

Responses to objections

Ref	Objection	Officer response
1.	Overflow of parking blocking access to Vanguard Court	<p>It is difficult to predict at this stage where parking displacement will occur should a parking zone be introduced, our experience tells us that displacement rarely occurs in private streets, as motorists fear there is a risk of their vehicle being enforced against.</p> <p>Throughout our existing parking zones across the borough we have never received complaints about parking displacement into private streets or unadopted areas.</p> <p>It is therefore our professional view that fears will be unfounded. Nonetheless we appreciate that we cannot prove this fact until after any zone is implemented.</p> <p>Action: Officers will monitor the impact on the road once the zone has been introduced. Should displacement occur to a level that is problematic in terms of tenants of Vanguard Court, officers will then look into further options. Given the view of officers and the significant cost involved in any option, it would be premature to progress these now.</p>
2.	Concerns raised regarding consultation process and decision making	<p>Following a decision by Council Assembly on 30 November 2016, new arrangements for community councils were introduced from 1 January 2017, relating to the way we consult the community council on proposed parking zones.</p> <p>Concerns regarding the community council process are noted and we have held discussion with our constitutional team to ensure that future agenda items are published on our website however we are satisfied that due process in line with our constitution has occurred.</p> <p>The consultation methods and study boundary were agreed at both Camberwell and Peckham and Nunhead community council meetings in June and July 2016.</p> <p>The informal consultation which took place in September and October 2016 included a mail delivery to all properties in the consultation area. This document provided details of the proposals and a questionnaire asking residents and businesses if they wanted a new parking zone in their street. Notices advertising the consultation were placed on lamp columns in all roads in the consultation area and numerous tweets were published encouraging participation. Information was also posted on our website at www.southwark.gov.uk/parkingprojects</p> <p>Details regarding this consultation and the decision making process can be found here: http://moderngov.southwark.gov.uk/ieDecisionDetails.aspx?ID=6072</p> <p>The Statutory Consultation which ended on 20 April 2017 was originally advertised on 30 March 2017 in the London Gazette and Southwark News. Street notices were installed on lamp columns in every street in the area and information posted on the Southwark website.</p> <p>A statutory consultation of this type is required to allow a minimum of 21 days for objections to the proposals to be made.</p>
3.	The cost of permits	<p>The cost of residents and visitor parking permits is the same throughout the London Borough of Southwark. This is set by Cabinet and is not something that can be changed as part of this consultation process. These permit costs are in line with those of other inner London Boroughs.</p> <p>Further details regarding parking permits in Southwark can be found on our website at http://www.southwark.gov.uk/parkingpermits. Details of permit costs were included in the consultation materials, so respondents to the consultation could make an informed decision.</p>

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4.	Length of restrictions is too long	<p>The informal consultation document included the positives and negatives of longer and shorter operating hours.</p> <p>42% of respondents voted in favour of all day controls. The council usually makes recommendations based on the most popular option at consultation.</p> <p>Zones that operate all day are usually successful in areas that have a high demand for parking throughout the day with pressure not just for commuters but from local attractions such as parks and leisure centres.</p> <p>These zones give a high degree of priority for local residents, businesses and their visitors; reducing the negative effects of commuter parking.</p>
5.	There is insufficient parking congestion in this area to justify the proposed measures.	<p>The responses to the consultation showed that 57% of respondents in the area of the proposed parking zone supported the proposal.</p> <p>The responses to the question “What time of the day do you or your visitors have difficulty parking?” included responses from 56% of respondents stating that they had difficulty parking between Monday and Friday during the day and 57% stated that their visitors had difficulty parking during this period.</p>
6.	Suggestion of a two car discount	The council do not offer this and it is not part of our parking permit policy. Such a change would require a change to policy and approval by the council’s Cabinet.
7.	The parking controls will restrict visitors/tradespersons.	<p>Residents can buy visitor permits for use by their family, friends or tradespersons. You can buy permits even if you do not have a car yourself.</p> <p>Throughout the proposed parking zone there are also numerous pay by phone spaces for visitors or tradespersons to use.</p>
8.	It is a revenue making exercise by the council	<p>Parking zones are introduced as a tool to manage the finite supply of parking space on our road network.</p> <p>We must charge for parking permits to cover the operational costs of the zone. By law, any surplus on the parking account must be invested back into transport related improvements such as highway improvements and school crossing patrols.</p> <p>Council tax and vehicle excise duty help pay for services that are available to the entire population such as education, social services and road maintenance and cannot be used to pay for the zone. Parking zones only affect a local area and are expensive to set up and run.</p>

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9.	Respondent works in the area and needs to be able to park	<p>The main aim of a parking zone is to reduce commuter parking in favour of resident parking.</p> <p>Businesses operating from an address within Southwark's parking zones may buy permits for vehicles that are essential to their business. They are not available if the vehicle is just used for commuting purposes.</p> <p>This area is well served by public transport.</p>
10.	Lack of motorcycle bays in the design.	<p>Installing new specific motorcycle-only bays on the public highway only tend to be a good use of road space where there is substantial demand. Bays need to be positioned in 'just the right place' for multiple bikers otherwise they aren't used and are, therefore a poor use of road space (as they prevent others from using that kerbspace at any time). Therefore a critical mass of bikers and bikes are needed before a 5.5 metre (minimum size) bay is installed. It is also recognised that motorcyclists would ideally prefer to be able to see their machine from their residence and be able to park as close as possible to their home; this can make finding a suitable location for a motorcycle bay difficult. Resident permits for motorbikes are available and are significantly discounted.</p>
11.	Please ensure that parking is on both sides of road to keep slow traffic.	<p>Parking bays are proposed wherever it is safe to park and waiting restrictions where it is unsafe to park. Parking along both sides of the road is deemed safe and thus will be kept.</p>
12.	The permit system will be too difficult for some users.	<p>There are several different ways to apply for permits. Permits can be applied for online and by phone. Visitors' permits can be booked in online, by text and if you prefer, paper visitor permits are available.</p>
13.	General design comment	<p>All design comments will be considered.</p> <p>Action: Minor amendments to the design of the parking zone where disabled bays may have been wrongly placed</p>
14.	Current system favours commuters	<p>At the moment, anyone may freely park on the highway whether they are a commuter, resident or business. A parking zone works to reduce the amount of cars parked in each street by preventing commuters from purchasing a permit.</p>
15.	Elderly, vulnerable and those on low income adversely affected.	<p>Blue Badge holders may purchase a 12 month resident permit for a discounted £31.25.</p> <p>Visitor permits are discounted by 50% for Blue Badge holders.</p> <p>Home care workers from approved home care organisations can park while visiting their clients if they hold a permit.</p>
16.	Inability to purchase a permit	<p>Residents in certain new developments are not able to purchase a parking permit.</p> <p>Usually there is a condition added to planning consent encouraging developers to include off street parking in their design. This is to reduce further parking pressure in the surrounding streets.</p>
17.	The parking pressure in the area is due to parking displacement from other zones.	<p>It is well known that parking zones do cause parking displacement. There are 22 existing zones in Southwark and these have been gradually introduced and extended over the past 30 years.</p>
18.	Could the amount of business permits allowed be increased?	<p>Businesses are allowed a maximum of ten permits for vehicles essential to their day to day work. Those commuting to work at a business in the area are not able to purchase a permit and permits are restricted to ensure there is adequate space for residents and businesses.</p>

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19.	Certain Pay by phone bays should be for permit holders only.	<p>Pay by phone bays are for parking by permit holders and also paid for parking via the Pay by Phone service. This provides additional options for visitors and shoppers during the hours of operation of the parking zone. Similar bays are located on streets throughout the proposed zone.</p> <p>Experience with similar shared use bays in the HH zone indicates that a shared use bay at this location is unlikely to be fully utilised by paid for parking, leaving space for residents.</p> <p>The proposed permit holders only bays along this road are also not expected to be fully utilised</p>
20.	Introduce 15 minute school parking permits or free parking resident bays near schools for 10 minutes, to allow parents to drop children off and pick them up safely.	<p>The proposed parking zone will operate Monday – Friday, 8.30am – 6.30pm, this is in line with what the majority of respondents opted for. Drop off/pick up will be permitted for up to 5 minutes in parking bays and on yellow lines.</p> <p>Immediately around the school we are proposing pay by phone bays which provides the opportunity to park for up to 4 hours, for anyone who wants to park short term, i.e. visitors.</p>
21.	Loss of employment	<p>We must prioritise parking for those who live in the area. Businesses are able to purchase up to ten permits for essential business use. The area is very accessible by public transport.</p> <p>The is no evidence to suggest the 22 existing parking zones in Southwark that cover almost 50% of the borough has resulted in the loss of employment.</p>
22.	Not enough response to justify the decision	<p>The informal consultation yielded an 18% response rate. It was sent by Royal Mail to every mailing address within the consultation boundary. Unfortunately many households failed to respond when given the opportunity therefore we must go with what the majority of respondents said. 18% is a good response for this kind of consultation.</p>
23.	Congestion is the result of Southwark Council staff parking	<p>As no parking regulations are in operation at present, any motorist can park whether a resident, business, commuter or visitor.</p> <p>The introduction of a parking zone will mean only those postal addresses within the defined boundary will be entitled to apply for parking permits.</p>
24.	Multiple responses were accepted from one property during the informal consultation	<p>The council seeks to analyse the views from properties along roads rather than individuals. It is felt that this will provide a better representation of the road as a whole rather than enabling those properties with more adults to have a greater influence.</p> <p>Any multiple responses received from an individual or household are omitted from the final analysis.</p>
25.	Unfair to businesses	<p>Businesses within the consultation boundary are included within the study and can have their say.</p> <p>Business permits are available (see ref 21.) and parking spaces are prioritised on-street for businesses and their visitors (pay by phone parking bays)</p> <p>A parking zone can benefit a businesses, prior to a parking zone being in place a street may be at capacity with very little or no turn over in parking; meaning nowhere for visitors to park. A parking zone will ensure regular turnover in space.</p>