

Myth busting

▶ **Southwark Council is just trying to make money**

No. Parking zones are introduced as a tool to manage the finite supply of parking space on our road network and deliver the council's policies particularly the Transport Policy and Air Quality Policy. 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.

▶ **This could be paid for with council tax**

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.

Parking zones only affect a local area and are expensive to set up and run.

▶ **The council have already made up their mind; my response won't make a difference**

The council will analyse all responses on a road by road basis and make a recommendation to the decision maker accordingly.

The council must present all findings in an honest and transparent way. Any parking controls that we introduce will take into account the results of the consultation as well as existing highway safety issues in the proposed zone, feedback from emergency services, and our wider transport policies reflecting our responsibilities to air quality and active travel.

Please note that the boundary of this proposed zone is not fixed, it is possible that no zone or a smaller zone could be created depending on resident feedback through consultation, and physical constraints.

▶ **Visitors and tradespersons will no longer visit my home**

You will be able to book visitor permits online, by text and if you prefer, paper vouchers are available. A new tradesperson parking permit is planned to be introduced from Easter 2019 to further assist small businesses visiting properties.

▶ **Double yellow lines in front of dropped kerbs are unfair**

We assess the use of double yellow lines on a case-by-case basis, as evidenced in the Dog Kennel Hill zone. We have a legal obligation to consider sightlines so that we ensure the safety of our most vulnerable road users such as children and wheelchair users. Therefore we propose two-metre double yellow lines either side of drop kerbs in line with our street design standards. In exceptional cases this can be reduced to one metre depending on site specific considerations. There is no practical alternative to double yellow lines.



For frequently asked questions (FAQs) and other myth busting please visit our website
www.southwark.gov.uk/parkingprojects