

Officer response to objections

Issue	Response
General	<p>The parking scheme was previously informally consulted on in 2018/19 and while the overall response rate was not as high as we would have liked and the response did not support a permit zone. However, due to the level of new residential developments in the area which do not have parking, the council has decided to propose a permit parking scheme to protect kerb space for existing residents and businesses. During both consultations, all addresses within the proposed area were written to. This and the previous consultation was not run as a referendum but as a way of gathering information on local parking needs to better design a scheme and to gather information on the general sentiment towards permit parking in the area. The days and hours of operation were chosen to match those favoured by respondents to the informal consultation. The implementation of the zone will see the removal of non-local vehicles parking in the area, which should mean that the roads are quieter with less traffic and less pollution. This will make the streets feel safer and encourage more people to walk or cycle. The council is committed to improving road safety, air quality and promoting healthier travel options and permit parking is one of the ways that the council can achieve this.</p>
Not eligible for permits	<p>Unfortunately, some properties have a planning condition, which prevents the sale of permits to residents residing at your address; therefore, we are not able to issue you with a permit. This is something that should have been advised to you when you took up residency.</p>
Carers/Social worker parking	<p>The council offers permits that cater for carers and social workers. More information can be found on our website here: https://www.southwark.gov.uk/parking/parking-permits/on-street-permits</p>
Cost	<p>The Council, as part of its budget setting sets the cost of permits and permit costs are benchmarked against other London local authorities to ensure that they offer value for money. Whilst it is a financially difficult time for many people currently, the long-term benefits of safer and quieter streets and healthier and more sustainable travel options are long-term goal for the council. Also, owning and running a car in London is expensive and the majority of households in the borough do not own a car. Permit and PCN income is also heavily regulated and permit charges are not to be used to generate income for the council, as such any excess income is ring fenced.</p>

Displacement	There will always be a level of displacement when introducing a new parking scheme; however, the limit of this will be unknown until after the scheme goes live. It is often seen that people will choose not to drive and use other means of transport therefore minimising this as an issue. The scheme is not being installed on private estates.
Not needed on our road/area/not near station	This area is in central London and does not currently have parking restrictions. This leaves the area vulnerable to parking stress caused by commuters and other visitors. Parking restrictions are also needed to ensure that planning conditions on new developments can be enforced and there will not be an influx of new vehicles when new builds are completed.
Family parking	Parking is free outside of the controlled hours. However, parking permits are available to residents for their visitors and tradespeople to use whether the resident has a vehicle or not. There are also Pay by Phone bays in the area for use. A link to visitor vouchers can be found here: https://www.southwark.gov.uk/parking/parking-permits/on-street-permits/visitor-s-parking-permits
Hours too long	Covered in general
Not enough support	Covered in general
Lack of consultation	Covered in general
Business Permit costs	Permit prices are set by the council as part of their fees and charges. Prices are benchmarked against other London local authorities to ensure that the rates are in line with other charges.
Businesses not eligible for Visitor Vouchers	Visitor vouchers are designed for residents to receive visitors during the operational hours of a zone. Businesses who receive customers or visitors will be provided with Pay By Phone bays, which puts the onus on to the visitor.
Scheme design	The parking scheme has been designed to maximise available kerb space for parking, this includes permit bays in residential areas, pay by phone and shared use bays in commercial areas. Double yellow lines have been introduced on junctions to improve sight lines and road safety at junctions and also on roads as safe passing places for traffic. Once the scheme has been installed and is operational, the council will carry out a review of the area and make changes where possible to better suit the needs of the area. Reviews are carried out after the scheme has been operational for at least six months.
Review	Should the proposal be approved, all addresses will be written to advising them on the work and start dates as well as how and where to purchase permits and visitor vouchers. Once the scheme has been in place for a minimum of 6 months, the council shall carry out a review, again writing to all addresses. The review will not be an opportunity to have the scheme removed, but to refine it to better suit the needs of the area.

Public transport options not good	It is hoped that with less cars on the roads makes bus services more regular and less delayed and improves cycle safety. This would encourage more people to use these more sustainable modes of transport. The council does not run bus services which are operated by TfL.
Support	No response