

Appendix 1. Council response to objections

Issue	Response
General	<p>A statutory consultation was undertaken from 19 September 2024 to 10 October 2024. During statutory consultation, all addresses within the proposed area were sent a letter detailing the rationale for the proposed parking scheme.</p> <p>Between 5 February 2024 and 17 March 2024 an informal consultation was undertaken in relation to the proposed parking scheme. As part of the consultation, all addresses within the proposed area were written to and a booklet sent out detailing the rationale for consulting the area upon the parking scheme.</p> <p>Following the informal consultation, based on feedback received, it was decided to include the adopted sections of Isambard Place and Clifton Place to the proposals Permit Parking Areas (PPA). This is to stop people from outside of the area parking here for free, the private parking bays would remain free to park. King Stairs Close was made a PPA to allow greater flexibility to residents to park on the road. By excluding this road from the proposals will mean that the road would be free to park and receive displaced parking from the wider area. The informal consultation asked if residents would like to see Brunel Road to be included in the new proposed zone or remain as part of zone 'H', the majority of responses wanted this to remain as part of zone 'H'.</p> <p>This consultation was not run as a referendum but conducted to gather information on local parking needs and to understand the views of residents and users regarding proposed permit parking in the area. This information was carefully evaluated together with traffic survey data and parking pressure surveys to design a parking scheme that best meets the needs of the community.</p> <p>The holding of this informal consultation and the consideration of all the relevant factors prior to reaching a decision recognises that the Council has engaged with the community and is then in a position to take a decision upon whether or not to introduce any CPZ, whether as proposed, with variations, or at all.</p> <p>If the scheme is implemented, it should see the exclusion of non-local vehicles parking within the permit area, meaning that the roads will be quieter with less traffic and less pollution. Streets in the vicinity that currently do not experience parking pressure will also be considered for inclusion in the zone to avoid them being impacted by displacement parking</p>

	<p>In accordance with powers under The Road Traffic Regulation Act 1984, a local authority may make an order to designate parking places on highways, and charge for vehicles left in such a designated parking place.</p> <p>The matters to which an authority shall have regard when considering whether to make such a traffic order include-</p> <ol style="list-style-type: none"> a. The need for maintaining the free movement of traffic; b. The need for maintaining reasonable access to premises c. the extent to which off-street parking accommodation, whether in the open or under cover, is available in the neighbourhood or the provision of such parking accommodation is likely to be encouraged there by the designation of parking places. <p>(https://www.legislation.gov.uk/ukpga/1984/27/section/45#:~:text=45%20Designation%20of%20paying%20parking%20places%20on%20highways.)</p>
No change needed	<p>The Streets for People strategy explains the Council's commitment to improving residents' quality of life and taking action on climate change by changing how we all travel and use streets in our borough. This involves initiatives to encourage more sustainable modes of transport.</p> <p>The 2021 census data showed that the majority of residents in Southwark do not own a car. The Council is recognising that and seeking to redistribute how we use public highways. The aim is that residents may reconsider their car usage, in line with the Streets for People strategy.</p>
No parking problems in the road	<p>The council has carried out parking pressure surveys in the area, the data indicates moderate to high levels of pressure in the majority of the roads in the proposed zone. A permit scheme will help reduce non-local traffic and therefore increase the available parking for residents and their visitors, together with businesses and customers.</p> <p>Nearby developments in Canada Water may increase parking pressure in the area due to the lack of parking for new tenants and residents, who may park in the proposed CPZ area as it is currently unrestricted.</p>
Not eligible for permits	<p>Some newer properties have a planning condition, which prevents the sale of permits to their residents; therefore, the Council are not able to issue them with a permit. Such requirements are generally specified in legal agreements which are registered as local land charges which should be considered as part of normal conveyancing searches. This is something that should have been explained to the occupiers when they took up residency.</p>

Carers/Social worker parking	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
Cost	<p>The Council sets the cost of permits as part of its budget setting process. Permit costs are benchmarked against other London local authorities to ensure that they offer value for money. Whilst it is currently a financially difficult time for many people, it is also important to consider the long-term benefits of such a scheme, such as safer and quieter streets and more sustainable travel options which are long-term goals for the Council. Also, owning and running a car in London is expensive and most households in the borough do not own a car.</p> <p>Permit and PCN income is heavily regulated and permit charges are not to be used to generate income for the Council, and as such any excess income is ring fenced (as per the Traffic Management Act 2004). More details can be found here: https://www.legislation.gov.uk/ukpga/2004/18/schedule/9. Any surplus income will be used within the legal ring-fence for parking income under section 55 of the Road Traffic Regulation Act 1984.</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. The Council tries to design schemes in a way that will mitigate such displacement, but it is difficult to prevent. It is often seen that once a scheme is operating, people will choose not to drive to that area and use other means of transport, therefore minimising displacement as an issue. The scheme is not being installed on private estates.
Not needed on our road/area	<p>This area is in London and does not currently have parking restrictions. This leaves the area vulnerable to parking stress caused by commuters and other visitors. The areas surrounding the proposed permit scheme is already controlled by parking restrictions. As more councils in London protect their parking with the addition of permit schemes, uncontrolled areas become more desirable for commuters and long-term parking. A permit scheme would address this issue and return parking spaces for the residents and businesses that live and work in a permit zone as well as having somewhere for customers and visitors to park. The Road Traffic Regulation Act 1984 s122 states that one of the main reasons for introducing parking restrictions is to maintain 'the provision of suitable and adequate parking facilities on and off the highway' https://www.legislation.gov.uk/ukpga/1984/27/section/122</p> <p>Parking restrictions are also needed to ensure that planning conditions covering new developments can be enforced and there will not be an increase of vehicles from the occupants of those developments or their visitors and tradespeople.</p>

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
Business Permit costs	Permit prices are set by the Council annually. Prices are benchmarked against other London local authorities to seek 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 need parking for customers or visitors may be provided with Pay By Phone bays. Tradespeople operating in London will be well-versed on using this system. Loading and unloading is permitted in marked bays and double yellow lines and businesses (or residents) receiving deliveries do not need a permit or voucher when loading/unloading for up to 40 minutes.
Not enough parking and too many yellow lines	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 on roads as safe passing places for traffic. The highway code advises that vehicles should not park within 10 metres from a junction which we try to keep to, to maximise visibility at junctions. Where needed, we will be guided by independent Road Safety Assessments (RSAs) to help design schemes prioritising safety and access, as well as the Southwark Streetscape Design Manual https://www.southwark.gov.uk/assets/attach/4655/DS-002-Yellow-line-and-blip-waiting-restriction-markings.pdf
Customer parking	The permit scheme will encourage visitors to key areas of interest by removing all day parking and encouraging the turnover of parking spaces for customers. Pay by Phone shared use bays will usually be installed as a provision near shops and businesses. Customers can park during controlled hours and pay by the minute. Where possible, loading bays will be provided for businesses as well as their customers.
Disabled Parking	The introduction of a permit scheme will increase the available parking at key destinations. Permit parking encourages the turnover of parking spaces and discourages all day parking. Blue Badge holders have many parking privileges in Southwark, these include parking for free in marked disabled bays, shared use bays and on yellow lines (without kerb blips) for up to 3 hours when displaying a valid blue badge and clock. More information can be found here: https://www.southwark.gov.uk/parking/disabled-parking/parking-with-a-blue-badge

	<p>Discounts are available for blue badge holders who wish to purchase a resident permit, this is currently £30 per annum as opposed to the regular price of £225 per annum. Prices can be viewed here:</p> <p>https://www.southwark.gov.uk/parking/parking-permits/on-street-permits/resident-parking-permits</p>
Design Change	Comment to be considered as part of review of the proposed design
King Stairs Close	King Stairs Close is proposed as Permit Parking Area (PPA). This allows a greater level of flexibility for the residents of this area as they will be able to park as they do currently if the scheme is agreed but will only need a permit to park during the restricted hours. If the road is excluded it will most likely be subject displacement from the nearby area.
Isambard Place, Clifton Place	Our records shows that the central section of these estates is adopted highway. Following on from the informal consultation, it was requested that these areas be included into the proposals as if these are left uncontrolled, that there will be displaced vehicles from the outside area parking here for free. The scheme will not extend to the private parking spaces, these are excluded from the proposal.
Support	No response