b>90</b>	<b>380</b>

The table below shows the percentage of respondents who voted in favour of each time option.

Road names	All day (for example 8.30am to 6.30pm)	Not Answered	Other (please specify)	Part day (for example 10am to 2pm)	Two hours during the day (for example 11am to 1pm)	Grand Total
<b>Grand Total</b>	<b>161</b>	<b>32</b>	<b>42</b>	<b>55</b>	<b>90</b>	<b>380</b>
<b>Percentage</b>	<b>42%</b>	<b>8%</b>	<b>11%</b>	<b>14%</b>	<b>24%</b>	<b>380</b>

## 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 days?	Days?				
Road names	Monday to Friday	Monday to Saturday	Not Answered	Other (please specify)	Grand Total
AINSWORTH CLOSE		1		1	2
AZENBY ROAD		1			1
BUSHEY HILL ROAD	56	17	2	5	80
CACTUS CLOSE		2			2
CROFTON ROAD	40	8	3	1	52
DENMAN ROAD	27	8	5	7	47
GAIRLOCH ROAD	7	2	1	2	12
GRUMMANT ROAD	1	1		1	3
LETT SOM STREET			1		1
LINNELL ROAD	11	1	2		14
LYNDHURST GROVE	12	6	1	3	22
MCNEIL ROAD	3		2	1	6
OSWYTH ROAD	4	2		1	7
PECKHAM ROAD	8	2	4	3	17
SHENLEY ROAD	39	13	1	4	57
TALFOURD PLACE	8		1	2	11
TALFOURD ROAD	24	2	4	5	35
VESTRY ROAD	5	1	3	2	11
<b>Grand Total</b>	<b>245</b>	<b>67</b>	<b>30</b>	<b>38</b>	<b>380</b>

The table below shows that 64% of respondents would favour a parking zone that operates Monday to Friday.

Road names	Monday to Friday	Monday to Saturday	Not Answered	Other (please specify)	Grand Total
<b>Grand Total</b>	<b>245</b>	<b>67</b>	<b>30</b>	<b>38</b>	<b>380</b>
<b>Percentage</b>	<b>64%</b>	<b>18%</b>	<b>8%</b>	<b>10%</b>	<b>380</b>

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

The table below shows that a large amount of respondents stated that there is a parking problem in this area, the second highest amount of people stated that there is a problem with commuters and thirdly respondents stated that there is not a parking problem. For examples of comments made please see Appendix B.

Count of Reason	Reason									
Road Names	Cost of Permits	Commuter Problem	Initial Design Comment	Money Making Scheme	Not Categorised	No Parking Problem	Overspill	Parking Problem	Not Answered	Grand Total
AINSWORTH CLOSE						1		1		2
AZENBY ROAD								1		1
BUSHEY HILL ROAD	4	11	3	1	7	4		25	25	80
CACTUS CLOSE									2	2
CROFTON ROAD		6	3	1	7	5		14	16	52
DENMAN ROAD	5	5	3	2	7	9		6	10	47
GAIRLOCH ROAD	1	2				1		2	6	12
GRUMMANT ROAD			1				2			3
LETTSON STREET					1					1
LINNELL ROAD	1	1			1			6	5	14
LYNDHURST GROVE		3	2	2	2	2		4	7	22
MCNEIL ROAD	1			2	1				2	6
OSWYTH ROAD		2	1					2	2	7
PECKHAM ROAD		1	9	1	2	2		2		17
SHENLEY ROAD	8	5	2	2	2	2	1	21	14	57
TALFOURD PLACE	1	1	4		2	1			2	11
TALFOURD ROAD	2	3	1	3	2	8		4	12	35
VESTRY ROAD	3	1	2		2				3	11
<b>Grand Total</b>	<b>26</b>	<b>41</b>	<b>31</b>	<b>14</b>	<b>36</b>	<b>37</b>	<b>1</b>	<b>88</b>	<b>106</b>	<b>380</b>



## Communication received outside the informal consultation

As mentioned previously, 153 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 in your street?	Response			
Road	No	Undecided	Yes	Grand Total
BUSHEY HILL ROAD	7	1	23	31
CROFTON ROAD	1	1	7	9
DENMAN ROAD	3	2		5
GAIRLOCH ROAD	1		1	2
LINNELL ROAD	1		3	4
LYNDHURST GROVE	46	1	6	53
OSWYTH ROAD	1		4	5
PECKHAM ROAD	5		1	6
SHENLEY ROAD	5	1	16	22
TALFOURD ROAD	2		6	8
VESTRY ROAD			3	3
OTHER	5			5
<b>Grand Total</b>	<b>77</b>	<b>6</b>	<b>70</b>	<b>153</b>

50% of omitted responses were against a parking zone and 46% of omitted responses were for a parking zone.

There was an unusually high amount of omitted responses from Lyndhurst Grove but these were mostly from commuters and those not living in the area. We therefore cannot consider them in the main consultation.

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

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# Conclusion and Recommendations

## Background on parking in the area

Peckham Road South is a residential area split between Camberwell and Peckham and Nunhead. This area is within walking distance of Peckham Rye station and Denmark Hill station as well as a popular bus route along Peckham Road.

This area is between parking zones B to the east and LG to the 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 only increase in the area in the future.

## Informal Consultation

The findings of this consultation show that the majority of residents 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.

While the road by road analysis shows very little difference between the amount of roads that are for the parking zone and roads that are against, there is, however a large difference between the amount of respondents who are for a parking zone and those who are against.

While streets such as Denman Road and Talfourd 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 commuters and even higher demand for parking spaces. It is anticipated that within a year these roads would require a parking zone.

It is noted that streets such as Vestry Road, McNeil Road, Grummant Road and Azenby Road had very low response rates. This is because the majority of postal properties on these streets fall within housing estates (Lettsom and Pelican). This means that they already have their parking needs taken care of and may have little interest in parking on the public highway.

It is clear that the majority of respondents (64%) 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 42% of respondents would like all day controls, if you combine those in favour of part day controls and those who would like two hours during the day this makes up 38% of the vote. As slightly more respondents would like full day parking controls, this will be the one 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.

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## Recommendations

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

<b>1. To implement a parking zone across the entire consultation area</b>	<b>The majority of residents in this area have stated that they would like to have a parking zone implemented. The majority have stated that there is a parking problem and that this is mainly due to an increase in commuters in this area.</b>
<b>2. To operate this zone Monday to Friday from 8.30am to 6.30pm.</b>	<b>The majority of residents would like the zone to operate Monday to Friday and all day controls was the most popular choice.</b>