

# Peckham West Parking zone and healthier streets - final consultation report

**'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?



The illustration at the bottom shows a cyclist on the left with a thought bubble 'Cycle parking'. In the center, a person sits on a bench with a thought bubble 'Places to rest?'. To the right, a family (a man, a woman, and a child) stands near a car. A blue 'P' parking sign is on a pole next to the car. The background is a green landscape with stylized buildings.

# Introduction

The aim of this report is to present a detailed summary of results from the consultation of a parking zone and proposed complementary street improvements in the Peckham West study area conducted between 11 January and 8 February 2019. This report follows on from an interim report published in April 2019 and has been updated to include more detailed street-by-street results.

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

## Consultation aims and method

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

All residents and businesses in the area were sent a consultation pack. A total of 2,520 consultation packs were sent out to 31 streets within the consultation area. The consultation was extended to a period of four weeks due to mail delivery issues.

The consultation pack included a booklet of information about the proposals and the decision making process, a questionnaire, preliminary designs for street improvements, and a proposed preliminary parking zone design. Further details of the consultation process can be found in the consultation report (Appendices 1 and 2).

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

# Summary of consultation results and analysis

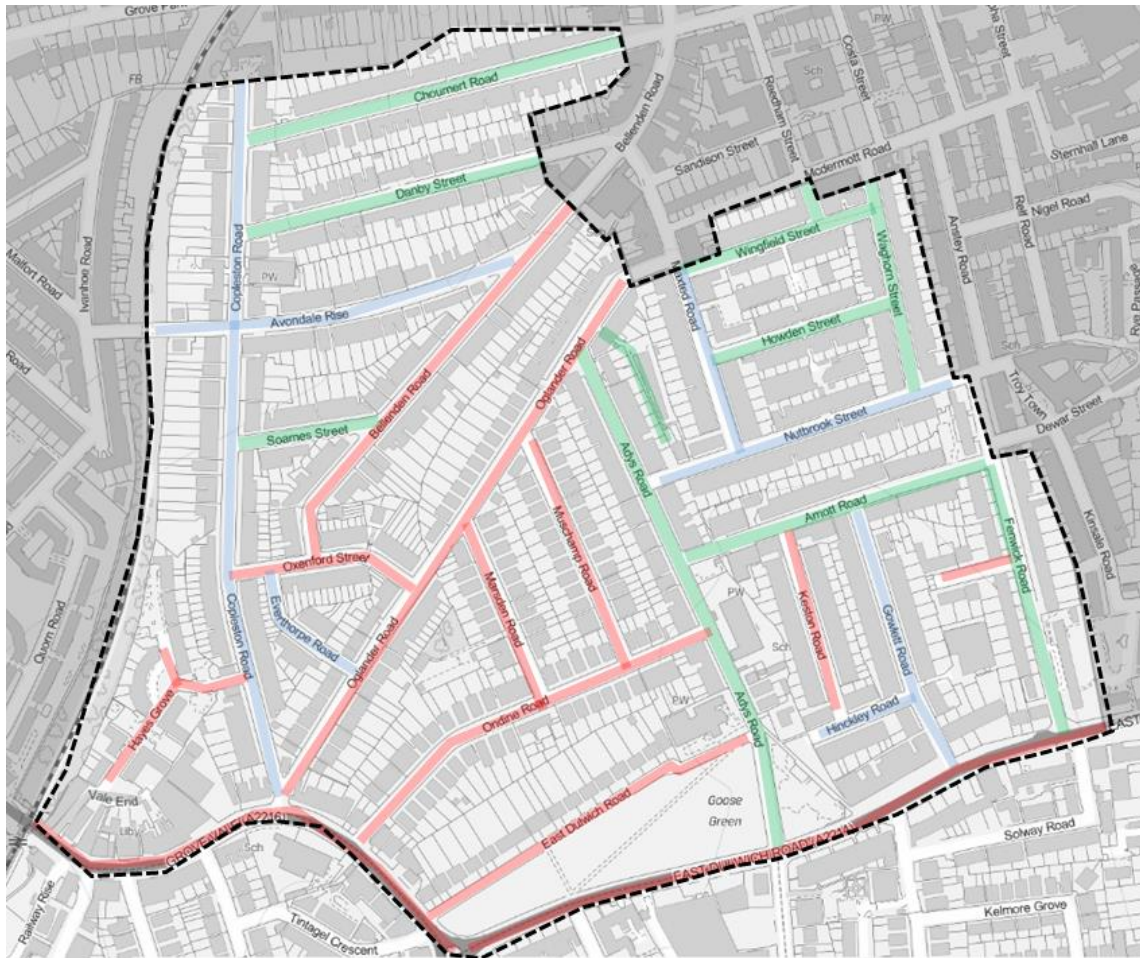
- We received 783 responses from residents and businesses/organisations within the consultation boundary which represents a response rate of 31%. More than one response per address was accepted but duplicates removed where the same name was used. 69 responses were received from visitors to the area taking the total of responses to 852. The biggest proportion of responses (88%) were from residents followed by visitors (9%) 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 372 (48%) against a parking zone, 338 (43%) wanting a zone and 73 (9%) were undecided. Results including visitors to the area was similar (49%, 42% and 9%) with 11 streets in favour and 11 streets not in favour and 8 undecided. The highest number of responses in support was received from Choumert Road (42), Danby Street (35) and Copleston Road (35) and the highest number against the zone came from Ondine road (38), Oglander Road (34) and Copleston Road (30). It should be noted that in some streets there were few responses and therefore the majority is represented by a small number of people.

	No. properties	No. responses	Yes	% Yes	No	% No	Undecided	%
ADYS ROAD	126	41	21	51%	14	34%	6	15%
AMOTT ROAD	76	28	18	64%	7	25%	3	11%
ASHLEIGH MEWS	8	1	1	100%		0%		0%
AVONDALE RISE	94	23	11	48%	11	48%	1	4%
BELLENDEN ROAD	138	51	20	39%	29	57%	2	4%
BESANT PLACE	23	5	1	20%	4	80%		0%
CHOUMERT ROAD	130	50	42	84%	6	12%	2	4%
COPLESTON ROAD	283	70	35	50%	30	43%	5	7%
DANBY STREET	90	51	36	71%	12	24%	3	6%
EAST DULWICH ROAD	202	33	6	18%	16	48%	11	33%
EVERTHORPE ROAD	13	7	3	43%	3	43%	1	14%
FENWICK GROVE	8	12	3	25%	7	58%	2	17%
FENWICK ROAD	147	30	17	57%	10	33%	3	10%
GOWLETT ROAD	93	28	5	18%	20	71%	3	11%
GROVE VALE	95	9	1	11%	8	89%		0%
HAYES GROVE	66	11	2	18%	9	82%		0%
HINCKLEY ROAD	29	11	4	36%	5	45%	2	18%
HOWDEN STREET	43	20	13	65%	4	20%	3	15%
KESTON ROAD	66	30	4	13%	23	77%	3	10%
MARSDEN ROAD	59	29	1	3%	24	83%	4	14%
MAXTED ROAD	79	27	13	48%	10	37%	4	15%
MUSCHAMP ROAD	77	26	4	15%	21	81%	1	4%
NUTBROOK STREET	88	26	11	42%	12	46%	3	12%
OGLANDER ROAD	159	54	14	26%	34	63%	6	11%
ONDINE ROAD	115	53	11	21%	38	72%	4	8%
OXENFORD STREET	58	5	1	20%	4	80%		0%
REEDHAM STREET	3	2	2	100%		0%		0%

	No. properties	No. responses	Yes	% Yes	No	% No	Undecided	%
SOAMES STREET	32	8	7	88%	1	13%		0%
WAGHORN STREET	80	28	22	79%	6	21%		0%
WINGFIELD STREET	40	14	9	64%	4	29%	1	7%
<b>Total in study area</b>	2520	783	338	43%	372	48%	73	9%
Other (Visitor to the area)		69	21	30%	45	65%	3	4%
<b>Grand Total (incl visitors)</b>		852	359	42%	417	49%	76	9%

**Table 1 Detailed response per street to the key question “Do you want a parking zone in your street?”**

- Figure 1 below shows a map indicating the level of support by street with 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 54% majority and only 40% against, with 17 streets in favour, 8 streets not in favour and 4 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). Table 2 shows the detailed breakdown for each street.

	No. properties	No. responses	Original total in favour	Original % in favour	Adjusted total in favour	Adjusted % in favour	Adjusted % against
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ADYS ROAD	126	41	21	51%	23	56%	29%
AMOTT ROAD	76	28	18	64%	22	79%	18%
ASHLEIGH MEWS	8	1	1	100%	1	100%	0%
AVONDALE RISE	94	23	11	48%	14	61%	35%
BELLENDEN ROAD	138	51	20	39%	27	53%	43%
BESANT PLACE	23	5	1	20%	1	20%	80%
CHOUMERT ROAD	130	50	42	84%	42	84%	12%
COPLESTON ROAD	283	70	35	50%	37	53%	40%
DANBY STREET	90	51	36	71%	40	78%	20%
EAST DULWICH ROAD	202	33	6	18%	16	48%	39%
EVERTHORPE ROAD	13	7	3	43%	4	57%	43%
FENWICK GROVE	8	12	3	25%	5	42%	50%
FENWICK ROAD	147	30	17	57%	18	60%	30%
GOWLETT ROAD	93	28	5	18%	7	25%	71%
GROVE VALE	95	9	1	11%	1	11%	89%
HAYES GROVE	66	11	2	18%	2	18%	82%
HINCKLEY ROAD	29	11	4	36%	7	64%	36%
HOWDEN STREET	43	20	13	65%	15	75%	15%
KESTON ROAD	66	30	4	13%	7	23%	73%
MARSDEN ROAD	59	29	1	3%	4	14%	76%
MAXTED ROAD	79	27	13	48%	18	67%	26%
MUSCHAMP ROAD	77	26	4	15%	13	50%	50%
NUTBROOK STREET	88	26	11	42%	15	58%	35%
OGLANDER ROAD	159	54	14	26%	25	46%	50%
ONDINE ROAD	115	53	11	21%	20	38%	58%
OXENFORD STREET	58	5	1	20%	1	20%	80%
REEDHAM STREET	3	2	2	100%	2	100%	0%
SOAMES STREET	32	8	7	88%	7	88%	13%
WAGHORN STREET	80	28	22	79%	22	79%	21%
WINGFIELD STREET	40	14	9	64%	10	71%	21%
<b>Total in study area</b>	<b>2520</b>	<b>783</b>	<b>338</b>	<b>43%</b>	<b>426</b>	<b>54%</b>	<b>40%</b>

**Table 2 Detailed response per street adjusted to include those that would change their mind if a zone was implemented in a neighbouring road.**





- 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 proportion of respondents were in favour of a parklet outside church at Copleston Road, including support from the café at the church, and of a parklet in Adys Road with approximately 340 (42%) in support for each one compared to 240 (30%) against. Concerns were raised 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, pregnant and breast feeding women, and 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.