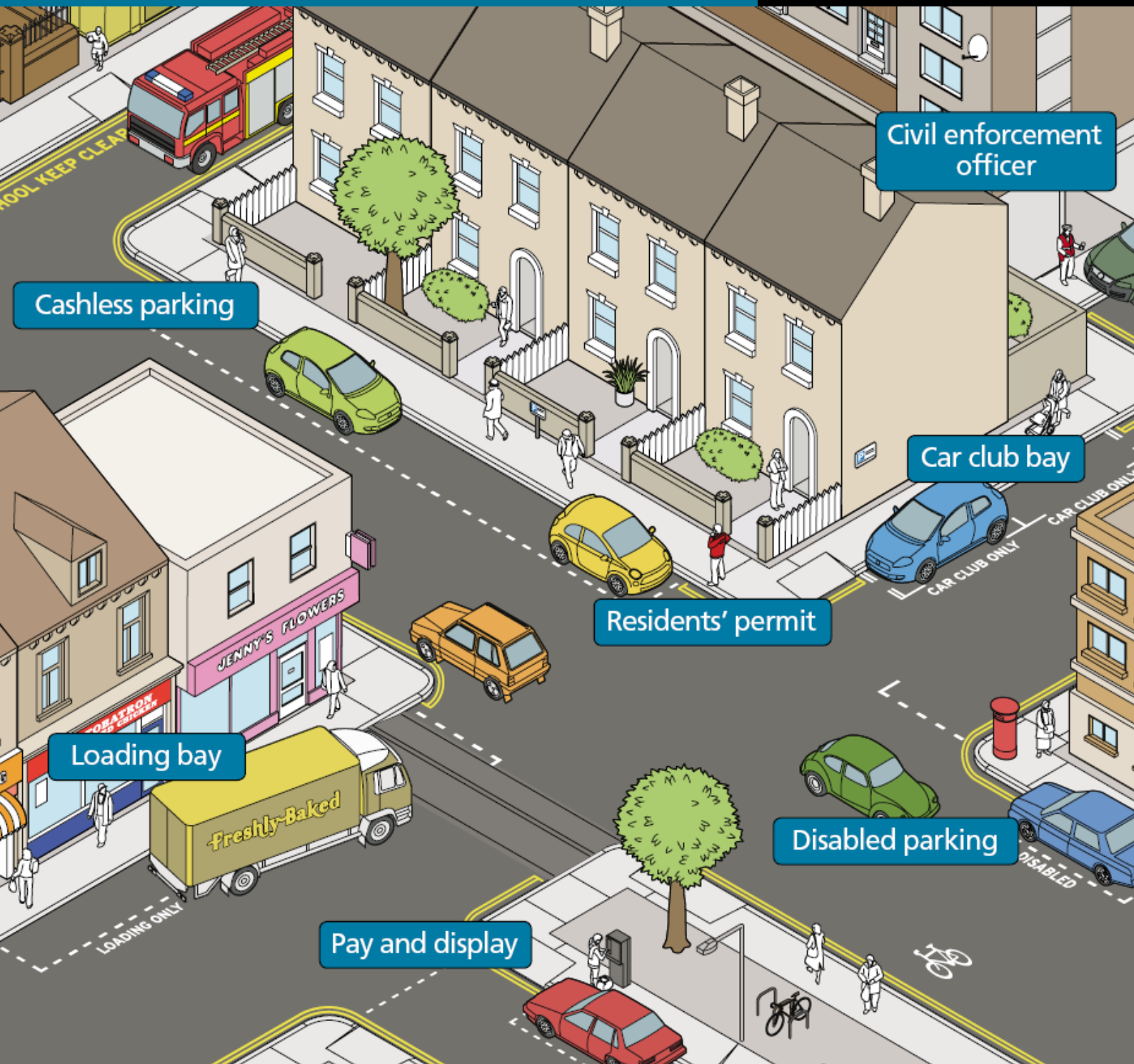


# Peckham Road south

## First stage parking zone consultation report

FEBRUARY 2013 – FINAL FOR IDM

[www.southwark.gov.uk](http://www.southwark.gov.uk)



# Peckham Road south

## First stage parking zone consultation report

February 2013

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## Section A – Introduction and policy context

**This report details the findings of a study on the possibility of introducing parking controls in the Peckham Road south area. It provides the evidence base for the associated IDM report which sets out recommendations for the Cabinet Member for Transport, Environment and Recycling.**

Southwark Council has twenty one parking zones in operation (appendix A) which have been introduced over a period of 40 years. This time span reflects the historical and continuing challenge, faced by every local authority, in matching the demand to park with a finite supply of on-street spaces.

The Parking and Enforcement Plan<sup>1</sup> (PEP) sets out the council's policy in the management of parking on its public highway. The PEP acknowledges that few things polarise public opinion more than parking but that restrictions, in many areas of the borough, provide a critical tool in prioritising space in favour of certain groups (e.g. blue badge holders, residents or loading) as well as assisting in keeping the traffic flowing and improving road safety.

The PEP was adopted as a supporting document to the council's 2006 transport strategy, the Local Implementation Plan<sup>2</sup> (LIP) which was recently replaced by the Transport Plan 2011<sup>3</sup>.

The Transport Plan, incorporating Southwark's Local implementation plan (Lip), is a statutory document, prepared under Section 145 of the Greater London Authority Act 1999. Southwark's Transport Plan responds to the revised Mayor's Transport Strategy (MTS), the Sub Regional Transport Plans (SRTPs), Southwark's Sustainable Community Strategy (SCS) and other relevant policies.

Amongst its eight key objectives, the Transport Plan sets out the council's aim to "encourage sustainable travel choices" and "reduce the impact of transport on the environment".

The plan sets a target to reduce traffic levels by 3% by 2013.

The Transport Plan states "the council supports the introduction of CPZs as an important traffic demand management tool. CPZs do not provide long-stay parking for commuters and therefore existing zones assist in reducing car trips within those zones as well as trips across and through the borough".

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<sup>1</sup> [http://www.southwark.gov.uk/Uploads/FILE\\_42772.pdf](http://www.southwark.gov.uk/Uploads/FILE_42772.pdf)

<sup>2</sup> <http://www.southwark.gov.uk/YourServices/transport/lip/>

<sup>3</sup> [http://www.southwark.gov.uk/info/200107/transport\\_policy/1947/southwark\\_transport\\_plan\\_2011](http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011)

It continues that “parking controls are also significant in releasing suppressed demand for sustainable modes, such as walking, cycling and public transport.”

It is important to recognise that the majority of households in Southwark do not have access to a car and the needs of this majority must also be considered in the allocation of street space.

Parking is the end result of a trip. The availability of parking at a destination has a clear effect on whether the trip is made by car or not. Existing parking controls all across Southwark already assist in improving traffic and congestion levels.

The council has a duty<sup>4</sup> to provide suitable and adequate parking facilities on and off the highway as well as securing “the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians)”.

Southwark’s streets provide a finite supply of parking space, limited by various existing measures that have been installed for a variety of traffic management purposes for example to: improve safety (eg. pedestrian crossings), reduce congestion (eg. yellow lines), improve public journey times (eg. bus lanes) or encourage cycling (eg. cycle lanes).

The remaining space can generally be used for parking but in areas where demand exceeds supply the prioritisation of that remaining kerb space becomes essential.

In practice, the council prioritises that remaining space through the introduction of parking zones as well as local parking restrictions outside of those zones, to manage parking and loading requirements.

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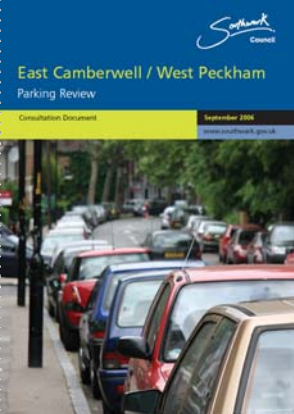
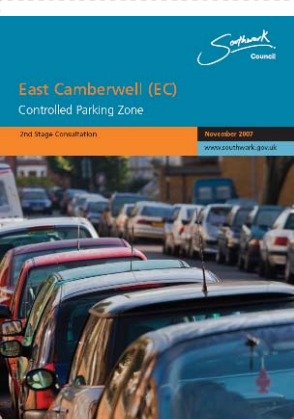

<sup>4</sup> [Road Traffic Regulation Act, 1984](#), and [Traffic Management Act, 2004](#)

## Section B – Study methods and decision making

### History of parking consultations in the area

The PEP<sup>5</sup> identifies the study area as a location which may justify consideration of a new zone. The PEP describes the area as a residential area in which there is a high density of car ownership and also concentrations of employment. Another consideration is the areas' proximity to other parking zones (LG, B, EC, L).

The history of previous parking consultations in the immediate vicinity to this study area is shown in the following table and is described thereafter.

Date	Consultation summary
September 2006	 <p><b>East Camberwell and West Peckham first stage parking consultation.</b></p> <p>This was the last time streets south of Peckham Road south area were consulted. This consultation identified that a lack of support for parking controls. However, there was support for controls in roads north of Camberwell Church Street and around Camberwell Green Magistrates Court and a decision was made to progress to a second stage consultation.</p>
November 2007 - April 2009	 <p><b>East Camberwell (EC) second stage consultation</b></p> <p>Resident and businesses were consulted on the detailed layout of a parking zone. There was support for controls and subsequently the East Camberwell (EC) parking zone was introduced.</p>
December 2010 - January 2012	 <p><b>Lucas Gardens (LG) first and second stage consultation</b></p> <p>The consultation identified that there was support for controls in a network of roads south of Peckham Road. A parking zone was subsequently introduced in Grace's Road, Grace's Mews, Dagmar Road, Wilson Road, Maude Road and part of Vestry Road</p>

<sup>5</sup> Chapter 4.3, Parking and Enforcement Plan, Southwark Council

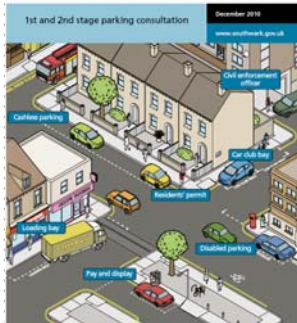


December 2010 -  
April 2012

Southampton Way (SW)  
Controlled Parking Zone



### Southampton Way (SW) first and second stage consultation



This consultation led to the East Camberwell (EC) parking zone being extended to Cottage Green, Parkhouse Street and part of Southampton Way and Wells Way.

However, the parking zone was not extended to Bonsor Street, Coleman Road, Dowlas Street and Rainbow Street, due to lack of support.

In September 2006 the council carried out a first stage ('in-principal') study of an area of uncontrolled (non-parking zone) streets known as East Camberwell / West Peckham.

Two areas showed support and were progressed to second stage (detailed design) consultation: East Camberwell (EC) and Lucas Gardens (LG). This consultation took place in November 2007.

In June and July 2008 draft parking proposals were presented to Camberwell Community Council. A subsequent decision was taken by the Strategic Director that agreed to the introduction and detailed layout of a parking zone in the EC area only.

As a result of late representations from residents at the community council meeting a decision was taken not to proceed with the introduction of the LG parking zone. Camberwell Community Council asked that LG area be monitored during the 18 month experimental period of EC parking zone.

In April 2009 EC parking zone was introduced as an experimental traffic order and was made permanent in September 2010.

The council's 2010-12 parking projects programme was approved in June 2010 by the Cabinet Member for Environment and Transport. Pertinently, this included a parking consultation of residents and businesses in streets around the periphery of the existing EC parking zone.

In December 2010 consultation was carried out with residents and businesses in the Lucas Gardens and Southampton Way area. These consultations subsequently led to the introduction of the Lucas Gardens (LG) parking zone in January 2012 and the extension of the EC parking zone in April 2012.

Following the introduction of the LG parking zone, the council received communication from residents on the periphery of the new LG parking zone regarding an increase in parking pressure in their street.

On 25 April 2012, a deputation was made from a group of residents from Shenley and Linnell Roads at Camberwell Community council, regarding the impact the LG parking zone had on their street.

At the meeting it was formally requested that Southwark Council consult residents on streets outside of the LG parking zone, not presently covered by parking controls on options to manage on-street parking pressures.

## **Parking zone requests**

In addition to the residents deputation made to Camberwell Community Council on 25 April 2012, the council has received correspondence on the matter directly from the public. The vast majority of which can be summarised as asking the council to consult upon (or implement) parking controls to favour residents in the area. There have been a total of 22 individuals contacting the council. 18 of those have been received since January 2012.

## **Project structure**

Since adoption of the PEP, the council has generally carried out its parking projects by way of a two-stage consultation process<sup>6</sup>, except where the area limits are predetermined by physical, borough or existing parking zone boundaries or by budget constraints - in which case a joint first/second stage consultation may be carried out.

The two-stage consultation approach can be summarised as:

### *First stage (in principal) parking zone consultation*

This stage is to establish if parking problems are occurring and, if so, where and at what times.

A questionnaire is sent out to every property within the area asking for opinions on the principal of a parking zone and whether or not they experience parking problems. We will also ask our key stakeholders for their comments too.

Parking occupancy and duration surveys are also carried out to analyse who is parking in the area and for how long.

Consultation replies and parking data are used to make a decision whether or not to introduce a parking zone in the area.

The key decision is taken by the Cabinet Member for Transport, Environment and Recycling but the draft report is made public and discussed with the community council before the decision date. This decision is subject to further second stage (detailed design) consultation, see below.

### *Second stage (detailed design) parking zone consultation*

Once a parking zone has been approved in principal, we seek views on how the parking zone should operate.

During this stage we will consult again on the detail of the zone. For example, we will ask views on the type and position of parking bays, the hours and days that the parking zone should operate and other detailed parking issues.

A report will be discussed with the community council before the Cabinet Member for Transport, Environment and Recycling approves the final layout, if required.

More detail of the first stage process is shown in Figure 1.

<sup>6</sup> [http://www.southwark.gov.uk/YourServices/transport/parking/cpzreviews/CPZ\\_how\\_consult/](http://www.southwark.gov.uk/YourServices/transport/parking/cpzreviews/CPZ_how_consult/)

A draft version of this report will be presented to the relevant community council prior to a decision being taken. Opportunity for comment will be made at that meeting and those representations will be appended alongside this report and the formal decision.

### Consultation area

A presentation of the consultation methods and boundaries was given and approved at both Camberwell and Peckham and Nunhead, Community Council meetings on 24 September 2012.

The streets approved for consultation are situated within Brunswick Park and The Lane wards.

STREET	WARD	NO. PROPERTIES	STATUS
AINSWORTH CLOSE	Brunswick Park	11	Private street – Parking controls would not apply
AZENBY ROAD	The Lane	28	Public highway
BUSHEY HILL ROAD	Brunswick Park / The Lane	190	Public highway
CACTUS CLOSE	Brunswick Park	9	Private street – Parking controls would not apply
CROFTON ROAD	Brunswick Park / The Lane	218	Public highway
DENMAN ROAD	Brunswick Park	109	Public highway
GAIRLOCH ROAD	Brunswick Park	33	Public highway
GRUMMANT ROAD	The Lane	195	Part public highway, part housing estate.  It should be noted that the majority of postal address fall within the Pelican Estate which have their own parking regulations and will remain independent from a parking zone.
LETTSOM STREET	Brunswick Park	74	Lettsom Street has its parking regulations and will remain independent from a parking zone.
LINNELL ROAD	Brunswick Park	49	Public highway
LYNDHURST GROVE	Brunswick Park / The Lane	72	Public highway
MCNEIL ROAD	Brunswick Park	198	Part public highway, part housing estate.  It should be noted that the majority of postal address fall within the Lettsom Estate which have their own parking regulations and will remain independent from a parking zone.
OSWYTH ROAD	Brunswick Park	41	Public highway
PECKHAM HIGH STREET	The Lane	1	Part of the Transport for London Road Network (TLRN) Parking controls would not apply on this street.
PECKHAM ROAD	Brunswick Park / The Lane	238	Part of the Transport for London Road Network (TLRN) Parking controls would not apply on this street.
SHENLEY ROAD	Brunswick Park	188	Public highway
TALFOURD PLACE	The Lane	12	Public highway
TALFOURD ROAD	The Lane	251	Public highway
VESTRY ROAD (non parking zone area, south of Linnell Road)	Brunswick Park	180	Part public highway, part housing estate.  It should be noted that the majority of postal address fall within the Lettsom Estate which have their own parking regulations and will remain independent from a parking zone.
<b>TOTAL</b>		<b>2097</b>	
<b>Peckham &amp; Nunhead Community Council</b>		<b>~900</b>	
<b>Camberwell Community Council</b>		<b>~1200</b>	



# CPZ – 1<sup>st</sup> stage (in principal) consultation and study process



Figure 1

## Existing parking arrangements in the Peckham Road south consultation area

Parking within the consultation area is predominantly uncontrolled but there are some restrictions that prevent kerb-side parking, these are summarised in the following table.

Existing restrictions within the consultation area that prevent kerb-side parking	Location
<ul style="list-style-type: none"> <li>Origin disabled bays (outside resident's homes who meets the council's criteria)</li> </ul>	<ul style="list-style-type: none"> <li>- 32 installed throughout area, positioned outside resident's homes</li> </ul>
<ul style="list-style-type: none"> <li>Road safety measures (eg. Formal pedestrian crossings)</li> </ul>	<ul style="list-style-type: none"> <li>- Red route restrictions in roads leading off Peckham Road</li> <li>- Zebra crossing in Vestry Road</li> </ul>
<ul style="list-style-type: none"> <li>Local traffic management (single/double yellow lines to assist in sight lines and maintain traffic flow)</li> </ul>	<ul style="list-style-type: none"> <li>Double yellow lines in Mcneil Road and Grummant Road</li> </ul>
<ul style="list-style-type: none"> <li>Vehicle crossovers allow access to private land (ie residential front driveways) parking is generally permitted but it can be enforced against by the council at request of the landowner (certain conditions apply)</li> </ul>	<ul style="list-style-type: none"> <li>Various locations throughout the area. Predominantly in Talfourd Road.</li> </ul>
<ul style="list-style-type: none"> <li>Dropped kerbs / raised footways – informal crossing points installed to assist pedestrian to cross the road and where parking is unlawful.</li> </ul>	<ul style="list-style-type: none"> <li>Various locations throughout consultation area.</li> </ul>

The above controls operate within the consultation area. Additionally, there are existing parking zones in the surrounding neighbourhood that will likely have influence upon the supply of on-street parking through the effects of displacement. The nearest parking zones are:

- Lucas Gardens (LG), introduced 2012
- East Camberwell (EC), introduced 2009 and extended in 2012
- South Camberwell (L), introduced 1999
- Peckham town centre (B), introduced 1974

It should be noted that parking zones further afield, are also likely to play a part in impacting upon supply of on-street parking. Parking zones in the north of Southwark (and across all central London authorities) prevent long-stay parking where motorists may otherwise choose to park and continue their journey on-foot to work. These other London parking zones are extensive in their area – they cover all of TFL Zone 1 and most of Zone 2 - and provide protection to local residents parking needs. These zones may result in some motorists choosing to drive to outer rail stations or to locations that are adjacent to bus routes and then continuing on their journey by train or bus.

## **Consultation document**

2097 postal addresses are located within the Peckham Road south consultation area. This data was derived from the council's Local Land and Property Gazetteer (LLPG).

Distribution of the consultation documents (appendix B) was made on 16 November 2012 by way of a blanket hand-delivery to all (residential and commercial) properties within the consultation area. The delivery was carried out by officers from the parking projects team.

The document was also sent to key and local stakeholders. Local stakeholders were identified as the Cabinet Member for transport, environment, and recycling, ward members, Metropolitan Police Service, London Ambulance Service, London Fire Brigade, Transport for London, internal council teams and transport user groups.

The document was designed to present information on:

- Why the consultation was being carried out
- How recipients could contribute / decision making
- What the first stage parking consultation was about
- Southwark's policy in regard to parking zones
- Frequently asked questions
- Website link to the online questionnaire and initial design drawing

By way of a questionnaire, the document sought the recipient's details and views on:

- Their address
- Whether they park (on-street)
- Current ability to park
- When problems occur
- Whether they want parking controls introduced in their street
- If they don't want parking controls, why?
- Whether their opinion would change if parking controls was introduced in an adjacent street
- Would they like to be part of a working group if we progress to a second stage consultation
- Any other comments

The document followed Southwark's communications guidelines and provided detail on large print versions and translation services.

The questionnaire could be returned in a provided freepost envelope to the council's offices or completed online via Southwark's consultation webpage.

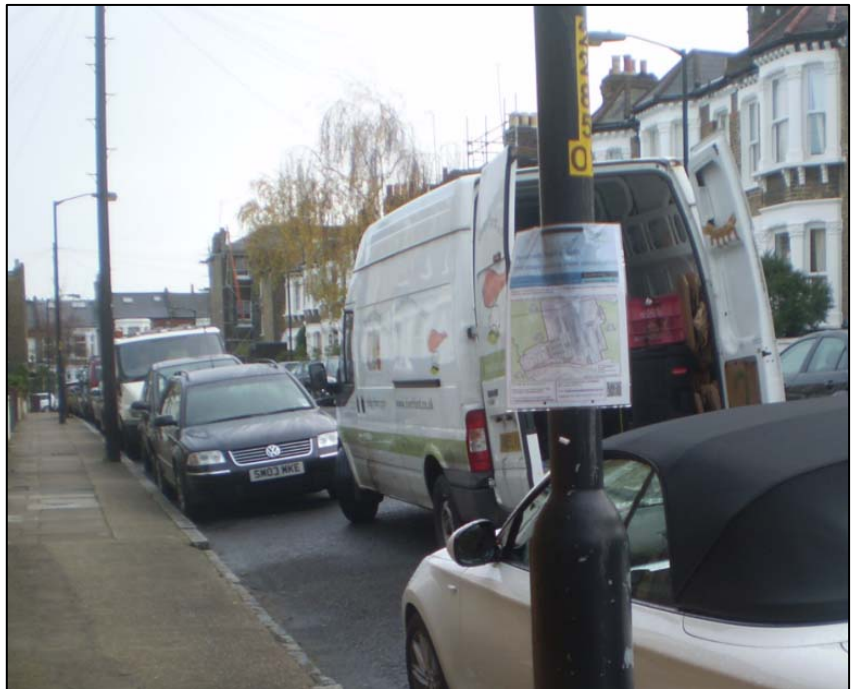
## Street Notices

40 street notices were erected within the consultation area on 19 November 2012. A copy of the street notice can be found in appendix C.

The notice provided contact details (telephone and email) for more detail on the consultation and advice of what to do if a consultation pack had not been received.

A QR barcode was also included on the street notice, this provided the option to anyone with a smart phone to scan the barcode and be directed straight to the Peckham Road South parking consultation webpage.

40 “reminder – consultation closes” notices were erected on 3 December 2012.



## Website

The council's parking consultation webpage<sup>7</sup> provided detail of the consultation, its process and how decisions would be taken. A selection of frequently asked questions relating to the specific consultation (and parking zones in general) provided an additional source of information for those wanting to know more about what parking controls could mean to them.

The Peckham Road south webpage also included the following PDF downloads:

- A suggested (concept design) parking zone layout (appendix D)
- The first stage consultation document
- Southwark parking zone history map (how parking zones have evolved)
- Street by street parking demand and occupancy data (appendix E)

As mentioned above, a direct phone number and email address to the parking projects team was made available to allow those wishing to making enquires via those methods. Officers assisted with response and also recommended that the callers complete their questionnaire.

## Twitter

A Tweet was sent out on 16 November 2012 on the social media website Twitter. At that time @lb\_southwark had 5,750 followers. The tweet was to say that a parking consultation was underway in the Peckham Road south area.



A reminder tweet was sent out again on 30 November 2012.

## Consultation period - key dates

Date	Consultation summary
16 November 2012	Consultation pack hand delivered to the area
16 November 2012	Tweet sent out to @lb_southwark followers
19 November 2012	40 street notices erected on lamp columns in the area
30 November 2012	A reminder tweet sent out to @lb_southwark followers
3 December 2012	40 reminder street notices erected on lamp columns in the area
14 December 2012	Consultation response deadline

## Parking surveys

To quantify the parking situation, Traffic Survey Partners were commissioned to undertake parking surveys on a weekday, Wednesday 17 October 2012 and a weekend, Saturday 20 October 2012, to ascertain parking occupancy and duration of stay on all public highway roads within the consultation area. A summarised version of the parking beat surveys can be found in appendix F.

<sup>7</sup> [http://www.southwark.gov.uk/info/200140/parking\\_projects](http://www.southwark.gov.uk/info/200140/parking_projects)

## Section C – Consultation area questionnaire results summary

### Summary of response rate

Figure 2 shows that the Peckham Road south consultation yielded 422 returned questionnaires from within the consultation area, representing a 20 % response rate. This is a good response rate for this type of consultation when compared with similar consultations in the borough and benchmarked against other London authorities.

It should be noted that the response could be considered to be closer to 30% when excluding properties that already have their own permit parking schemes (such as the Lettsom and Pelican estates) and Peckham Road, which falls on the Transport for London Road Network (TLRN).

The highest response rate was from Denman Road (49%), the lowest were Cactus Close (a private street) and Peckham High Street (part of the TLRN) with no responses. As there were only a few properties in these streets, this may explain the lack of responses. Figure 2.1 provides a graph of each street's response rate.

The PEP sets out that the council will give significant weight to the consultation return when it exceeds a 20% threshold. In accordance with the PEP, other local information sources (such as quantitative parking studies, future development, likely impact of surrounding parking controls and community council opinion) should be given greater weighting where the threshold is not reached.

A further 20 comments were made either by email, letter or phone.

Street	Delivered	Returned	Response rate	Telephone	Email/Letter	Total responses to consultation
Ainsworth Close	11	1	9%			1
Azenby Road	28	2	7%			2
Bushey Hill Road	190	73	38%	1	1	75
Cactus Close	9	0	0%			0
Crofton Road	218	75	34%	1	1	77
Denman Road	109	53	49%		2	55
Gairloch Road	33	10	30%			10
Grummant Road	195	8	4%			8
Lettsom Street	74	1	1%			1
Linnell Road	49	13	27%	1		14
Lyndhurst Grove	72	17	24%		1	18
McNeil Road	198	7	4%			7
Oswyth Road	41	13	32%			13
Peckham High Street	1	0	0%			0
Peckham Road	238	10	4%			10
Shenley Road	188	63	34%	3	7	73
Talfourd Place	12	3	25%			3
Talfourd Road	251	56	22%		1	57
Vestry Road	180	17	9%		1	18
<b>TOTAL</b>	<b>2097</b>	<b>422</b>	<b>20%</b>	<b>6</b>	<b>14</b>	<b>442</b>

**Figure 2**

The recommendations in this report are based on the feedback received from the public consultation in conjunction with objective analysis of occupancy data from parking stress surveys.



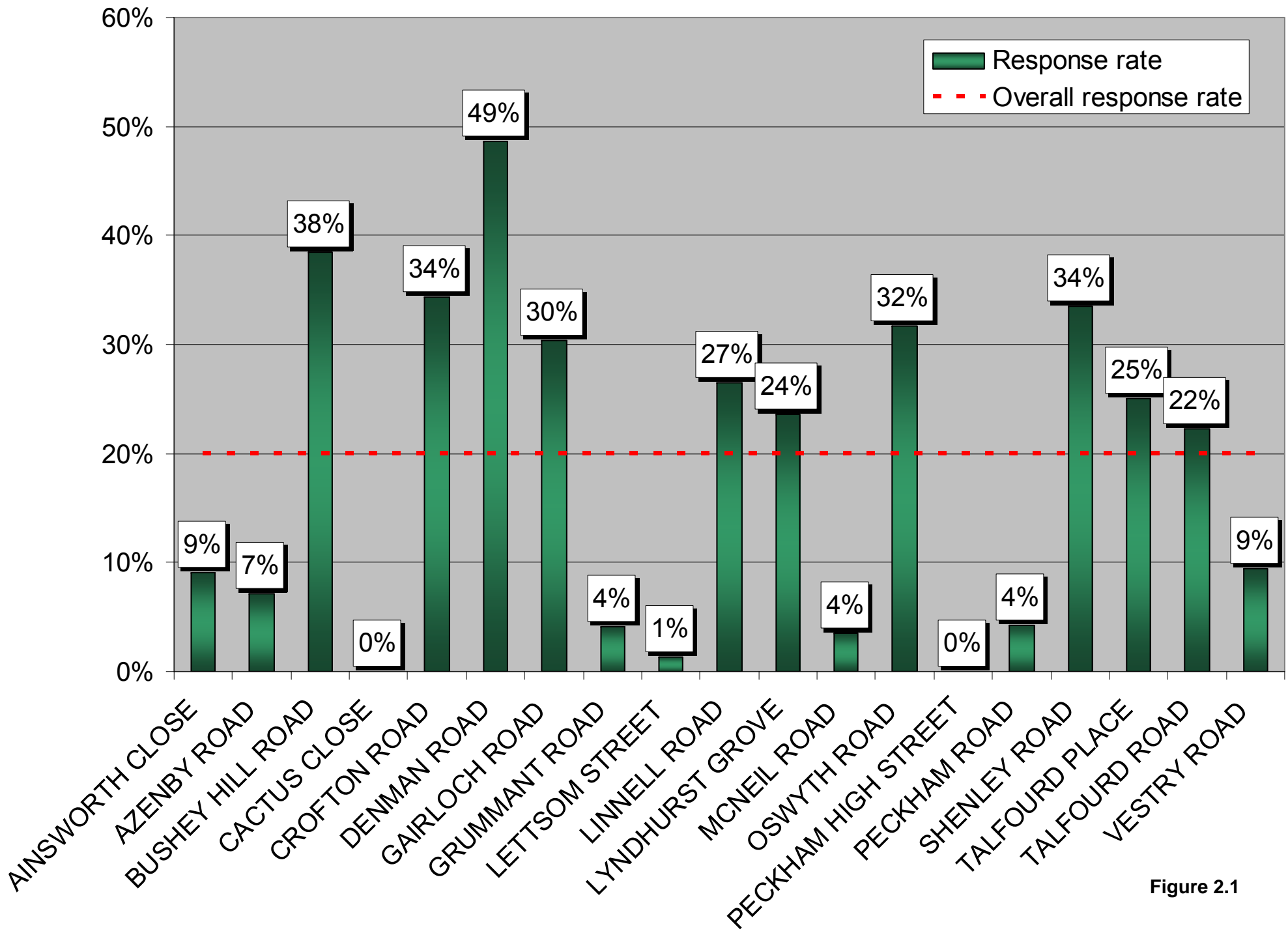


Figure 2.1

## Headline consultation results

### Q1) Are you a resident or business?

- 1) 98% of responses were received from residential properties. Based upon OS land use survey data this is reasonably representative of the area.
- 2) 2% of responses came from businesses, the majority of these coming from Peckham Road.

### Q2) How many vehicles do you park on the street?

- 3) The vast majority (81%) of respondents do not have any off-street parking. It is therefore assumed that the remainder (19%) either have private driveways, estate parking, garages or a space within a private car park (ie small surface car parks most usually associated with small apartment blocks).
- 4) The highest proportion of off-street parking is in Talfourd Road.
- 5) The majority of respondents have access to one or more vehicle. Only 15% of respondents in the study area don't have a vehicle. This response is unrepresentative for the ward where Brunswick Park 54% and The Lane 54% don't have a car<sup>8</sup> and Southwark (51.9%). This may reflect the fact that car users are more likely to respond than non-users as they perceive themselves as more directly affected by parking matters.
- 6) 80% of respondents park one or more vehicles on the public highway, detailed in Figure 3.

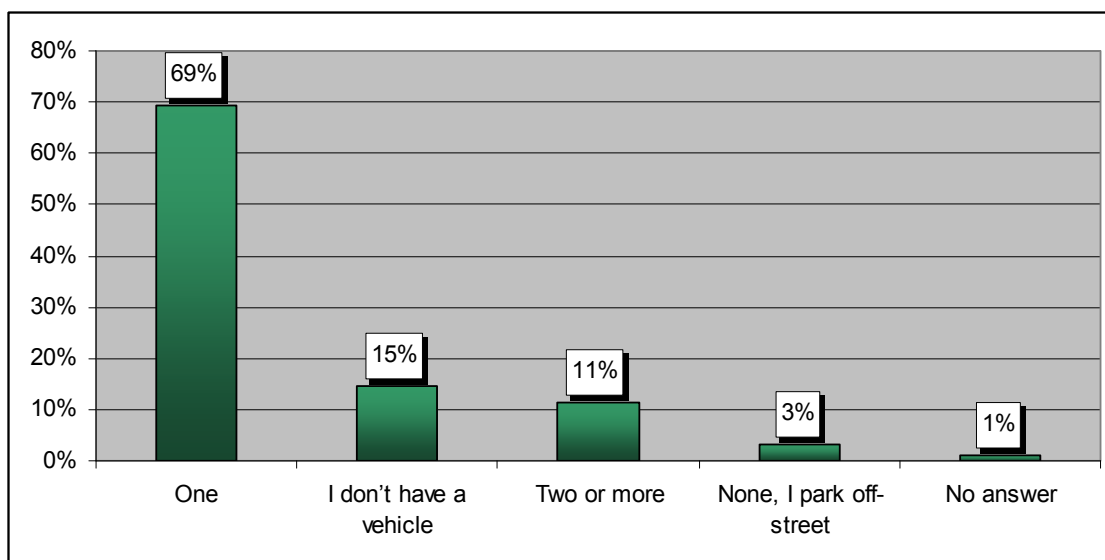


Figure 3

### Q3) Please rate the ability to find an on-street parking space near this address?

- 7) This question aims to understand respondents subjective view to parking conditions in their street.
- 8) Across the whole consultation area, when asked about *your* ability to find an on-street parking space: 57% found it easy or very easy, 23% found difficult or very difficult.

<sup>8</sup> Office for National Statistics, Census Area Statistics, KS17

9) The results were similar for visitor parking (56% easy or very easy v 25% difficult or very difficult).

10) There are, however, notable differences of opinion between different streets; for example 54% of respondents in Oswyth Street found parking difficult or very difficult whereas 77% of respondents in Bushey Hill Road found parking easy or very easy. Figure 4 details the overall response.

	1 (Very easy) + 2 (Easy)		4 (Difficult) + 5 (Very difficult)	
	Percentage	Street	Percentage	Street
Please rate the ability to find an on-street parking space near this address?	100%	Ainsworth Close	54%	Oswyth Road
	100%	Azenby Road	50%	Gairloch Road
	100%	Talfourd Place	46%	Linnell Road
	77%	Bushey Hill Road	46%	Shenley Road
	73%	Crofton Road	38%	Grummant Road
	71%	Talfourd Road	35%	Vestry Road
	65%	Lyndhurst Grove	30%	Peckham Road
	58%	Denman Road	24%	Lyndhurst Grove
	57%	McNeil Road	19%	Denman Road
	40%	Gairloch Road	14%	McNeil Road
	38%	Linnell Road	12%	Crofton Road
	38%	Grummant Road	11%	Bushey Hill Road
	35%	Vestry Road	9%	Talfourd Road
	30%	Peckham Road	0%	Ainsworth Close
	22%	Shenley Road	0%	Azenby Road
	15%	Oswyth Road	0%	Lettsom Street
	0%	Lettsom Street	0%	Talfourd Place

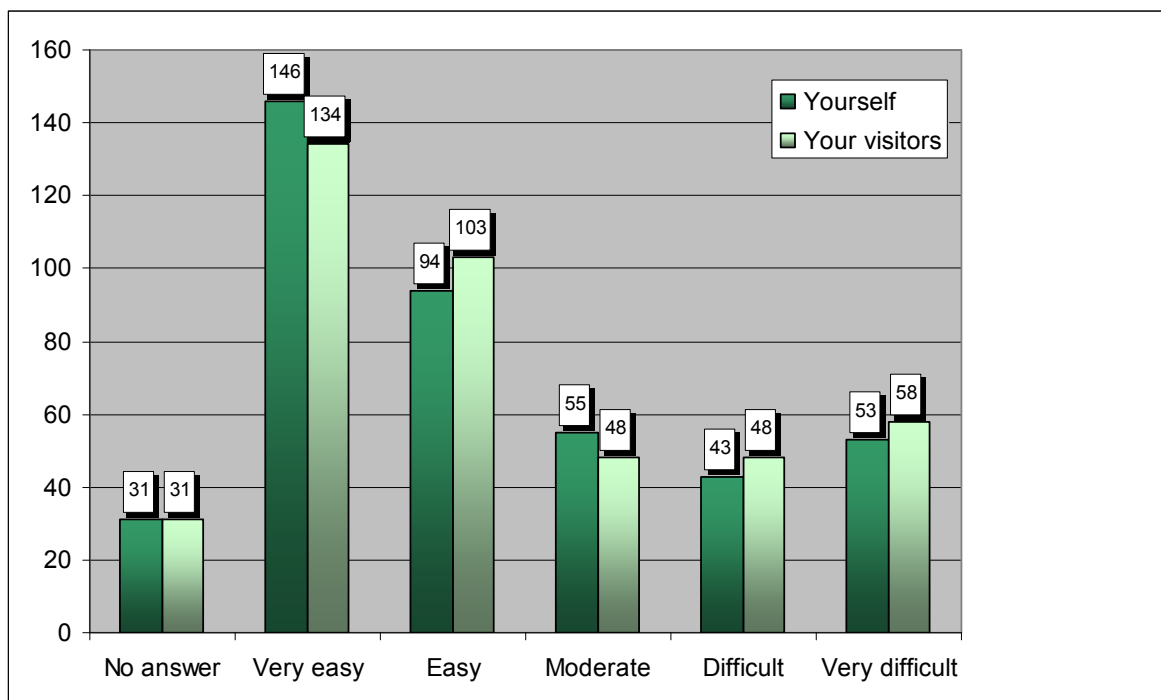


Figure 4

Figure 4.1 – Please rate the ability to find an on-street parking space near this address (Yourself)?

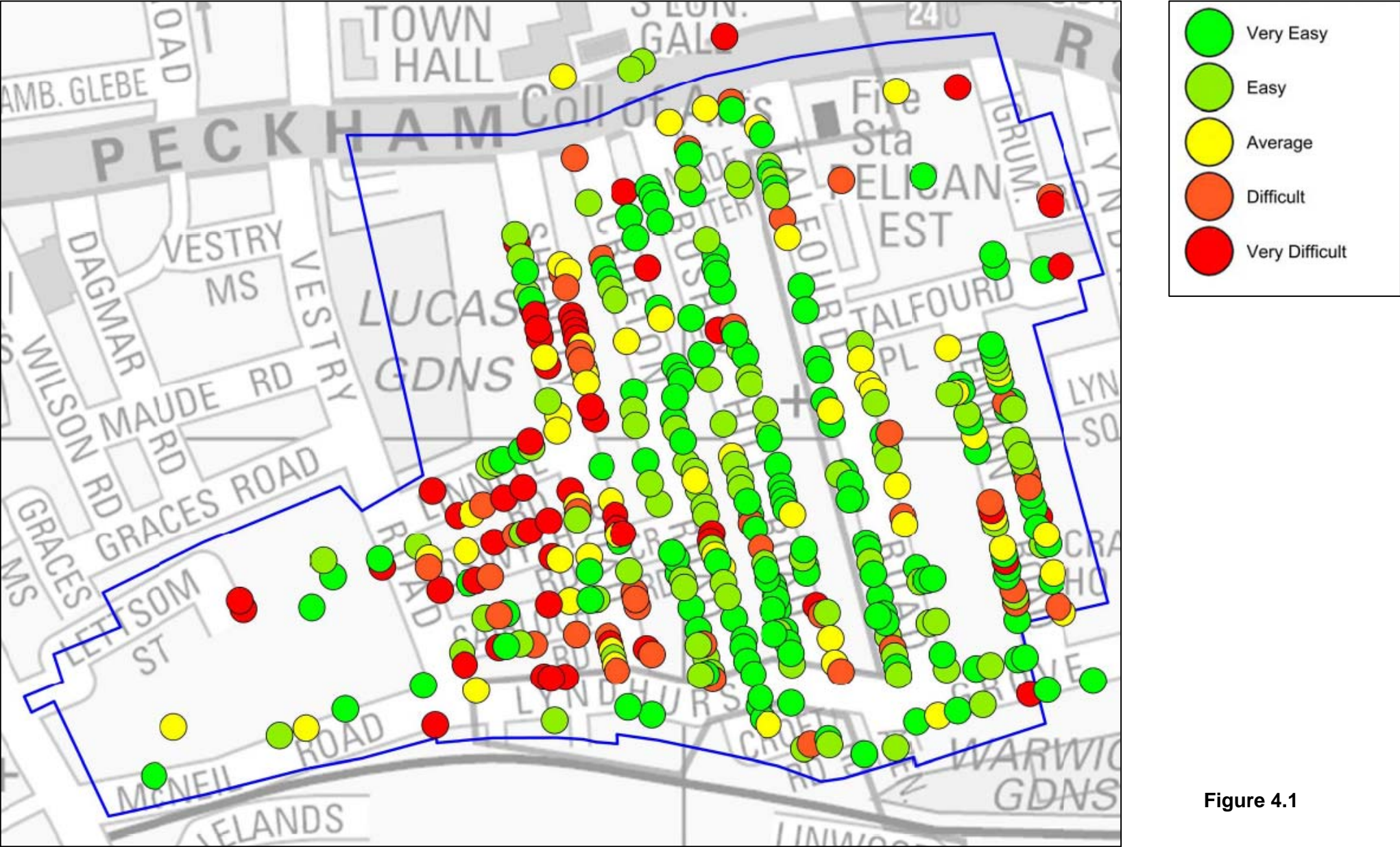
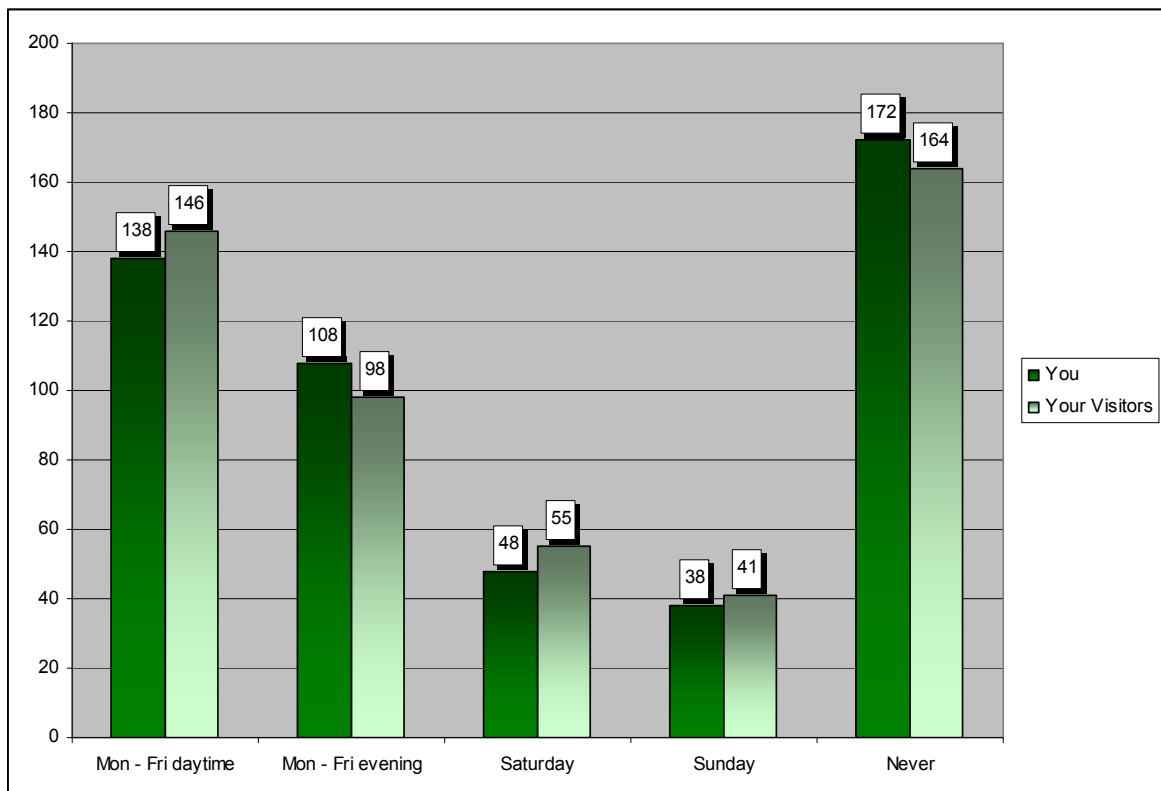


Figure 4.1

**Q4) What time of day do you or your visitors have difficulty parking?**

11) Question 4 was provided to ascertain when respondents most felt parking difficulties occurred. Figure 5 details the overall responses. The largest response group expressed that they never experienced parking problems. The second largest group said that problems occurred during the weekday daytime, followed by the weekday evening. The table provides a count of what time residents considered that they experienced difficulty in parking. The results were similar for visitor parking. Respondents could select as many or few times periods as they considered appropriate.

Never	Mon - Fri daytime	Mon - Fri evening	Saturday	Sunday
43	41	22	8	10
36	21	18	7	5
29	14	15	7	5
23	10	13	5	5
11	10	12	5	3
10	7	4	4	2
4	7	4	3	2
3	7	4	3	2
3	5	4	2	2
3	5	3	2	2
2	5	3	1	0
2	3	3	1	0
2	3	2	0	0
1	0	1	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

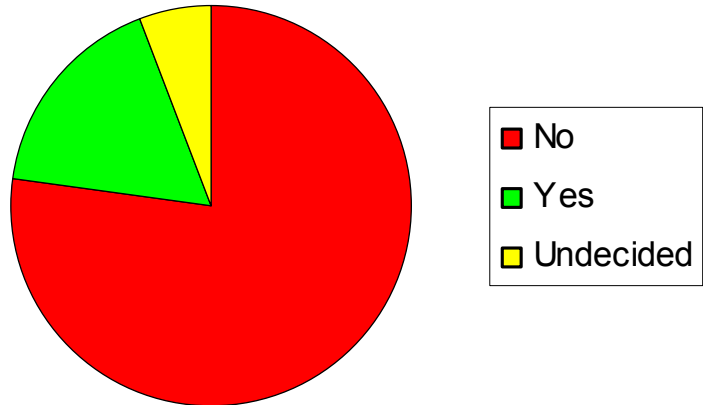


**Figure 5**

**Q5) Do you want parking controls to be introduced in your street?**

12) The key question of “do you want parking controls to be introduced in your street?” is tabulated for the entire consultation area in Figure 6, graphed in Figure 6.1 and individual responses mapped on a street-by-street bases in Figure 6.2.

Response	Overall total	Percentage
No	326	77%
Yes	71	17%
Undecided	25	6%



Street	Do you want parking controls to be introduced in your street?						Response rate		
	No	No (%)	Yes	Yes (%)	Undecided	Undecided (%)	Total Returned	Total delivered	Response rate %
Ainsworth Close	1	100%	0	0%	0	0%	1	11	9%
Azenby Road	2	100%	0	0%	0	0%	2	28	7%
Bushey Hill Road	63	86%	7	10%	3	4%	73	190	38%
Cactus Close	0	0%	0	0%	0	0%	0	9	0%
Crofton Road	64	85%	6	8%	5	7%	75	218	34%
Denman Road	46	87%	4	8%	3	6%	53	109	49%
Gairloch Road	6	60%	4	40%	0	0%	10	33	30%
Grummant Road	7	88%	0	0%	1	13%	8	195	4%
Lettsom Street	0	0%	0	0%	1	100%	1	74	1%
Linnell Road	8	62%	5	38%	0	0%	13	49	27%
Lyndhurst Grove	12	71%	4	24%	1	6%	17	72	24%
McNeil Road	5	71%	1	14%	1	14%	7	198	4%
Oswyth Road	6	46%	7	54%	0	0%	13	41	32%
Peckham High Street	0	0%	0	0%	0	0%	0	1	0%
Peckham Road	8	80%	1	10%	1	10%	10	238	4%
Shenley Road	32	51%	26	41%	5	8%	63	188	34%
Talfourd Place	3	100%	0	0%	0	0%	3	12	25%
Talfourd Road	50	89%	3	5%	3	5%	56	251	22%
Vestry Road	13	76%	3	18%	1	6%	17	180	9%
<b>GRAND TOTAL</b>	<b>326</b>	<b>77%</b>	<b>71</b>	<b>17%</b>	<b>25</b>	<b>6%</b>	<b>422</b>	<b>2097</b>	<b>20%</b>

**Figure 6**



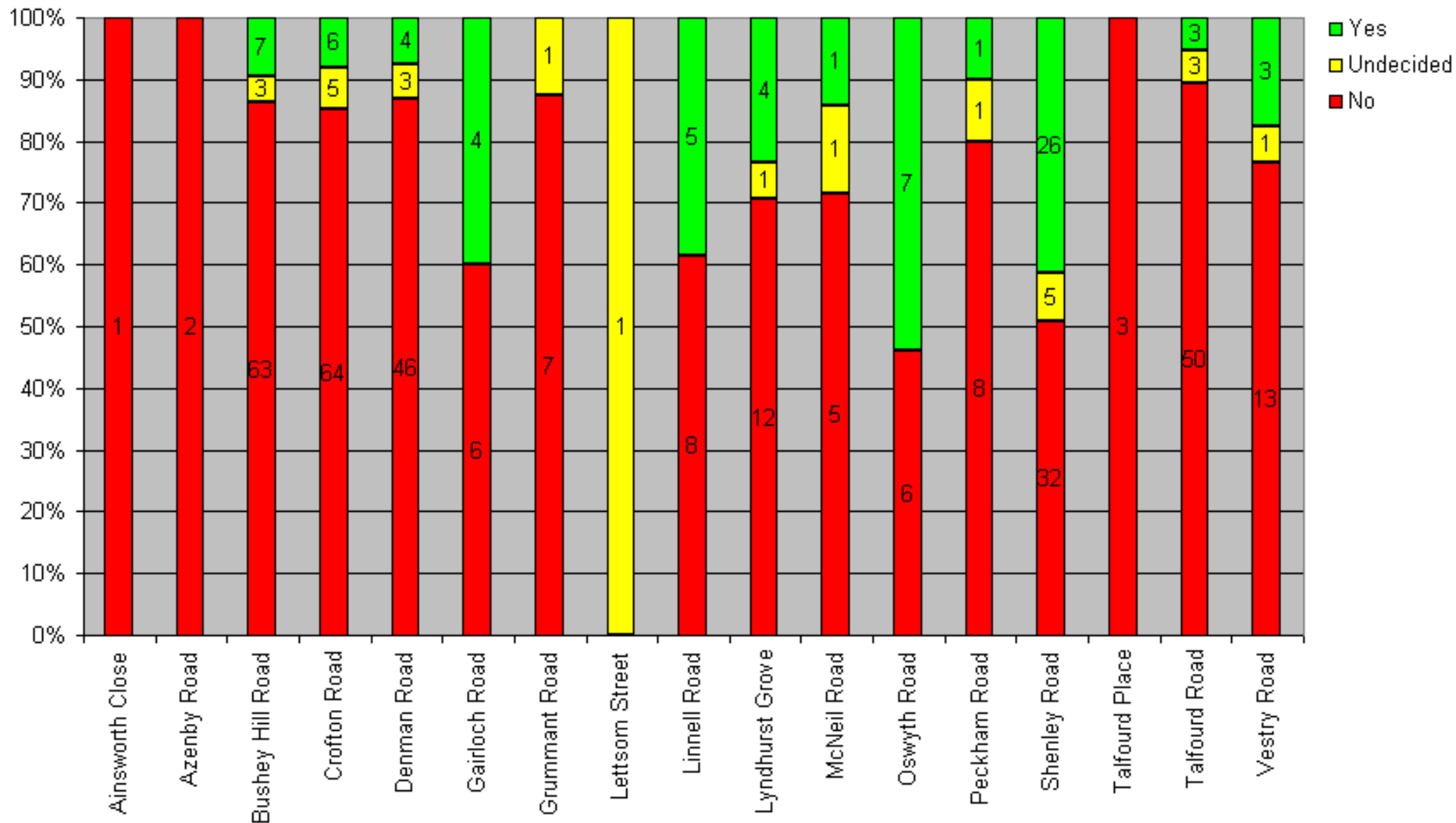
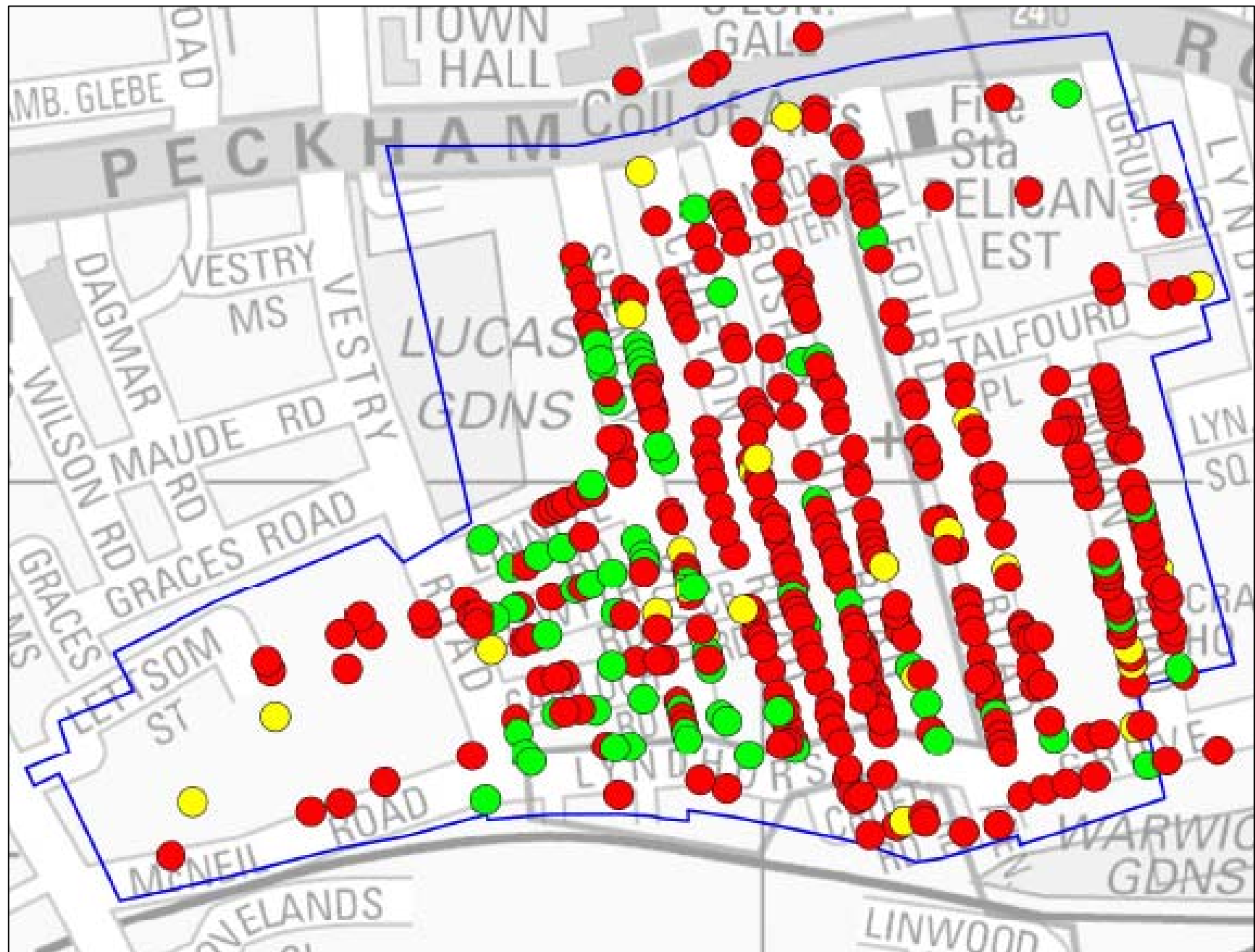


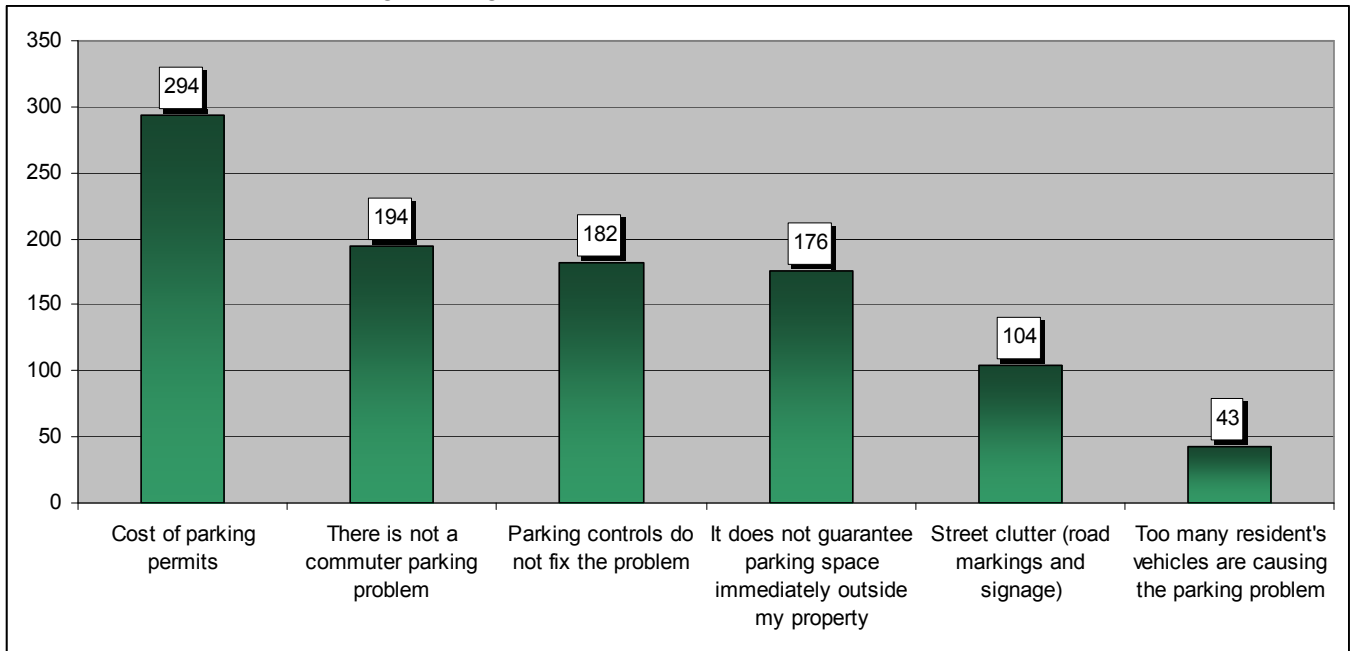
Figure 6.1



**Q5a) If you answered 'No' or "Undecided" to parking controls in your street, please explain why?**

13) Those persons who responded that they didn't want or were undecided on parking controls in their street were asked a further question giving the opportunity to explain why they didn't want parking controls. Respondents could tick multiple boxes.

14) Figure 7 shows that the cost of parking permits is the main reason why those against or undecided, not wanting parking controls.

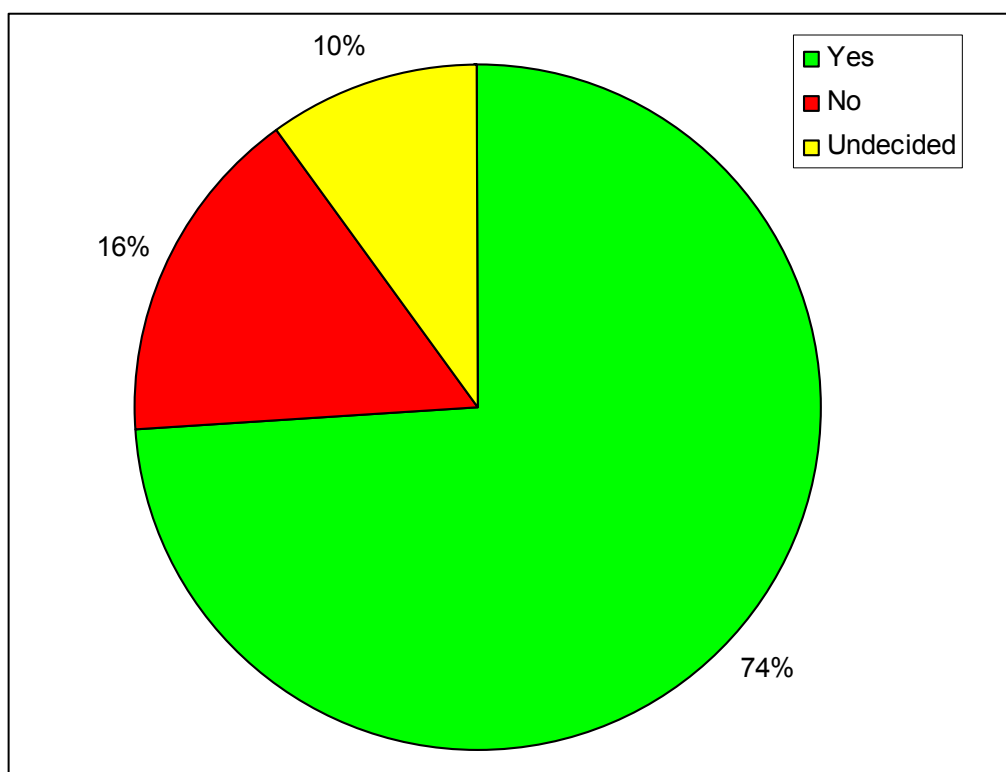


**Figure 7**

**Q6) If you answered “No” or “Undecided” to Q5 would you want to be reconsulted if a parking zone was introduced in an adjacent street?**

15) Those persons who responded that they didn't want or were undecided on a parking zone in their street were asked a further question<sup>9</sup> if they would they want to be reconsulted if a parking zone was to be introduced in an adjacent street.

16) Figure 8 details the responses. The majority (74%) would want to be reconsulted if a parking zone was introduced in an adjacent street. This is an unusual result when compared with previous, similar consultations.



**Figure 8**

<sup>9</sup> Those persons completing the paper copy of the questionnaire were able to answer this Q6 even if they had said “yes” to Q5. As their views were not relevant in analysing Q6 we have deleted their responses from the results in this question section.

**Q7) If we progress to a second stage consultation in your street, would you be keen to join a small working group to help develop any further designs?**

- 17) Those is the consultation area were also offered the opportunity to join a small working group to help develop any further designs should the consultation progress to a second stage.
- 18) 170 respondents indicated that they would be keen to join a working group, figure 9, summarised what the working group would involve.

*Officers would meet with residents twice:*

1. *Before any second stage consultation started.*
2. *After the second stage consultation had closed (to consider the feedback we'd received and to make design changes)*

*The concept of the working group is generally a two-way meeting for:*

- *officers to explain traffic sign law and how this will effect the look of the street (what we can/cannot do for signs/lines/machines, etc)*
- *officers to explain the council's adopted streetscape design manual*
- *group to give feedback to the consultation document (content and questions)*
- *group to give feedback to the design (position and type of bays, signs, road markings)*
- *the group to have stakeholder view included in the final report, to make any specific recommendations*

**Figure 9**

- 19) Finally, other comments were sought. Understandably, the responses given generally mirrored the view expressed to the key question of whether a parking zone was wanted or not. Figure 10 provides a random selection of comments from those in support of controls. Figure 11 provides a random selection of comments from those against controls. The text positions are indicative of the location the responses originated from.

**Other notable aspects of the consultation results**

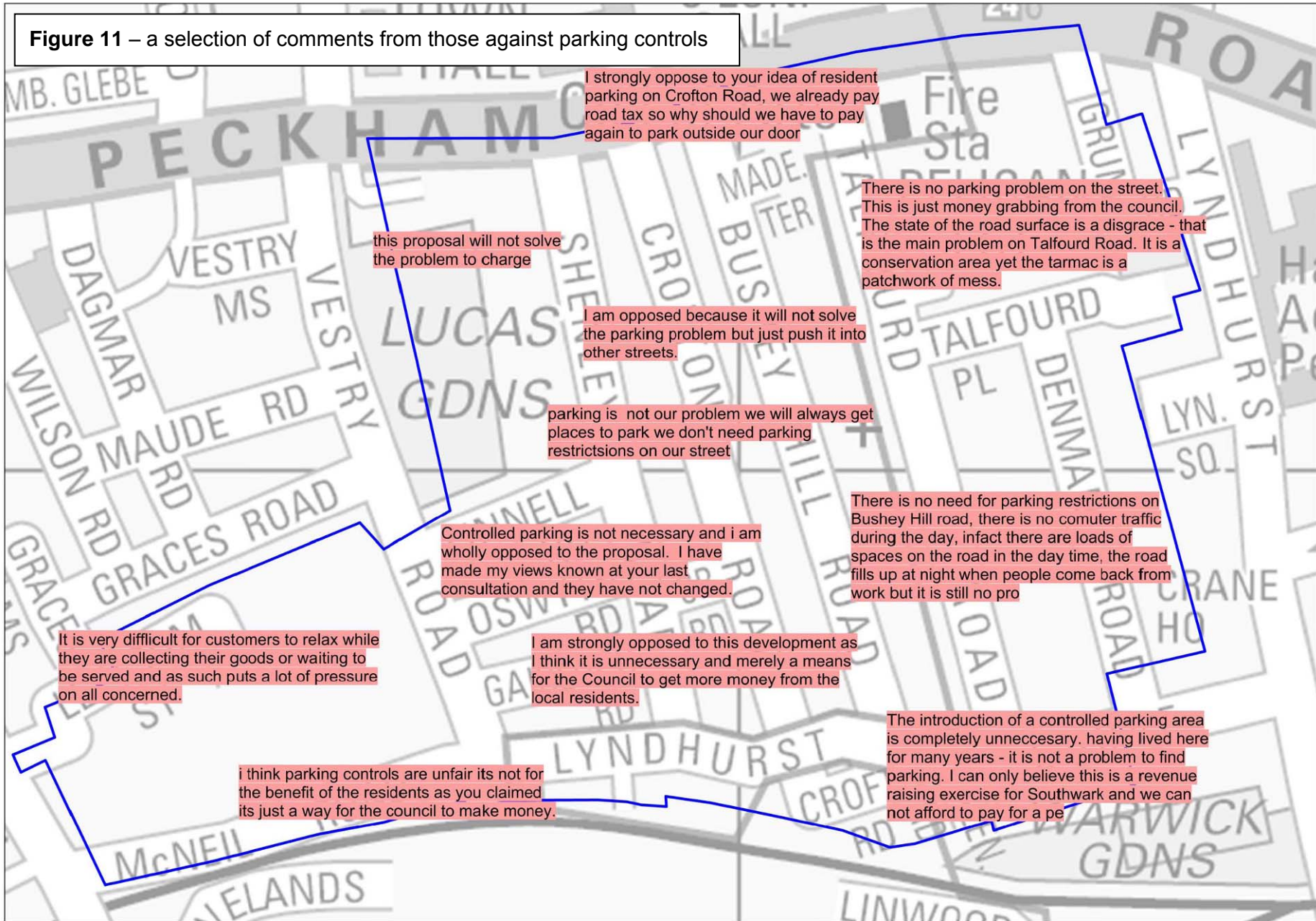
- 20) 43% of questionnaire were returned by post and 57% submitted online.
- 21) It is worth noting that 63 duplicate responses have been omitted from the analysis. A duplicate is where a response, from the same property address, was submitted twice, by post and online.
- 22) The majority of duplicates were received from Talfourd Road (15), Crofton Road (14), Bushey Hill Road (11) and Shenley Road (10).
- 23) It is also noted that 10 postal questionnaire were received after the consultation closed and have not been included in the analysis.

**Figure 10** – a selection of comments from those in favour of parking controls





**Figure 11** – a selection of comments from those against parking controls



### Communication made from outside the study area

Parking consultations can generate correspondence from residents on the periphery of the consultation boundary who may be concerned about be excluded from the consultation and the impacts a parking zone in a nearby street, may have on their street.

No correspondence was received from residents outside the consultation boundary.

### Communications made outside of the freepost or online questionnaire

Figure 2 displays the type of communication used by all respondents during consultation.

For the purposes of analysis, the figures used (unless stated otherwise) are based upon actual responses to the questionnaire via the freepost or online address.

Whilst inference can be made about the view expressed in an email or letter, for example, the council are unable to add these figures directly into the questionnaire results. This is to encourage people to read the information contained within the consultation pack, respond to specific questions, avoid risk of duplication from those persons who respond by more than one method (by email and questionnaire, for example) and to avoid misinterpretation by the officer inputting the data.

Communications made outside of the questionnaire responses have been included in this study and Figures 12 summarises the main purpose of the correspondence.

	Against a parking zone	Supports a parking zone	Comment about the suggest parking design	Cost of permits / revenue costs	Request for a consultation document
Comments made in correspondence	7	1	5	12	6

**Figure 12**

It is noted that during the consultation, informal flyers and posters were circulated in the area by local residents.

The council understand that eight different flyers/poster were circulated in the area.

It is noted that six of the circulars were against parking controls and two were in favour of parking controls.

Copies of the circulars can be found in appendix G

### Stakeholder communication

No correspondence was received from key stakeholders relating to the consultation.

### **Summary of petitions**

Three petitions were received in response to the consultation undertaken in November – December 2012 in relation to the Peckham Road south first stage parking zone study, as follows:

- 1) An online petition setup on the website [www.change.org](http://www.change.org), by a resident of Denman Road, the electronic petition was signed by 70 residents, against parking controls in the Peckham Road south area.
- 2) A petition was received from a resident of Denman Road, the petition was signed by 244 residents across the study area, against parking controls in the Peckham Road south area.
- 3) A petition was collated and received from a resident of Vestry Road, the petition was signed by 284 residents across the study area, against parking controls in the Peckham Road south area.

Petition ref	Type	Collated by	Date received	Title and content	No. Signed the petition	Officer comments
001	Online petition	Resident of Denman Road	22/11/12 - 14/12/12	<p><b>SOUTHWARK COUNCIL: Stop the Controlled Parking Zone in Peckham Road South</b></p> <p>If you're a resident of the Peckham Road South area a parking permit is no guarantee of a parking space outside your house or nearby on your street, in fact the council sells more permits than there are bays, and a CPZ reduces the total number of parking bays. So you pay £125 per year over and above your council tax for no discernible improvement in parking.</p>	70 (electronic)	<ul style="list-style-type: none"> <li>The electronic petition was set up by a resident using the website <a href="http://www.change.org">www.change.org</a></li> <li>Each petition response submitted online was also forwarded to parking designs generic email address (<a href="mailto:parkingreview@southwark.gov.uk">parkingreview@southwark.gov.uk</a>). As well as the petition administrator.</li> <li>A email response was sent to the petition organizer</li> <li>33 of the responses included comments from the respondent.</li> </ul>
002	Petition	Resident of Denman Road	13/12/12	<p><b>Petition Against the Proposed CPZ for The Peckham South Road Area</b></p> <p>Resident signatures' given before 14/12/12</p> <p>We the undersigned as residents of the Peckham Road South are believe that a parking permit is no guarantee of a parking space outside our homes or nearby on our streets</p> <p>We believe the council sells more permits than there are bays, and a CPZ (Controlled Parking Zone) reduces the total number of available parking spaces. We do not wish to pay £125 per year over and above our council tax for no discernible improvement in parking.</p> <p>Also, for those of us who do not own or regularly use a vehicle we do not wish to pay our friends, family or visitors, to have to park their vehicles.</p> <p>We also believe that the increase in road markings and street signage that come with a CPZ would have a negative visual impact on our surroundings.</p>	244	<ul style="list-style-type: none"> <li>Petition signed by residents across the consultation area.</li> </ul>
003	Petition	Resident of Vestry Road	17/12/12	<p><b>PETITION Against Parking Enforcement</b></p> <p>This Petition will be presented to Southwark Council our local Authority in protest against parking Enforcement in our area. Street affected Vestry Rd, Linnel Rd, Oswyth Rd, Gairloch Rd, McNeil Rd, Crofton Rd, Shenley Rd, Bushey Hill Rd, Talfourd Rd, Azenby Rd, Lyndhurst Rd, Denman Rd</p> <p>If you DO NOT wish this to be implemented as Parking and visitors permits cost will only keep rising every year!!</p> <p>Don't we pay enough Tax.</p> <p>Please sign below.</p>	284	<ul style="list-style-type: none"> <li>Petition signed by residents across the consultation area</li> </ul>
<b>TOTAL</b>					<b>598</b>	

## Section D – Parking stress survey summary

This section provides a summary of the parking survey conducted on a weekday (Wednesday 17 October 2012) and a weekend (Saturday 20 October 2012).

The beat survey was carried out at every hour from 0600 to 2100. No major public events, school holidays or transport problems were reported on these dates. Full details of the results are set out in appendix H. The average weekday parking occupancy is graphed in figure 13.

The parking beat data was collected on a space by space basis with the exact location, any vehicle permit types shown, the vehicle type and the parking restriction type (if any) for each being recorded. Each space was 5.5 meters long was given a unique reference number.

The whole survey area was surveyed between 0600 and 2100 with a 30 minute frequency. The first beat in reality starts at 0500 and the last finished at 2200.

The surveys results display occupancy compared to capacity, length of vehicle stay and parking demand type for each street.

### Headline results

- 1) Linnell Road and Oswyth Road demonstrated a very high (>80%) average occupancy on the weekday survey. The average occupancy across the study area was 61%. Linnell Road during the day, showed over saturation (>100%) at some point on the weekday survey indicating parking was occurring in unsafe locations (on road junctions or yellow lines) or in obstructive locations (across dropped kerbs or double parking).
- 2) The highest level of occupancy (100%) was recorded at 10.00 in Linnell Road.
- 3) The lowest level of occupancy (40%) was recorded in Azenby Road.
- 4) Between 0700-1900 there was an average of 17% “commuters” or “non residents” vehicles parked in the study area.
- 5) The highest number of average “commuter / non resident” vehicles (0700-1900) were between 20%-23% capacity in Grummant Road (of Peckham Road), McNeil Road, Azenby Road, Oswyth Road, Gairloch Road and Linnell Road.
- 6) The Wednesday survey revealed that there were 904 resident vehicles parked in the study area at 0600. This gives us an indication of the number of resident vehicles in the study area.
- 7) At the weekend average occupancy was lower and fell to 54% (Saturday).

## Parking occupancy map

The average weekday parking occupancy (Wednesday 17 October 2012) in the Peckham Road south study area

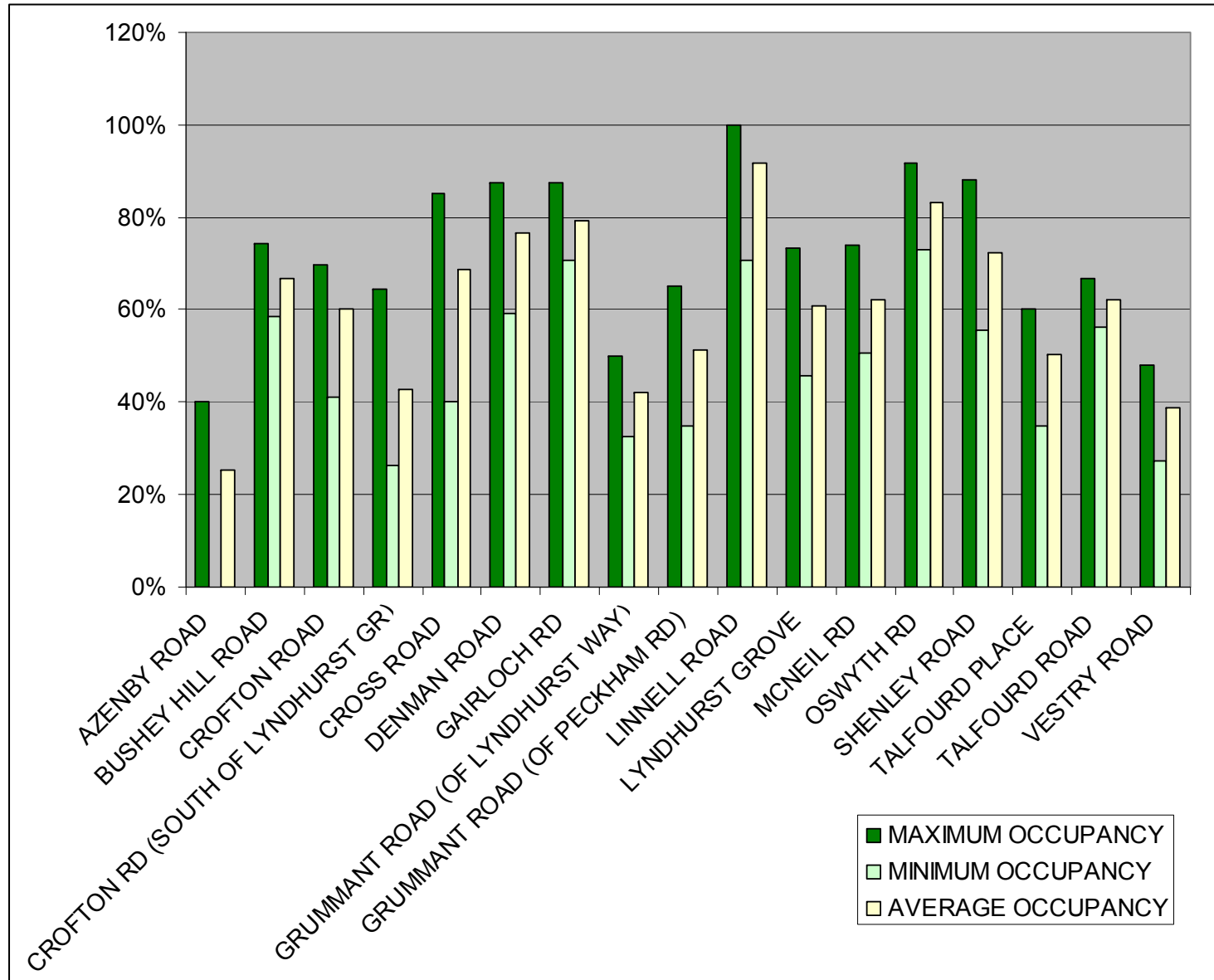


Figure 13



## Section E – Study conclusions and recommendations

### Conclusions

Parking controls continue to provide varied and polarised opinion. The perception on whether or not controls are required will depend on personal factors as well as the local conditions on-street.

It should also be noted that self-selection bias may occur in a study where potential respondents have control over whether they participate.

Typically when respondents are volunteers, people with strong opinions or substantial knowledge are more likely to reply, potentially making the sample non-representative of the general population. As the public response to a consultation is through self-administered surveys, there is no control over those who choose to fill out the questionnaire.

Inferential statistical methods rest on the assumption that the results from a small sample can be generalised to the population from which it was drawn. As feedback received tends to be a non-probabilistic sample, the statistical significance of our results (either in favour or against the proposals) has not been, nor should it be, extrapolated across all stakeholders. We can only be certain that the consultation feedback received is representative of those who chose to respond.

Consideration has been given to those views expressed by alternative methods to the questionnaire and also to views expressed via the questionnaire received from people outside the study area. Whilst they have not been added to the results for reasons discussed on page (28) it was important to check that there was no significant contrast of opinion between questionnaire responses and emailed comments.

Consultation results show a clear correlation between support for the parking zone and perceived easy/difficulty in parking. Those supporting the introduction of a parking zone report difficulty parking in their street, 80% of parking zone supporters said that they found parking difficult ( $\geq 4$  on scale of 1(very easy) to 5(very difficult)). The converse is equally true and those against the introduction of a parking zone who reported little difficulty parking in their street. 71% of those against the parking zone found parking easy ( $\leq 2$  on scale of 1(very easy) to 5(very difficult)).

Each individual response was mapped in GIS which provided opportunity to look for patterns beyond that displayed on a street level.

The results from the consultation are conclusive and show that in response to the headline question, '*Do you want parking controls to be introduced in your street?*', there is a clear majority against parking controls across the entire consultation area. Only Oswyth Road showed support for controls, however, this cannot be given serious weight as there is not a clear majority in favour.

It is clear from the parking surveys and questions 3 and 4 of the consultation results that some roads do experience parking congestion and that the main reason residents have opted against parking controls is due to the cost of an annual parking permit.

Two recommendations are outlined in Figure 14.

## Peckham Road south area recommendations

### Officer recommendations

Recommendations	Rationale	Risks	Benefits
1 <ul style="list-style-type: none"> <li>Not to proceed with the installation of parking controls in any of the Peckham Road south study area</li> </ul>	<ul style="list-style-type: none"> <li>Overall majority against parking controls in the study area</li> <li>Petitions received indicate that the community doesn't want controls in the area</li> </ul>	This will not address the parking difficulties currently being experienced (and shown) in some streets in the area and will not respond to those residents who took part in the consultation and supported the scheme.	Is in line with the overall response from the consultation.
2 <ul style="list-style-type: none"> <li>Install no waiting at any time waiting restrictions (double yellow lines on all unrestricted junctions where currently absent in the Peckham Road south study area (Figure 15).</li> <li>Minimise restrictions, declutter and refresh existing signs wherever possible</li> <li>Declutter on existing disabled bay signposts (approximately 32 locations), by replacing with small back of footway signposts</li> </ul>	<ul style="list-style-type: none"> <li>Recognition of high parking demand leading to obstructive parking at some junctions.</li> <li>The well established guidelines given in the Highway Code states that motorists do not stop or Park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space</li> </ul>	Installing double yellow lines on junctions could displace some vehicles (ie further increase parking pressure)	Sightlines are improved for all road users, particularly vulnerable road users.  Access will improve for the London Fire Brigade Improved public realm  Clarity of Highway Code to motorists

**Figure 14**

It is recommended that:

1. The officer recommendations outlined above are discussed at both Camberwell and Peckham and Nunhead community council in February 2013.
2. That formal comment is sought from both community councils on those recommendations.
3. That a non-key decision IDM be prepared that summarises the content of this report and to include those comments received by both community councils, this will be a decision taken by the Cabinet Member for Transport, Environment and Recycling in March 2013.

Figure 15 – Proposed no waiting at any time (double yellow lines) on junctions





Photographs of vehicles parking close to junctions



Oswyth Road junction with Shenley Road



Gairloch Road junction with Shenley Road



Vestry Road junction with Lyndhurst Grove



Cross Road junction with Crofton Road

## List of figures

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Figure 3	<i>Graph (Q2)</i>
Figure 4 and 4.1	<i>Graph (Q3)</i>
Figure 5	<i>Graph (Q4)</i>
Figure 6, 6.1 and 6.2	<i>Graph and street by street data (Q5)</i>
Figure 7	<i>Graph (Q5a)</i>
Figure 8	<i>Graph (Q6)</i>
Figure 9	<i>Working group process (Q7)</i>
Figure 10	<i>Comments from those who support a parking zone (Q8)</i>
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<b>Appendix</b>	<b>Title</b>
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Appendix B	<i>Peckham Road south first stage parking zone consultation document</i>
Appendix C	<i>Peckham Road south street notice</i>
Appendix D	<i>Peckham Road south suggested parking zone layout</i>
Appendix E	<i>Street by street parking demand and occupancy data</i>
Appendix F	<i>Parking beat surveys (summarised)</i>
Appendix G	<i>Consultation circulars</i>
Appendix H	<i>Parking beat surveys (detailed)</i>

## Version control

Version 1.1 Final

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