

Appendix 1 – Responses to objections

Ref.	Objection	Officer response
1.	The double yellow lines are excessive	Double yellow lines are proposed where parking is deemed to be unsafe. Unfortunately certain streets in the area cannot safely accommodate parking on both sides of the road and some are too narrow for any parking.
2.	There is no parking problem	As shown in the parking stress surveys conducted in 2015, there is a high amount of parking stress in the area which is only likely to increase in the coming years.
3.	Restrictions will increase the chance of unsafe parking	Unfortunately there will always be those who park unsafely, allowing the council to enforce against such parking by installing double yellow lines will ensure that unsafe parking is reduced. Without official parking restrictions, the council often cannot enforce against unsafe parking.
4.	Loss of parking	The restrictions will result in a loss of unsafe parking. We have tried to maximise parking wherever we can.
5.	The restrictions could cause speeding	There should still be sufficient parking to slow vehicles in the area. Any reports of increased speeding will be closely monitored.
6.	Parking will be displaced into other roads	It is well known that parking restrictions cause displacement. There are 23 existing parking zones in Southwark and these have been gradually introduced and extended over the past 30 years. The Highways division operates a Minor Traffic Scheme programme which assesses and implements restrictions on a case by case basis.
7.	Statutory consultation method is unfair and not adequately publicised.	The council has undertaken a statutory consultation in line with its usual procedures. All the restrictions proposed have previously been publicly consulted on as part of the original parking zone proposals
8.	Nothing should be done until the impact of the cycle route through the area has been assessed	The parking restrictions have been looked at alongside the cycle route and are considered to compliment the proposals to implement a quieter safer route for cyclists.
9.	Objection to paying for permits to park near their home	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. Council tax and vehicle excise duty help pay for services that are available to the entire population such as education, social services and road

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		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.
10.	Bring in a one-way system to improve traffic flow	A one- way system may increase the speed of traffic because there is no oncoming traffic. Junctions would need to be redesigned to accommodate the change of traffic flow. In addition, there are a number of cul-de-sacs in the area which must be two way.
11.	Poor public transport is why there is a parking problem.	This area is served by Rotherhithe Overground station and the C10 and 381 buses.