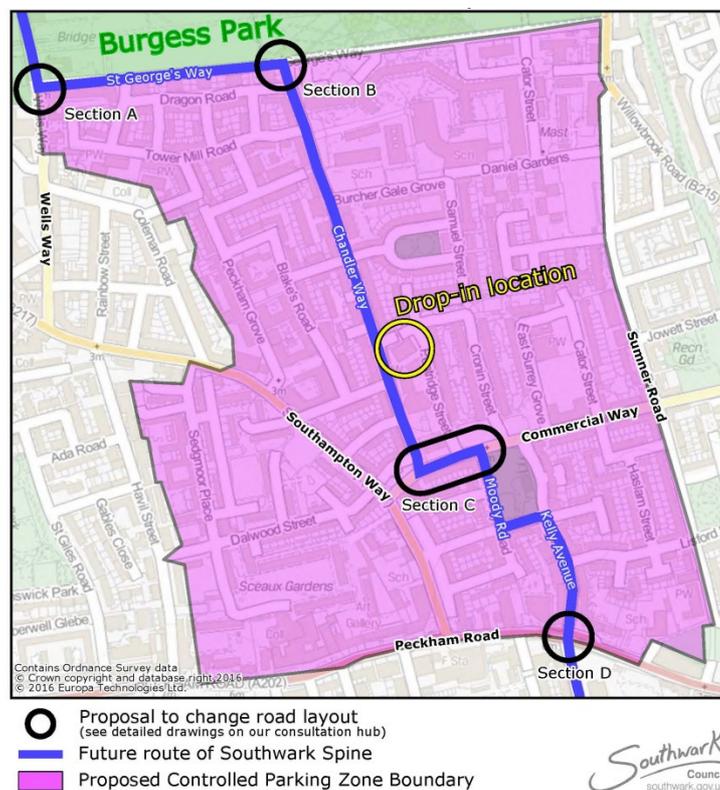


North Peckham Healthy Streets

Consultation report



In December 2018 and January 2019, Southwark Council consulted on the proposed introduction of a controlled parking zone and improvements to junctions in the North Peckham area for pedestrians and cyclists.

Consultation overview

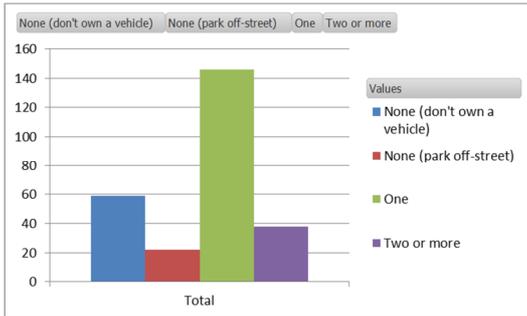
- From January to March 2018, three engagement workshops were held with the residents of North Peckham and key stakeholders at St Luke's Church on Chandler Way. The first workshop was for initial ideas, the second was a walk about and the third was for co-design. Attendance at the workshops was low.
- Ideas developed during these workshops were used as the basis to formulate the scheme proposal. Residents were formally consulted on the proposal between 26 November 2018 and 11 January 2019
- A flyer (Appendix A) was sent to 4,636 addresses in Peckham and St Giles wards with an overview of the proposals and a link to the consultation on the council's consultation hub.
- A drop-in session was held on Wednesday 5 December 2018 which was attended by 31 people.
- A reminder letter was sent to all addresses on 3 January 2019.
- 298 responses were received which equates to a 6% response rate.

Proposed controlled parking zone

Results of the consultation

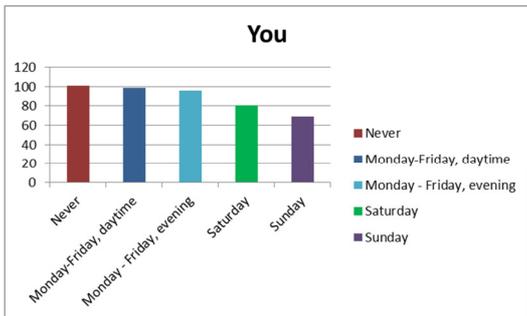
1. How many vehicles does your household/business regularly park on street?

How many vehicles does your household/business regularly park on street?			
None (don't own a vehicle)	None (park off-street)	One	Two or more
59	22	146	38



2. What time of the day do you/your visitor have difficulty parking?

	Never	Monday-Friday, daytime	Monday - Friday, evening	Saturday	Sunday
You	101	99	96	81	69

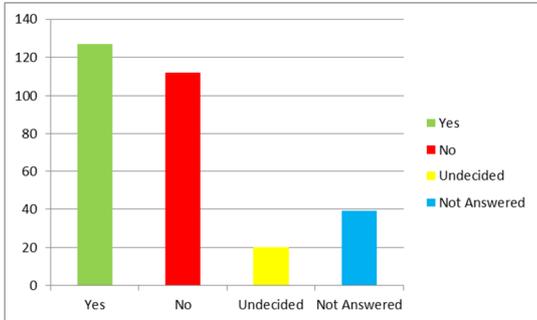


	Never	Monday-Friday, daytime	Monday - Friday, evening	Saturday	Sunday
Your visitor	83	87	80	67	58



3. Do you want a parking zone to be introduced on your street?

Do you want a parking zone to be introduced on your street?	Number	Percentage
Yes	127	43%
No	112	38%
Undecided	20	7%
Not Answered	39	13%

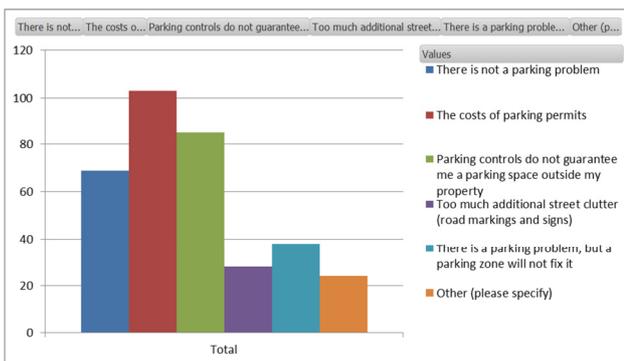


4. If you answered 'No' or 'Undecided' to question 3, would you change your mind if a parking zone was to be proposed in only part of the study area? (i.e. if a neighbouring road was in favour, would you then want parking controls to be introduced in your street?)

If you answered 'No' or 'Undecided', would you change your mind if a parking zone was to be proposed in only part of the study area?	
Yes	31
No	97
Undecided	22
Not Answered	148

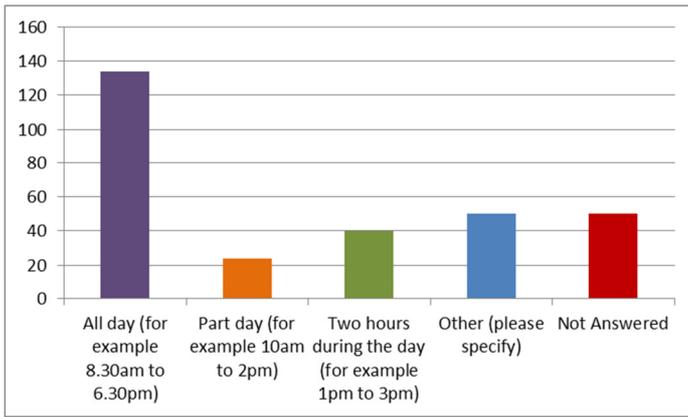
5. If you answered 'No' or 'Undecided' to question 3 of this section, please can you tell us why?

There is not a parking problem	The costs 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)
69	103	85	28	38	24



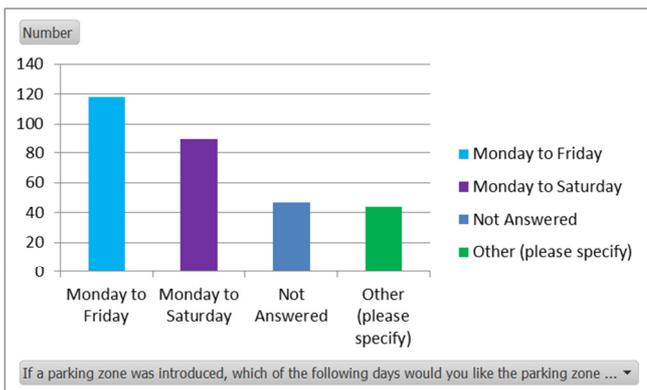
6. If a parking zone was introduced, which of the following hours would you like the parking zone to operate?

Hours	Number	Percentage
All day (for example 8.30am to 6.30pm)	134	45%
Part day (for example 10am to 2pm)	24	8%
Two hours during the day (for example 1pm to 3pm)	40	13%
Other (please specify)	50	17%
Not Answered	50	17%



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

Days	Number	Percentage
Monday to Friday	118	40%
Monday to Saturday	89	30%
Not Answered	47	16%
Other (please specify)	44	15%
Grand Total	298	



8. Additional comments

See Appendix B – it should be noted that the ‘please specify’ boxes did not work for questions six and seven. The majority chose Monday to Friday 8.30am to 6.30pm and any additional suggestions were captured in the additional comments section and detailed in Appendix B.

Recommendations

The recommendation is that a controlled parking zone should be introduced across the whole study area that operates Monday to Friday 8.30am to 6.30pm for the following reasons:

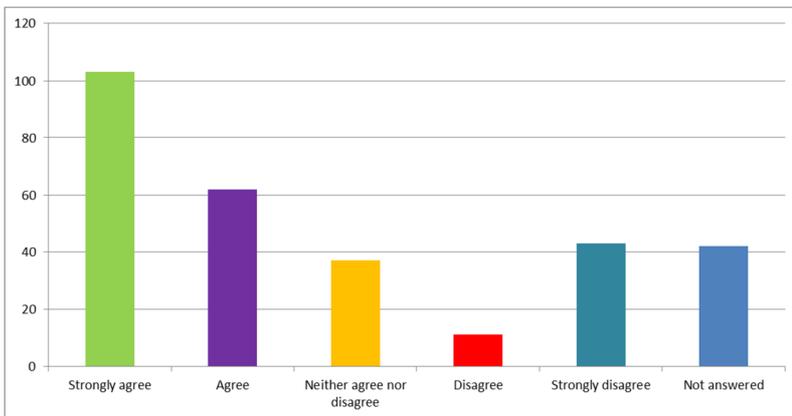
- 1) Of those who responded ‘Yes’ or ‘No’ to “Do you want a parking zone to be introduced on your street?” 53% supported the idea. It is therefore recommended that the scheme progress because:
 - a) A majority group of those who responded were in favour of parking controls.
 - b) The council must prioritise kerbside space. Approximately 72% of trips starting in Southwark are by walking, cycling and public transport, with only 25% by driving. Providing space for those commuting into or around the borough with private cars is not a recognised priority.
 - c) The majority of households within the borough (58%) do not own a car (Borough Factsheet, 2017) so creating space for public realm improvements that benefit residents, pedestrians and cyclists is a priority.

- d) According to Census data in the area, 25.76% of residents take the bus to work, 8.38% drive to work and 7.70% take underground, metro or light rail.

- e) The general consensus from the consultation is that the proposed parking zone should operate from Monday to Friday, between 8.30am to 6.30pm.

Wells Way junction with St George's Way

Response	To what extent do you agree that the proposals make the junction of Wells Way and St George's Way safer and easier to use?	Percentage
Strongly agree	103	35%
Agree	62	21%
Neither agree nor disagree	37	12%
Disagree	11	4%
Strongly disagree	43	14%
Not answered	42	14%
Total	298	



Additional Comments

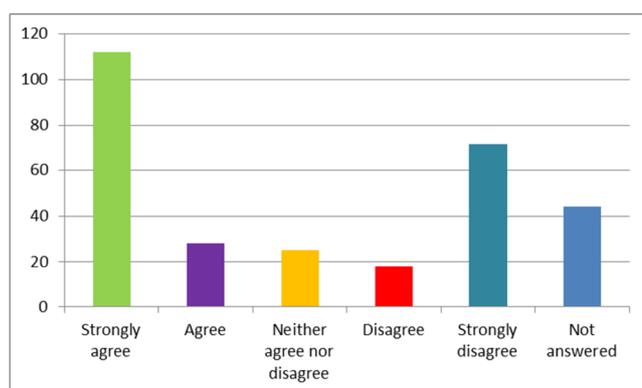
See Appendix B

Recommendations

Proceed with the implementation of improvements at Wells Way junction with St George's Way. Review additional comments and look into making the entrance to the park wider to accommodate larger bicycles. We will also pass all comments on the length of traffic signals to Transport for London.

St George's Way junction with Chandler Way

Response	To what extent do you agree that the proposal makes this section safer and easier to use?	Percentage
Strongly agree	112	38%
Agree	28	9%
Neither agree nor disagree	25	8%
Disagree	18	6%
Strongly disagree	71	24%
Not answered	44	15%
Total	298	



Additional Comments

See Appendix B

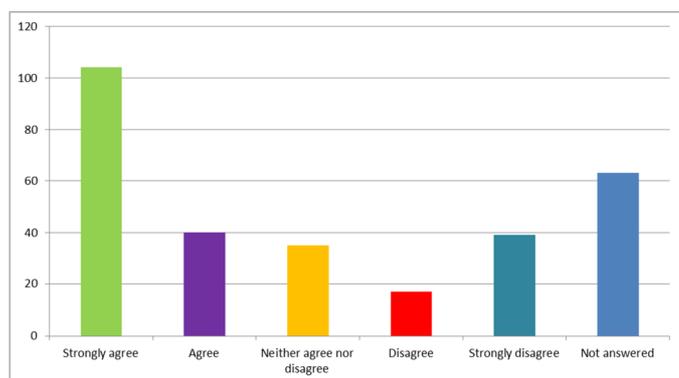
Recommendations

Proceed with the implementation of a motor vehicle prohibition at the junction of St George's Way and Chandler Way on an experimental traffic order. The public will be able to comment for up to 18 months following which the council must either return the road to how it previously was or conduct statutory consultation to make the order permanent.

The justification for an experimental traffic order is to ensure all impacts to residents and the surround road network are adequately assessed prior to making any permanent changes to this junction.\

Commercial Way Cycle Track

Response	To what extent do you agree that the proposal makes this section safer and easier to use?	Percentage
Strongly agree	104	35%
Agree	40	13%
Neither agree nor disagree	35	12%
Disagree	17	6%
Strongly disagree	39	13%
Not answered	63	21%
Total	298	



Additional Comments

It was frequently requested that Pentridge Street should be made exit only. This junction was not highlighted as a problem during the road safety audit. If any issues are picked up during the detailed design stage, a 2nd stage road safety audit will address this.

The cycle track is designed to facilitate the crossing of Commercial Way from Chandler Way to Moody Road. There is no room to facilitate a right turn onto the cycle track for those travelling westbound. The safest way to enter the cycle track is via Moody Road.

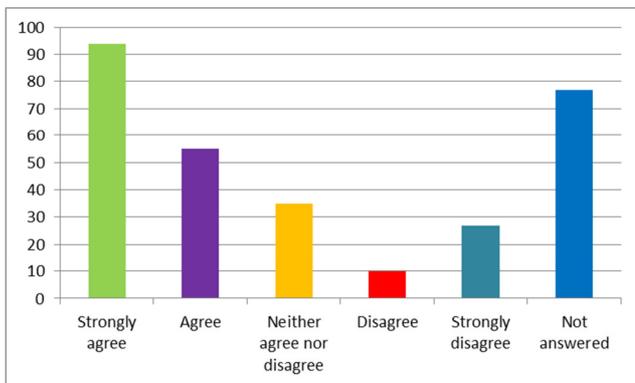
See Appendix B for further comments.

Recommendations

Proceed with the implementation of a two way cycle track on Commercial Way as per the outline design.

Commercial Way Crossing

Response	To what extent do you agree that the proposal makes this section safer and easier to use?	Percentage
Strongly agree	94	32%
Agree	55	18%
Neither agree nor disagree	35	12%
Disagree	10	3%
Strongly disagree	27	9%
Not answered	77	26%
Total	298	



Additional Comments

See Appendix B

Recommendations

Proceed with the adaptation of the crossing on Commercial Way to Moody Way ensuring that any parking issues on Moody Way are addressed during detail design and the crossing is wide enough for adapted cycles. Changes to the road network to facilitate the new residential development on Commercial Way will also be considered as this scheme progresses.

Kelly Avenue junction with Peckham Road

As this junction is on the Transport for London Road Network, we asked for recommendations for the Kelly Avenue side of the junction. Comments can be found in Appendix B.

About you

Are you?	
A resident of the North Peckham area	228
A resident of a nearby area	50
Someone who travels through the North Peckham area	66
Someone who visits the North Peckham area	37
A business or organisation	2

The majority of those who responded were residents of the area. Note that respondents were able to select more than one option for this question.

Are you?	
A pedestrian	235
A motorist	221
A cyclist	173
A wheelchair user	2

The majority of those who responded were either pedestrians or motorists. Note that respondents were able to select more than one option for this question.