

Appendix 1 – Responses to objections – Peckham West parking study

Ref	Objection/concern	Officer response	Uphold/partially uphold/reject
1.	Unnecessary double yellow lines (Hinkley Road cul-de-sac, various junctions).	<p>Double yellow lines at most junctions are 7.5m and this is lower than the 10m recommended in the Southwark Streetscape Design Manual. The junction protection with double yellow lines ensures and maintains sight lines for road users, particularly children and wheelchair users.</p> <p>In some locations double yellow lines will be considered for reduction and permit bays can be added or extended here subject to safety considerations and in line with best parking design practice at the implementation design stage. This includes at the junction of Oglander Road and Adys Road, and at junctions of Hinkley Road where the double yellow lines can be reduced to 5.5 from the edge of the kerb at junctions due to low traffic conditions (see Appendix 4)</p> <p>Double yellow lines cannot be reduced at the dead end in Hinkley Road as best practice design standards prohibit vehicles reversing in the highway due to the high safety risk of collision with other road users, particularly vulnerable road users such as children and wheelchair users in Hinkley Road, particularly as the dead end is adjacent to a play area and there is a high risk of children crossing or using the road to access the play area.</p> <p>Double yellow lines at dropped kerbs to access drives can only be removed with landholder agreement. (see Appendix 4 for locations at Danby Road and Gowlett Road)</p>	Partially uphold
2.	Hours of operation should be shifted (9-11am is inconvenient for overnight visitors, carers)	<p>Shifting operation hours would mean re-advertising the parking zone for statutory consultation.</p> <p>Officers will be instructed to review the parking zone six to nine months after implementation to ensure the zone is fit for purpose, and for a decision to be made to retain or amend operation days and times in consideration of the consultation results. In the event shifting the two hour time is supported by the greatest number or majority of respondents, officers will explore changing or reducing the operation subject to statutory consultation.</p>	Reject

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3.	Hours of operation should be longer	<p>Extending operation hours would mean re-advertising the parking zone for statutory consultation.</p> <p>In the Peckham West area there is some parking pressure close to the leisure centre in Crystal Place Road outside of the zone but the vast majority of the parking pressure is caused by commuters. A two hour zone is usually recommended for addressing commuter issues and is therefore considered adequate for the area.</p> <p>In the consultation a two hour operation was supported by only a marginally smaller number than an all-day zone and the Dulwich Community Council meeting recommended a two hour zone in consideration of the type of parking pressure affecting the area. Further informal community meetings also showed support for a two hour zone.</p> <p>Officers will be instructed to review the parking zone six to nine months after implementation to ensure the zone is fit for purpose, and for a decision to be made to retain or amend operation days and times in consideration of the consultation results. In the event shifting the two hour time is supported by the greatest number or majority of respondents, officers will explore changing or reducing the operation subject to statutory consultation.</p>	Reject
4.	Expense for residents	The price of an annual resident permit has not changed for almost eight years. Permit prices are set by Cabinet and are benchmarked with charges in other inner London Boroughs.	Reject

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5.	Consultation process unfair	<p>The consultation had a relatively high response rate of 31% (other zones typically receive 10-15% response).</p> <p>Officers consulted in the Peckham West area and consultation results revealed 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%) ; there were 11 streets in favour and 11 streets not in favour and 8 undecided. However, in the case of a zone being implemented in an adjacent street, enough respondents changed their mind to form a majority of 426 (56%) in support.</p> <p>The council explored the idea of creating a zone that would exclude streets against the zone however recognised the effect displacement of parking would have on streets initially against the zone particularly as they are located between streets in support of a zone. Therefore the recommendation was for a zone in the whole study area to reflect the results of the question that highlighted parking displacement should a zone be implemented in an adjacent street.</p> <p>The statutory consultation period has allowed a further chance for the residents within the zone to object to the zone; 38 of the 77 representations stated that they were from the area and that they objected to the zone, most of these from Oglander Road, Keston Road and Hinkley Road. However, excluding these streets would make them open to very high parking pressure as the only remaining roads in the area with unrestricted parking.</p>	Reject

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6.	Location of paid bays (East Dulwich Road shopping parade)	<p>Current free half hour parking already operates all day Monday to Saturday. The “Stop and Shop” bays will offer more flexibility for shoppers than the current half hour restriction in that visitors will be able to extend their stay for up to two hours for a fee, after the initial first half hour free, thus allowing more time to make use of shops, cafes and other amenities in the local area.</p> <p>A small number of unmarked spaces are currently available in East Dulwich Road by the play area and shops however the existing traffic order for this area is for double yellow line restrictions which appear not to have been implemented in the past due to an oversight. The existing traffic order restrictions are reflected in the detailed design in line with the traffic order. Leaving spaces without restrictions would leave them open to use by commuters and it is unlikely to help businesses.</p> <p>The council believes it has provided a solution that provides a balance between addressing parking stress and concerns about the high street. Officers will nevertheless be instructed to review the parking zone six to nine months after implementation to ensure the zone is fit for purpose, and for a decision to be made to retain or amend operation days and times in consideration of the consultation results.</p>	Reject
7.	Restricts access for visitors	<p>Based on previous zones, the implementation of a parking zone is likely to reduce the amount of cars in the area by 40% or more. Parking for visitors is likely to become easier as there will be more space. Visitors may visit at any time before 9am and after 11am without needing a visitor permit or paying for parking in the permit and paid bays. Between 9am and 11am visitors will be able to park in permit bays where one hour, five hour visitor permits may be purchased by residents (5 hour permits are more economical than two one hour permits). Residents who have a Blue Badge can apply to have a disabled parking bay outside of their home. In addition, visitors can stay for a maximum of two hours for a fee in permit and paid bays.</p> <p>Officers will be instructed to review the parking zone six to nine months after implementation to ensure the zone is fit for purpose, and for a decision to be made to retain or amend operation days and times in consideration of the consultation results.</p>	Reject

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8.	Shouldn't be pay-by-phone only	The council's policy is to remove parking meters in line with the Southwark Streetscape Design Manual and industry best practice which aims to reduce street clutter. Removing street clutter such as parking meters makes the street more attractive for walking and supports active travel for all walks of life including vulnerable road users, such as people with autism or Alzheimer's who are negatively impact by street clutter.	Reject
9.	No need for a CPZ	53% of respondents to the consultation in January and February 2019 said they found it difficult to park during the day and 45% said they found it difficult for visitors to park. 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. This shows that	Reject
10.	Loss of parking spaces	Based on previous zones, the implementation of a parking zone is likely to reduce the amount of cars in the area by 40% or more. Parking for visitors is likely to become easier as there will be more space. Visitors may visit at any time before 9am and after 11am without needing a visitor permit or paying for parking in the permit and paid bays. Between 9am and 11am visitors will be able to park in permit bays where one hour, five hour visitor permits may be purchased by residents (5 hour permits are more economical than two one hour permits). Residents who have a Blue Badge can apply to have a disabled parking bay outside of their home. In addition, visitors can stay for a maximum of two hours for a fee in permit and paid bays.	Reject
11.	Won't deal with night-time parking	41% of respondents to the consultation in January and February 2019 said they found it difficult to park during the evening compared to 53% who said they found it difficult to park in the day. A day time zone is therefore suitable to suit the parking issues felt by respondents. Nevertheless, officers will be instructed to review the parking zone six to nine months after implementation to ensure the zone is fit for purpose, and if there is majority support for the zone to operate in the evening officer will consider recommending this for decision making.	Reject

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12.	Negative effect on businesses	<p>Local councillors and officers have engaged with businesses to ensure every effort was made to strike a balance between the needs of residents most affected by parking stress and the concerns of residents and businesses in regards to the perceived effect of parking restrictions on the local high street trade. The council is sympathetic to the increasing sources and severity of pressure on high streets such as internet shopping, rising rents and business rates, as well as concerns of potentially leaving a single EU market, and economic uncertainty in general.</p> <p>East Dulwich Road has provisions for visitors to the high street, including retention of current free half hour parking operating all day Monday to Saturday. These bays will be “Stop and Shop” bays which offer more flexibility for shoppers than the current half hour restriction. Visitors will be able to extend their stay for up to two hours for a fee, after the initial first half hour free, thus allowing more time to make use of shops, cafes and other amenities in the local area. Permit and paid bays in the area also allow for visitors to park for a fee for up to two hours.</p> <p>Visitors to the East Dulwich Road may park for free in side streets outside of the 9am to 11am hours of operation.</p>	Reject
13.	Location/presence of stop and rest and permit and paid bays (Oglander Road, Choumert Road)	<p>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.</p> <p>Objections to locations of stop and rest locations have been considered and it is suggested placeholders for stop and rest features will be retained by way of double yellow lines provided that further consultation is conducted on the use of the spaces after the zone is implemented. These uses may be stop and rest (buildout/parklet with one or two seats intended for elderly and less mobile), cycle parking bay, planting or other feature, designed with input from the Metropolitan Police. Alternatively in the event that there is insufficient support for alternative use, a parking bay may be installed.</p> <p>A suggestion relocation of a stop and rest feature in Oglander Street was reviewed in Appendix 4. Due to the need to re-advertise a traffic order for the new location of the placeholder (a restriction to parking) it is suggested that the original placeholder be retained and for further consultation to be conducted on the use of this space for purposes such as a cycle parking bay.</p>	Reject

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14.	Will stop carers supporting vulnerable	<p>The majority of kerbside space in the area is taken up with parked vehicles as evidence by the response to the questions about difficulty parking: 53% of respondents to the consultation in January and February 2019 said they found it difficult to park during the day and 45% said they found it difficult for visitors to park.</p> <p>Without the parking stress caused by commuters, there will be space for visitors including carers. In addition, residents who have a Blue Badge can apply to have a disabled parking bay outside of their home.</p> <p>Carers will have unrestricted parking outside of the operating hours and may use permit and paid bays or apply for a home carers parking permit. If you're a home care worker, you can use a parking permit whilst visiting clients. Your care support company must apply for the permits, as we don't issue permits to individuals. Each approved company can hold up to five permits, which can be transferred between its home care workers and their vehicles.</p>	Reject
15.	Too many car club bays	<p>The council supports shared mobility options such as car clubs in reducing private car ownership and increasing the space for other uses. Car clubs are beneficial in regards to creating space as they reduce the need for private vehicle ownership and removal of car club bays would actually be more likely to increase private car ownership and reduce the amount of parking spaces.</p> <p>Based on previous zones, the implementation of a parking zone is likely to reduce the amount of cars in the area by 40% or more so the presence of car club bays will not be felt to contribute to reduction of available space.</p>	Reject
16.	Would support school streets instead	School streets can only be implemented on short stretches of road by schools and are aimed at reducing traffic and access to the area during school drop off and pick up times. School streets do not address parking difficulties in other streets in the parking zone and would not therefore be an adequate solution for residents facing parking difficulties.	Reject

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17.	Will be ineffective	<p>Based on previous zones, the implementation of a parking zone is likely to reduce the amount of cars in the area by 40% or more. Parking for visitors is likely to become easier as there will be more space. Visitors may visit at any time before 9am and after 11am without needing a visitor permit or paying for parking in the permit and paid bays. Between 9am and 11am visitors will be able to park in permit bays where one hour, five hour visitor permits may be purchased by residents (5 hour permits are more economical than two one hour permits). Residents who have a Blue Badge can apply to have a disabled parking bay outside of their home. In addition, visitors can stay for a maximum of two hours for a fee in permit and paid bays.</p> <p>Officers will be instructed to review the parking zone six to nine months after implementation to ensure the zone is fit for purpose, and for a decision to be made to retain or amend operation days and times in consideration of the consultation results.</p>	Reject
18.	Safety concerns	The parking design is subject to design checks in line with Southwark Streetscape Design Manual and industry best practice guidelines as well as TSRGD.	Reject
19.	Is a council moneymaking scheme	Implementation costs are covered by the parking revenue budget which legally must be reinvested back into highway improvements.	Reject
20.	Does not deal with school parking	<p>The design includes new At Any Time restrictions at junctions near schools will remove the 5 minute informal grace period for school drop off currently available at regular double yellow lines and will therefore reduce school drop off traffic. The reduction of car use in the area will therefore reduce congestion and emissions and therefore improve air quality.</p> <p>Applications for schools streets measures are administered by a different team in the highways division and applications from schools are assessed based on criteria that consider their location and whether they are on a low or medium traffic route. If you are interested in your school taking part in the Southwark School streets programme please email highways@southwark.gov.uk to make your request.</p>	Reject

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21.	Zone should have been different	<p>The consultation had a relatively high response rate of 31% (other zones typically receive 10-15% response).</p> <p>The key question asked residents if they wanted a zone in their street, not if they wanted a zone in general. A number of other questions were asked about hours and days of operations and feedback was welcomed on the design and was used to modify the design before statutory consultation.</p> <p>The statutory consultation period has allowed a further chance for the residents within the zone to object to the zone.</p>	Reject
22.	Need to consider overflow from e.g. leisure centre	Officers will be instructed to review the parking zone six to nine months after implementation to ensure the zone is fit for purpose, and for a decision to be made to retain or amend operation days and times in consideration of the consultation results.	Reject
23.	Admin burden for residents	Permit application has been streamlined in recent years and can be done online or on the phone. We receive few complaints about the process.	Reject
24.	Inaccurate information on maps	Every effort is made to ensure the information on the maps is accurate with numerous site visits conducted. Nevertheless on occasion an oversight or human error may occur and features added or left out in error; these are typically new dropped kerbs or disabled bays. The final Traffic Management Order will reflect new disabled bays and hangars. Omission of dropped kerbs will be rectified in further statutory consultation.	Reject
25.	Need on-street cycle parking	<p>This has been provided as part of the design.</p> <p>Placeholders for stop and rest features will be retained by way of double yellow lines provided that further consultation is conducted on the use of the spaces after the zone is implemented. These uses may be stop and rest (buildout/parklet with one or two seats intended for elderly and less mobile), cycle parking bay, planting or other feature, designed with input from the Metropolitan Police. Alternatively in the event that there is insufficient support for alternative use, a parking bay may be installed.</p>	Reject

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26.	Need traffic calming (Amott Road)	Traffic calming is outside the scope of a parking zone. The request has been forwarded to the relevant team in the highways division for consideration as part of a separate scheme in the future.	Reject