

Representations in Support of the proposals

Akerman Road (V-SUP-1019)

I've been browsing the consultation, and I think your proposals are perfectly sensible and reasonable, and should improve the overall parking and traffic-flow situation within the area.

Akerman Road (V-SUP-1027)

Please accept my support for the proposed Controlled Parking Zone in Vassall Ward, as per the plans distributed by post to my address and detail posted on the Lambeth website. The parking situation in the area is regularly put under strain in particular by non-residents parking during workday hours, as supported by the findings in the JMP Consultants Ltd Parking Survey. The current situation appears to be exacerbated by the roads being some of the only ones in the area without controlled parking, therefore making them more attractive to people who live and work outside the area. I believe the proposed CPZ plans take a sensible and logical approach to addressing this issue.

Bramah Road (V-SUP-1034)

I am writing in support of the proposals to make the area of Zone V a CPZ for residents only. There have been far too many cases of dumped cars, cars which have not been moved for months on end, and possibly even commuter parking, all of which prevent genuine residents from parking anywhere near their home. This has led to a great deal of stress and arguments which have had a very negative effect on the community atmosphere and neighbourly relationships. A reasonably priced parking permit scheme will create a sense of fairness, liberate the limited parking spaces for genuine residents but only if it is properly monitored and patrolled. Also there does need to be some provision for temporary visitors, delivery and trades vehicles but not so that it can be exploited/abused. My query is whether it needs to be until 6.30pm rather than 5.30pm and I'm not sure of the reasoning behind this.

Officer response:

The informal consultation results have shown that the largest majority of respondents' for Zone V support the 8.30am-6.30pm hours of operation, from the options provided. Any change to the hours of operation would require a further separate consultation which would delay the implementation of the zone by 6-12 months. We have not received a significant amount of requests from the area to support a change in hours.

Any further request for changes can be investigated upon review of the zone.

Bramah Road (V-SUP-1050)

I am resident and legal owner of Flat 4, 18 Bramah Road and wish to express my full support for the introduction of a CPZ on our street. Parking is a major problem for all local residents - which is largely the result of displaced parking from surrounding areas with other CPZ's. The introduction of a CPZ, in what is one of the last areas in central London without such controls, would at last address this escalating problem. The level of commuter parking and dumping of white vans (left for weeks or months by non-residents) all creates stress for residents who cannot park near their homes. Thank you for responding to our concerns and progressing this project.

Burton Road (V-SUP-1007)

I would like to offer my full support for the introduction of a CPZ in the Vassall area. The introduction of a new CPZ operating Mon-Fri, 08:30am - 6:30pm is long overdue and absolutely vital to ensure local residents can park in the area. Things have got so bad, vehicles block the roads, traffic seems worse than ever, deliveries cannot be made, visitors cannot visit, parents and the elderly cannot park close to where they live - it's completely out of control, yet at the weekend things ease considerably. The sooner implemented the better.

Burton Road (V-SUP-1009)

I simply wanted to register my support for the proposed CPZ in Vassall ward.

Calais Street (V-SUP-1001)

As the owner of XX Calais Street SE5 9LP, I would like to express my support for the proposals put forward regarding the CPZ for Zone V.

Calais Street (V-SUP-1002)

As the owner of XX Calais Street SE5 9LP, I would like to express my full support for the proposals put forward regarding the CPZ for Zone V introduction and extension of zones B, A, N.

Calais Street (V-SUP-1004)

I would like it noted that I am FOR a CPZ in our street - Calais St, SE5 9LP. The parking situation has become impossible and a CPZ is required urgently

Calais Street (V-SUP-1006)

I write to reiterate my whole hearted support for a CPZ across Vassall ward. I am a resident and can vouch that a CPZ is sorely needed.

Calais Street (V-SUP-1017)

I strongly support the implementation of the Vassal CPZ. Parking is a blight here. Residents cannot use their cars on weekdays for fear of not being able to park on return. This is particularly serious for vulnerable people who are trapped in their homes for want of their own transport. Visitors cannot park short term to use Myatts Fields park. The roads in Vassal are a sump for abandoned vehicles, as well as long-term-parked commercial vans and lorries. Early morning noisy parking by shift workers is a particular bane.

The results of the survey show overwhelming support for a CPZ, and this should be honoured.

I urge you to implement this much-needed and long-awaited scheme as soon as possible.

Calais Street (V-SUP-1018)

We are residents at XX Calais St and fully support the introduction of a CPZ for our street. Parking congestion is a major problem for local residents as a result of displaced parking from surrounding areas with CPZ's - we desperately need a level playing field. Rising levels of commuter parking and dumped cars create enormous stress for residents who cannot park near their homes. Thank you for taking on board our concerns at last and progressing this project.

Calais Street (V-SUP-1044)

I write to give my support to the proposed CPZ. I hope that implementation of this CPZ will assist in reducing pollution to the area as well as making for an improved and safer environment for cyclists and pedestrians alike. Less traffic prowling our residential neighbourhood searching for parking will, I hope, make for a much more pleasant place to live.

Calais Street (V-SUP-1046)

We write to endorse the implementation of a CPZ in Calais Street for the following reasons.

1. Calais Street is on the boundary of Lambeth and Southwark. We find that some drivers living in Southwark park their cars in this street for the week and only take them home at weekends, thus negating the need to purchase parking permits from Southwark.
2. Because there are no restrictions we also have commuters parking during the day, leaving their cars while they go to work at Kings College Hospital and other places. Some even go up to the Oval and on into town or get their bikes out of the boot for the rest of their journey.
3. Those taking advantage of the free parking 'lie in wait' for residents to leave in the mornings and fill the space immediately.
4. We are unable to go out in our car during the day unless we plan to return at around 5 pm to have the best chance of finding a space to return to. This is extremely frustrating. We had envisaged a retirement where we would be free to come and go as we pleased but we find ourselves extremely limited and inconvenienced as we can't guarantee getting back into a parking space.
5. Whilst no-one welcomes charges for parking permits and visitors' permits, this is the only option to improving the current situation in Calais Street (and others in the locality).

We trust that Lambeth will support this when they make their decisions.

Camberwell New Road (V-SUP-1010)

Please go ahead with implementing the CPZ! I am on Camberwell New Road, and my closest parking street is Vassall road. I need to use my car every day and parking is desperately difficult.

Camberwell New Road (V-SUP-1032)

I would like to state that I broadly agree with the proposed CPZ for the Vassall area.

Cormont Road (V-SUP-1023)

Please note that we are in favour of the first option which is the introduction of a new V CPZ to be operational Monday to Friday. As it will be a new CPZ, I would prefer it to be operating 2 hours a day and not between 8:30am and 6:30pm. Indeed it would discourage the commuters and still allow people to use Myatt Fields park to practise sport, to use the children facilities (one o'clock club, playground), etc... The area certainly benefits from the park being a popular place.

Officer response:

The informal consultation results have shown that the largest majority of respondents' for Zone V support the 8.30am-6.30pm hours of operation, from the options provided. Any change to the hours of operation would require a further separate consultation which would delay the implementation of the zone by 6-12 months. We have not received a significant amount of requests from the area to support a change in hours.

Any further request for changes can be investigated upon review of the zone.

Cormont Road (V-SUP-1026)

I'm writing regarding the new planned CPZ for Vassall. We live by Myatt's Field Park in Calais Gate (Flat 15) and are therefore included in the new proposed 'V' zone. I would like to appeal for the new 'V' zone to be restricted to the two hours operations around Myatts Field park for the following reasons:

- Allow greater use of the Myatts Field park. This is a great social space used by many people from around the neighbourhood, in the Summer many mums and nannies drive to the park and spend two to three hours with the kids in the playground and One O'clock club. Removing the parking will force those people to stop enjoying a park that should benefit not only the few lucky ones that live really close (myself included) but all the people that are keen to use it. - A two hours controlled zone will be sufficient to remove the daily commuters and the long term parking. - Other zones with equivalent traffic adopted the two hour controlled slot and are proven to work successfully. E.g.: Clapham Common and streets around the green where all the schools are located. - A 8.30 to 6.30 will only serve the selfish interest of a few residents around the park for whom it's more important to have a dedicated parking space in front of their houses than to share the usage of the park with the community. I would appreciate if you could take my representation into consideration.

Officer response:

The informal consultation results have shown that the largest majority of respondents' for Zone V support the 8.30am-6.30pm hours of operation, from the options provided. Any change to the hours of operation would require a further separate consultation which would delay the implementation of the zone by 6-12 months. We have not received a significant amount of requests from the area to support a change in hours.

Any further request for changes can be investigated upon review of the zone.

Cormont Road (V-SUP-1005)

Having looked at the Vassall CPZ consultation documents, I am writing to say that I am in agreement with them - and would love to see a CPZ implemented. I live on Cormont Road. For the past few years, it has been utter hard work navigating the huge increase in cars trying to park in the area. Too many cars, no space. Glad it is being sorted.

Cormont Road (V-SUP-1015)

I live in Cormont road and I support bringing cpz to our street Parking has become impossible for residents.

Cormont Road (V-SUP-1031)

Just a brief note to register my strong support IN FAVOUR of the proposed new 'V' CPZ. As a resident of Cormont Road, the parking situation in the Vassall area over the last couple of years has become unbearable. Local residents are unable to find parking spaces anywhere near their homes and it's always a problem when we have visitors such as trades people come during the day - I have had plumbers, electricians etc abandon the job as they have been unable to find anywhere to park in the vicinity of my house. While some of those parking in the area are commuters from out of the area using these local residential streets as a car park on a daily basis, we also suffer from people leaving their cars in the streets for weeks and months at a time. The proposed plans are ideal in that they will eliminate both problems, the daily commuters from out of the area and also the long term parkers who abandon their vehicles for months on end. At the same time the proposals do allow for both daily visitors to Myatts Field Park and also weekend visitors to local residents. I very much welcome these new proposals.

Cormont Road (V-SUP-1037)

As Cormont Road residents, of nearly three decades, we are delighted at the news of the introduction of CPZ to the area and fully support the Monday to Friday, 8.30am-5.30pm proposal as a minimum. Parking for residents has become increasingly difficult, and sometimes impossible, in recent years so this is a long campaigned-for and very welcome outcome.

Officer response:

The informal consultation results have shown that the largest majority of respondents' for Zone V support the 8.30am-6.30pm hours of operation, from the options provided. Any change to the hours of operation would require a further separate consultation which would delay the implementation of the zone by 6-12 months. We have not received a significant amount of requests from the area to support a change in hours.

Any further request for changes can be investigated upon review of the zone.

Cowley Road (V-SUP-1035)

I am in favour of the CPZ proposal with some alterations. I would prefer the CPZ to be operational between 8:30 and 5:30 pm. An additional hour would be helpful to those who need flexible working hours (parents

coming home early due to school timings, etc). Also, I would like to know if all residents will be able to apply for resident permits? It would be unfair to discriminate between new and old residents of the ward.

Officer response:

The informal consultation results have shown that the largest majority of respondents' for Zone V support the 8.30am-6.30pm hours of operation, from the options provided. Any change to the hours of operation would require a further separate consultation which would delay the implementation of the zone by 6-12 months. We have not received a significant amount of requests from the area to support a change in hours.

Any further request for changes can be investigated upon review of the zone.

Cowley Road (V-SUP-1045)

I wanted to thank Lambeth Council for listening to the community and accepting that parking in this neighborhood is really awful. It's about time we had a CPZ introduced in Vassell Ward and so I'm glad that the council is finally going to try and address this. I lived on Wanless Road (SE24 CPZ N) for about eight years before moving to my current address and so I'm familiar with Lambeth introducing a CPZ. However, I remember when the CPZ N was introduced a number of years ago Lambeth Council first went around a number of the roads and introduced double yellow lines, thus reducing the amount of space available for parking. So on the one hand you restricted non residence ability to park from 12:00 to 14:00 on weekdays but at the same time the council made it more difficult for residents to park because of the reduction of the overall parking spaces. This was not good and I hope you do not attempt to apply the same method in Vassall Ward when introducing CPZ V. The current parking restrictions operating in Myatts Field North (Oval Quarters) don't appear to be enforced during the local school run. Is this a decision that was taken by Lambeth Council? If it was the residents at Oval Quarters were not informed about it. I was also under the impression that school placements were given to children who live within the local catchment area. If that is the case, why on earth are there so many parents driving their children to and from the school on Cowley Road? This cannot be helping the local air quality. There are so many cars in the morning that there appears to be a tacit agreement that parking restrictions on Oval Quarter estate be suspended or not enforced. I've attached eight photos to show as evidence of what goes on here during the school run. They were taken both during the morning and evening 'school runs'. Picture 01 shows parents have double parked their cars on the east side of Cowley Road whilst they drop their children off at school. But this then forces the drivers who are traveling north on Cowley Road, towards the school, to mount the pavement on the west side and drive half on the pavement and half on the road (between cross roads Eleanor Road and Crawshay Road). This is happening during the time pupils are walking to and from school, some of which are accompanied by adults and others are not. This is a dangerous thing to be happening. At no time have I noticed any parking enforcement officers dissuading this unsafe behavior so near to the school. Can you please get back to me and let me know how Lambeth Council is going to address this? Pictures 02 through to 05 were taken from within my building on Cowley Road, on the East side, in the evening during the 'school run'. Again it shows the 'normal' double parking that goes on here by parents. Pictures 06 through 08 shows other cars that have been parked by parents in the Oval Quarter estate during an AM 'school run'. You'll see at least eight cars that are not parked in designated parking bays. None of these cars receive a PCN. This happens every school day. Once the school run is over, parking restrictions are then enforced again. The only people that this is being applied to are the residents who live in Oval Quarters. Why are local residents being singled out in this way? Why are parents who drive from outside the neighbourhood allowed to ignore the parking restrictions but local residents have to abide by them? The parents of some of these children can be quiet belligerent, I've seen and heard them take on and 'persuade' enforcement officers in the past not to ticket them. I look forward to hearing from you on how Lambeth Council is going to address the issues I've raised.

Officer response:

Enforcement outside schools within the zone should be carried out to ensure compliance. However, difficulties regarding enforcement at school drop off and collection times does sometimes occur, partly due to the nature of dropping off and picking up activity. There are also a large number of schools within the borough requiring enforcement all at the same time.

Once the CPZ is introduced and the appropriate enforcement carried out, this will ensure a reduction in the congestion issues around school times currently being experienced.

Flodden Road (V-SUP-1011)

I live at XX Flodden Road SE5 9LH. I strongly support the introduction of the controlled parking zone Vassal Area.

Flodden Road (V-SUP-1022)

My dad has informed me today that there will be a consultation regarding the proposed CPZ around the Vassall road area. I would like to share my excitement at the news and I believe it is a positive step forward in combatting the ongoing parking issues we have faced since we moved to the area in 2009. I have been in contact with the council ever since we moved in regarding the parking in the area because we noticed immediately that bus drivers, high street workers and people who worked in central London would drop their cars off on our road and then go off to work. This would force us to park our cars a few roads away where we have had our cars broken into more than 4 times, as recent as last year where my parents car window was smashed because we had to leave it on a dark, lonely road. I have pictures of the incidents and I had also sent them onto the personnel in charge of parking in Lambeth. The reason this impacts us the most is because our road partially belongs to Southwark, which means it is the closest road to the high street without CPZ, so all the bus drivers and high street workers park on our road first. Additionally, the Southwark residents park on our side of the road because many of them refuse to pay to park on their road as the Lambeth half is free parking. I cannot use my car Monday – Friday because as soon as I move my car someone takes my spot and forces me to park far away from my house. Sunday evenings I play football and sometimes I don't bother going just so I avoid the hassle of having to come home at 10pm to struggle to find parking on my own road. My family and I back fully the proposed CPZ and we are willing to pay a monthly / annual fee for this service, as we paid to Southwark for a few years until they told us they will no longer allow Lambeth residents to buy a parking permit. Thank you very much for your time and I do hope proposal is accepted.

Flodden Road (V-SUP-1039)

Hello, i am in favour in adding controlled parking due to the fact that when i have left my car in other areas apart from mine my car has been damaged and they are cars in front of houses so they leave their cars there and leave them there for months and take up space which we could use and i need to pick up my children and when i return our space in front of our house is being used and i would like this because i am very ill.

Flodden Road (V-SUP-1040)

Hello i am writing because i am in favour of controlled parking because my car window has been broken twice when i have had to park it in another area as people have taken our parking spaces. We live on flodden road and there is one side which is private parking and the other isn't which means all the parking spaced are being used by other people. Thank you we hope you can do something about this.

Flodden Road (V-SUP-1041)

Hi, I currently live on Flodden Road and believe the proposed parking zone would be very beneficial as there have been many occasions in which I've had to park further away and had my car damaged as a result.

Foxley Square (V-SUP-1043)

As a resident in Foxley Square, I'm just writing briefly in support for the CPZ. Too often I return home from somewhere and have great difficulty parking because of large numbers parking who do not live in the area. I very much hope the scheme will proceed for these reasons.

Haslemere Road (V-SUP-1008)

I have seen the proposals for a CPZ Monday to Friday from 8.30 to 6.30 pm. I strongly support this proposal in respect of both the days and hours suggested.

Haslemere Road (V-SUP-1042)

I would like to say that I strongly support the proposed Controlled Parking Zone in Vassall Ward. I think the proposal for Monday to Friday is the right option and that it is supported by most residents. I also strongly support the proposed hours of 8.30am to 6.30pm for the proposed zone to operate. I know that a few residents have suggested that a more limited restriction of 2 or 4 hours during the middle of the day would be sufficient to deter parking by non-residents who work in the area. However, I believe that this would not work because not all of them work 9am to 5pm. Many of them are shift workers or part-time workers who work based at the two bus garages, the Poost Office sorting office and in shops and businesses in or around Camberwell Green and also St Gabriel's College, Cormont Road. Therefore, they would still park in the mornings or afternoons. If the hours of operation of the CPZ are more restricted than the surrounding areas then we will still have the problem of displacement from other nearby neighbourhoods that we have now. Therefore, I believe that the hours of operation should be 8.30am to 6.30pm which is the majority view in the informal CPZ consultation.

Knatchbull Road (V-SUP-1003)

With reference to the Vassall CPZ consultation, I am in favour of the proposed new 'V' CPZ to be operational Monday to Friday between 8.30am and 6.30pm. I am a resident of Knatchbull Road, where there is a real problem finding any parking from around 6am onwards Monday to Friday. This makes it problematic for us

to have any visitors to the house, or to have any tradesmen visit, without having to risk a parking ticket by blocking a driveway or parking in a disabled designated area. Parking is seldom such a problem after 7pm or at the weekend, which demonstrates how much of the issue is caused by commuters, exacerbated by the knock on displacement effects of surrounding areas which already have residents' parking schemes. I think the proposed mix of residents and free parking on the park side of the road strike a good balance between providing residents with reasonable parking access, whilst allowing for park visitors to have parking availability, although I suspect the commuters will continue to dominate the free parking, leaving park visitors no better off. One option might be to introduce 12-2 restrictions on the park side of the road, which would be more favourable for park visitors and deter "all day" commuter parking.

Knatchbull Road (V-SUP-1013)

I think the proposed plans for the CPZ to be introduced in the Vassall area are urgently required and long overdue. This email is to let you know of my full endorsement of the plans. I hope they will be installed as soon as possible. For too long the area has become a Public Car Park and a logistical nightmare for local residents.

Knatchbull Road (V-SUP-1021)

I just wanted to say that like many residents around Myatts Fields I am very much in favour of the CPZ plans. The area has become a public car park, with commercial vehicles often parked up for weeks unmoving while commuters dump their cars and take the bus or tube into the centre of town.

Knatchbull Road (V-SUP-1038)

I strongly support the implementation of the new proposed CPZ in Vassall Area. I have lived in the area for 4 years and seen the parking situation deteriorate. It is very difficult for residents to find spaces to park and this can provide real obstacles to everyday tasks such as unloading shopping. I have many times had to park on the far side of Myatt's Fields and carry shopping to my house which was sometimes very problematic whilst also dealing with a toddler and baby. The lack of readily available parking also creates difficulties for arranging deliveries and having workmen find somewhere to park. I have several times taken time off work to be in for a plumber or service engineer only to have the work cancelled because they cannot find somewhere close to park. The uncontrolled parking causes lots of traffic issues from congestion to pollution to damage to cars. There are also issues such as rubbish (dropped by motorists parking in the area) and difficulties in the road sweepers being unable to clean the streets because the area is also full of parked cars. We also get untaxed cars being dumped almost every week as well as cars being abandoned for long periods (there is a vehicle outside my child's nursery that hasn't moved since September, it doesn't work, but the vehicle is taxed so nothing can be done about getting it moved) I really think that the introduction of a CPZ would be beneficial to the area and local residents. I hope that the council will carefully consider whether traffic calming measures will also need to be introduced to slow down motorists who are increasingly using the area as a rat run to avoid the traffic congestion on Coldharbour Lane and Camberwell Green and may start driving faster if there are fewer parked cars. I also hope that the council will provide local residents further input into the actual positioning of parking areas/ yellow lines etc as we are most familiar with the areas on our roads that are most problematic or have particular issues with parking demand.

Knatchbull Road (V-SUP-1047)

We both support the implementation of the proposed new 'V' CPZ; as well as:

- Its boundaries and relationships to existing CPZs A, B and N.
- Timings from 08.30 to 18.30hrs and Monday to Friday as this will:
 - Reduce the current swamping of the zone by commuters throughout the working day, particularly the roads immediately circling the Park.
 - Damaging of the environment by medium and long term parking and dumping of commercial vehicles – particularly 'white and other vans'.
 - Optimising the use of Myatts Fields Park for leisure and supervised sports activities.
- Optimising of the P5 Bus Route to optimise its service to benefit local resident and visitors.

Knatchbull Road (V-SUP-1048)

This email is to support the implementation of the V CPZ, its boundaries and relationships to existing CPZs A, B and N and to support the timings of 08.30 to 18.30 hours Monday to Friday. We would like to see the installation of some Bikehangars around the perimeter of the Myatt's Fields Park and to make sure that a large number (at least 20) of mixed resident/amenity spaces are installed around the park, the Longfield Hall and the former Minet Library.

Officer response:

The installation of cycle hangars follows a separate consultation and implementation process. The following link can be used to request one in the road <https://www.lambeth.gov.uk/forms/register-your-interest-in-a-lambeth-bikehangar-form>

Knatchbull Road (V-SUP-1049)

I support the implementation of the proposed new 'V' CPZ - as well as its boundaries and relationships to existing CPZs A, B and N. Timings from 08.30 to 1830hrs and Monday to Friday as this will:

- Reduce the current swamping of the zone by commuters throughout the working day, particularly the roads immediately circling the Park.
- Damaging of the environment by medium and long term parking and dumping of commercial vehicles particularly 'white and other vans'.
- Optimising the use of Myatts Fields Park for leisure and supervised sports activities.

Optimising of the P5 Bus Route to optimise its service to benefit local resident and visitors.

Lothian Road (V-SUP-1025)

I'm a resident that lives on Lothian road, and I'm writing to say how pleasant that we are going to get controlled parking. Morning, afternoon and some evenings are really bad, it's really difficult to get parking spaces. I can't go to the shops or take my mum to work, dad to doctors appointments by car because I know there will be no where to park when I get back. The sooner the better that's what I say.

Paulet Road (V-SUP-1054)

You could read the full dialogue with our councillor and Paul Bird below if you wish, but simply the points relevant to the VASSALL CPZ. - I have lived on Paulet Road for 2 years, I am heavily in favor of the CPZ, as are others on my road. However the macro point of view that the whole ward be Mon-Fri regulated raises concerns that it is not stringent enough mainly because of the following reasons (and I have photographic evidence of most of this from this year) some of which I expect you are aware of from your studies: -- vehicle business dump/park cars in greater numbers on the road at the weekend, stashing for the following business week --- civilized car hire (after closing their Clapham road branch) house a lot of their car rentals that are not rented out for the weekend, on our road as they don't fit in their small premises on the Camberwell Trading Estate, on the roads --- <https://www.primetimemanandvan.co.uk/> PTR also dump their courier vans at the weekend --- bus drivers from the camberwell bus station regularly park their cars on the road 24x7 --- garages close up mid afternoon on Saturday and dump the half repaired cars on the road, or have recovery vehicles dump the cars on the road ready for Monday morning (I have various videos of this) --- a very large church - The prayer centre church of God have their multiple services on a Sunday on the Chartwell business estate, in theory a number of them could park in there, but now on Sundays the gates are locked, perhaps they upset another business.. the hundreds of congregation members park their cars on the road, it is a real challenge to regain a parking space before 3pm on a Sunday afternoon. Now I expect some of these issues to decrease with a Mon-Fri CPZ, however I would be extremely pleased if you could seriously consider at least one side of our road (perhaps the non-terraced house side) being Mon-Sun. This wouldn't be the first time a road in Lambeth had differing zones on a single street to tackle some of these issues in favor of the residents. My parents live on Englewood Road in Clapham and mainly because of a wine bar at the end of the road that causes havoc, much of the road is patrolled Mon-Sun, which brings in a decent income for the council. I noted in the email exchange the southwark traffic wardens (I think) spend many Sundays finding individuals from the church who have parked on a yellow line or in front of a dipped curb. By keeping it only on one side of the road, residents can still have visitors at the weekend who can park for free. As well as those with young children who want to park near their house (we are about to have our third child), can. I think I have now sufficiently explained my concerns! Many thanks for all your efforts.

Officer response:

The informal consultation results have shown that the largest majority of respondents' for Zone V support the 8.30am-6.30pm hours of operation, from the options provided. Any change to the hours of operation would require a further separate consultation which would delay the implementation of the zone by 6-12 months. We have not received a significant amount of requests from the area to support a change in hours.

Any further request for changes can be investigated upon review of the zone.

Patmos Road (V-SUP-1053)

I write to register my support in relation to the recent, and in my opinion long overdue, decision to introduce the new 'V' CPZ. This change has become increasingly necessary with the exponential increase in demand for parking in the area and the subsequent problems encountered by residents living in the 'free parking' streets around Patmos Road and Myatts Park over the last few years. On my journey to work (by public transport) I quite often see people parking in Patmos Rd and walking off in front of me to Oval tube station. After 8am there is only ever a parking space 'free' if a resident vacates one and these are always taken within

a matter of minutes, if not seconds, of becoming available. On my return journey I frequently walk back nearby people that are also returning from the Oval, but not to go home, just to collect their cars after having parked them for free all day in a spot only 20 minutes walk from zone 1, Vauxhall. The problem has become so bad since the opening of the Akerman Health Centre that it actually controls and restricts day-to-day life and decisions have to be made based on when you will probably be able to park your car on arriving home, if you dare to use it at all. It is just not possible anymore to return home in your car and park anywhere near where you live, or usually anywhere at all, before 6pm at the earliest. This completely ruins any plans that should be possible when having a day off work. I hope that Lambeth have a record of the number of cars that have been abandoned in this area (Patmos Road and Tindal Street especially) over the last few years. The cost of removing this volume of vehicles must be immense. A CPZ and pay meters would generate income for the council and I would be more than happy to pay Lambeth council for a parking permit which is something I couldn't imagine saying more than a few years ago. Many, many worthless cars are left for months on end without moving at all but cannot be removed because they still have valid vehicle tax. A CPZ would put an end to this waste of precious space and allow it to be used positively, either by residents or by paying visitors e.g. to the health centre. Elliott Road and the St Johns church part of Frederick Crescent are a magnet for cars for sale - today there are 4 vehicles in the 6 spaces directly around the church that have 'homemade' A4 for sale signs in their windows. These many different cars show the same mobile numbers over and over again. I have seen McCarthy Cars business cards used to keep up the for sale signs and therefore believe this business is storing its excess, low value, cars in this vicinity! As residents surely we are entitled to priority parking over a business taking advantage of free 'garage forecourt' space to advertise to the thousands of cars that pass down Patmos Rd/Frederick Crescent/Elliott Rd each day. I would like to point out that the current plans showing parking spaces outside Akerman Health Centre, directly opposite the exit to one-way Tindal Street, need to be reviewed. The Lambeth refuse lorry that collects from Silverburn House at the end of Tindal St twice a week, often has to turn left out of Tindal St into Patmos Road i.e. contravening the right turn only sign, and go the wrong way down a one-way street for a number of metres before reversing back down Patmos Rd to turn into Cromwell Rd by the Spar. This is because the vehicles parked directly outside the entrance to the Health Centre on double yellow lines (!!!) prevent a lorry from being able to turn right from Tindal St onto Patmos Rd. I have several photos proving this issue that I have witnessed over and over again. It seems obvious to me that the parking outside the health centre needs to be relocated back towards Akerman Rd so as to clear the exit from Tindal St for all necessary vehicles e.g. fire engines too. I wholeheartedly welcome the 'V' CPZ and hope that Lambeth can instigate it from 1st July without delay.

Penford Street (V-SUP-1055)

I just wanted to add my support to the controlled parking proposal in Penford Street. As a resident, it has been an absolute nightmare to park outside my home or even in my street for many years. We have been crying out for controlled parking. Thank you for finally proposing its introduction. It will be a huge, positive change for the street and our area.

Russell Grove (V-SUP-1028)

As a resident of Russell Grove I am 100% in favour of residents parking after 11 years of struggling to be able to park our car anywhere near our house.

Russell Grove (V-SUP-1029)

Hello. As a resident of Russell Grove, I strongly support the implementation of a CPZ in my road.

Russell Grove (V-SUP-1030)

Thank you for progressing the CPZ in the Vassall ward. This initiative is long overdue and will improve many aspects of our day to day living. I fully support and welcome a CPZ in our area.

Russell Grove (V-SUP-1033)

I am writing to support the introduction of a CPZ into this area. Over the last few years the density of cars being parked in the VASSALL area has increased greatly. Much of this increase seems to be due to commuters using the area to leave their cars during the day and motorists who live in nearby metered areas leaving their cars here to avoid paying CPZ charges. Certainly at least half the cars parked in Cancell Road, Russell Grove and Cowley Road belong to people who do not live in these roads or close by. These roads are also subject to dumped cars which is a constant problem. With the increase of CPZ areas nearby the situation with extra cars is now critical. I wholly support the introduction of a CPZ. I would support a shorter period e.g. 9.00am - 5.00pm for instance which I think would be sufficient to deter commuter parkers etc.

Officer response:

The informal consultation results have shown that the largest majority of respondents' for Zone V support the 8.30am-6.30pm hours of operation, from the options provided. Any change to the hours of operation would require a further separate consultation which would delay the implementation of the zone by 6-12 months. We have not received a significant amount of requests from the area to support a change in hours.

Any further request for changes can be investigated upon review of the zone.

Russell Grove (V-SUP-1036)

Thank you for the proposed plan to imposed controlled parking in Vassall ward. I support the idea of controlled parking Mon-Fri 830-630pm.

Russell Grove (V-SUP-1051)

I write to lend my support to the proposed implementation of a controlled parking zone in the Vassall Ward, as a resident of Russell Grove.

Templar Street (V-SUP-1014)

Confirmation of my support for the CPZ around Myatts Fields..... as soon as is practical.

Templar Street (V-SUP-1016)

I am writing in support of the Vassall Ward CPZ - which is much needed. I would however prefer that that Saturday was included, because we have a significant number of commercial vans that park on the street over the weekend.

Officer response:

The informal consultation results showed the largest majority of respondents' for Zone V support the Monday to Friday for days of operation. Any change to the days of operation would require a further separate consultation which would delay the implementation of the zone by 6-12 months. We have not received a significant amount of requests from the area to support a change in days.

Any request for changes can be investigated upon review of the zone.

Templar Street (V-SUP-1052)

I live at XX Templar Street, SE5 9JB. I support the introduction of the Vassall CPZ but my preference is for the time of operation for the zone to be 10am to 2pm, Mondays to Fridays.

Officer response:

The informal consultation results have shown that the largest majority of respondents' for Zone V support the 8.30am-6.30pm hours of operation, from the options provided. Any change to the hours of operation would require a further separate consultation which would delay the implementation of the zone by 6-12 months. We have not received a significant amount of requests from the area to support a change in hours.

Any further request for changes can be investigated upon review of the zone.

Upstall Street (V-SUP-1056)

I have lived at the above property for the past 15 years. In that time the parking position in the above street and neighbouring streets has become increasingly difficult, if neigh on impossible!

We are subjected to a daily routine of having to find parking in the street due in part but not only because of:-

1. Commuter Parking

People who do not live in the borough but who either work in the Borough or in central London and who choose to drive into the Borough and park their cars and either walk to work or commute by tube into central London to work.

2. Commercial Parking.

We have a large number of railway arches nearby.

These arches are used by commercial businesses (primarily motor repairs) the owners of which either park cars that require repair in the street or surrounding street or park vehicles that have been repaired and require collection by their owners in the street or neighbouring streets.

We also have commercial vehicles that are used by neighbours for their employment. These vehicles are sometimes left in the street during the day time when not being used by the employee

3. Abandoned vehicles

Due to the lack of parking restrictions in the area (not only on Upstall Street but the streets adjoining Upstall Street) car owners frequently abandon their vehicles in our street, [I have just had cause to report another abandoned vehicle parked along side No.20 Upstall Street that was left in its current location more than 7 months ago and is now clearly or an unroadworthy condition and will have to be removed by Lambeth Parking]. The incidence of untaxed and abandoned vehicles has increased significantly over the past 5 years

4. Vehicles parked for the purposes of filming at Brunswick House Knatchbull Road

Often during the course of a year, Brunswick House is used as a location for filming.

The last occasion was last week when a significant part of Upstall Street and Knatchbull Road adjacent to Brunswick House was "requisitioned" for vehicles involved in the film shoot. The last filming took place over a 5 day period which caused considerable disruption to traffic on Knatchbull Road as well as considerable inconvenience to residents in Upstall Street and the adjacent streets in respect of trying to park their vehicles.

I and my neighbours would appreciate Upstall Street being made into a controlled parking zone to ensure that for those residents living in the street parking in Upstall street is no longer the daily nightmare that it has become.

Vassall Road (V-SUP-1012)

I write in connection with the above consultation. I would like to register my wholehearted support for the introduction of such a scheme. I feel that a whole working day restriction for either five or six days a week would make a considerable improvement to day to day life in this area, since we are plagued by commuter parking, random commercial vehicles, abandoned cars and on street car selling.

Welby Street (V-SUP-1024)

I am all for a cpz and feel that a Monday to Friday 8.30-6.30 would stop the area being a commuter car park and somewhere for those who live in other cpzs' to park for free. I think CPZ V is the way forward.

Representations in Opposition of the proposals

Patmos Road area petition (PT17-Vassall 001)

We the undersigned oppose the CPZ scheme in our area which consists of the following Streets: Cancell Road, Elliott Road, Frederick Crescent, Langton Road, Tindal Street, Patmos Road, Myatt Road and Lothian Road. For the following reasons:

We do not believe that a response rate of 3.9% is representative of our views.

We have not had a breakdown of the above results by Street/Roads to evidence a blanket CPZ is desired.

We have feedback from the Lambeth Survey that Elliott Road and Frederick Crescent actually do not want CPZ but are having it forced on them.

We do not believe the process to be fair, reasonable or democratic.

We do not want CPZ in the above named Streets in our area as there are alternative ideas available without charging residents extra for other people to park.

Officer response:

The council has made the appropriate recommendation and decision based on the results of the consultation as returned by residents / businesses in the area. Whilst the response rate is relatively low, it was considered appropriate to recommend proceeding to statutory consultation given the level of overall support for a CPZ from those who did respond, along with the evidence of high levels of parking stress within the consultation area. The parking surveys can be accessed via the following link:

https://www.lambeth.gov.uk/sites/default/files/2016-Vassall-parking-survey_1.pdf

The council cannot force residents / businesses to participate in the consultation, but has used a number of methods of communication to enable people to get involved in the process. The newsletter delivered to residents in the informal consultation explained the proposals, describing the reasons for the consultation, how a CPZ works and how to participate in the consultation. A Frequently Asked Questions (FAQ's) document was also provided to answer common CPZ related questions and Lambeth's Permit Pricing Structure information showing the cost of the various parking permits at the time of the consultation. A webpage was also created which contained all the relevant information with detailed plans of the Council's proposals. On these webpages are links to a survey where households could complete and submit their views including comments. For those properties who were unable to access the information on the website, or complete the online survey, a telephone request line was created where respondents could request maps and hardcopy questionnaires. The details of this telephone request line was in the Newsletter sent out to all properties. A3 posters were erected on lamp columns in and around the Housing Estates to raise awareness of the consultation. The poster contained a short link to the council website for detailed information and the telephone request line number. A public exhibition was also held on 8th October 2016 at the Minet Library on Knatchbull Road from 10am to 4pm allowing residents and businesses to discuss the proposed measures with officers. All the above information was available on the council website throughout the statutory consultation stage. The on street notices and advert in the Lambeth Weekender are statutory requirements to which the Council has met. Additionally we send a newsletter to all in the affected area and supply an email address where they can make their representation online.

The statutory consultation newsletter and on-street notices provided a link to the council website www.lambeth.gov.uk/vcpz which show the complete breakdown of all roads within the consultation area on a road by road basis.

Residents of some roads within the consultation area were against parking controls but were offered the opportunity to become part of the controls at the formal stage as they would be adversely affected by parking displacement. However, should these roads be excluded they would be adversely affected by displacement from commuters and nearby residents avoiding charges in the new CPZ. Due to this displacement, if residents are unable to find a parking space they either need to pay to park (which has a 4 hour max stay) in the nearby surrounding CPZ roads or effectively the only alternative free parking available to these residents will be south of the south circular, which is approximately 3 miles away. In the event that residents request the Council to re-consult the area due to the inevitable parking displacement, it is unlikely that the Council would be able to revisit the area again in the short – medium term, as funding and resources will need to be identified and allocated. This potentially would leave residents with parking difficulties for some time. Therefore it is considered that in the absence of strong objections from the residents that they are included within the proposed zone.

Akerman Road (V-Obj-2008)

I implore you to rethink your proposal to impose further parking restrictions. Do not implement parking restrictions. -Residents in the area have no difficulty finding parking spaces. -Visitors to the area also do not have difficulty finding parking spaces. -There is no justification for the imposition of parking restrictions. Please do not go through with your plan. -Furthermore; only 3.9% of the questionnaires that you issued were returned. This equates to about 13.5 people! -Therefore, the strength of the evidence you are using to justify the restrictions is extremely extremely weak. Please reconsider urgently.

Officer response:

The parking stress surveys undertaken in 2016 provides evidence that high levels of parking pressure exist in the area. The parking surveys can be accessed via the following link:

https://www.lambeth.gov.uk/sites/default/files/2016-Vassall-parking-survey_1.pdf

The council has made the appropriate recommendation and decision based on the results of the consultation as returned by residents / businesses in the area. Whilst the response rate is relatively low, it was considered appropriate to recommend proceeding to statutory consultation given the level of overall support for a CPZ from those who did respond, along with the evidence of high levels of parking stress within the consultation area.

The council cannot force residents / businesses to participate in the consultation, but has used a number of methods of communication to enable people to get involved in the process. The newsletter delivered to residents in the informal consultation explained the proposals, describing the reasons for the consultation, how a CPZ works and how to participate in the consultation. A Frequently Asked Questions (FAQ's) document was also provided to answer common CPZ related questions and Lambeth's Permit Pricing Structure information showing the cost of the various parking permits at the time of the consultation. A webpage was also created which contained all the relevant information with detailed plans of the Council's proposals. On these webpages are links to a survey where households could complete and submit their views including comments. For those properties who were unable to access the information on the website, or complete the online survey, a telephone request line was created where respondents could request maps and hardcopy questionnaires. The details of this telephone request line was in the Newsletter sent out to all properties. A3 posters were erected on lamp columns in and around the Housing Estates to raise awareness of the consultation. The poster contained a short link to the council website for detailed information and the telephone request line number. A public exhibition was also held on 8th October 2016 at the Minet Library on Knatchbull Road from 10am to 4pm allowing residents and businesses to discuss the proposed measures with officers. All the above information was available on the council website throughout the statutory consultation stage. The on street notices and advert in the Lambeth Weekender are statutory requirements to which the Council has met. Additionally we send a newsletter to all in the affected area and supply an email address where they can make their representation online.

The proposed waiting restrictions for Akerman Road (north of Mostyn Road) are necessary for the return of the P5 Bus route and therefore will be introduced even without parking controls.

Akerman Road (V-Obj-2009)

I implore you to rethink your proposal to impose further parking restrictions in the area, restrictions which are not wanted whatsoever. As a resident of the area, DO NOT implement parking restrictions. As a resident, I

can confirm that residents in the area have no difficulty finding parking spaces. Residents' visitors to the area also do not have difficulty finding parking spaces; which is extremely handy. There appears to be no justification for the imposition of parking restrictions. Only 3.9% of the questionnaires that you issued were returned. This equates to about 13.5 people - not a valid representation of the area. The strength of the evidence you are using to justify the restrictions is extremely poor and your arguments are ultimately weak. As a resident who will be affected by the restrictions, I urge you to reconsider immediately.

Officer response:

The parking stress surveys undertaken in 2016 provide evidence that high levels of parking pressure exist in the area. The parking surveys can be accessed via the following link:

https://www.lambeth.gov.uk/sites/default/files/2016-Vassall-parking-survey_1.pdf

The council has made the appropriate recommendation and decision based on the results of the consultation as returned by residents / businesses in the area. Whilst the response rate is relatively low, it was considered appropriate to recommend proceeding to statutory consultation given the level of overall support for a CPZ from those who did respond, along with the evidence of high levels of parking stress within the consultation area.

The council cannot force residents / businesses to participate in the consultation, but has used a number of methods of communication to enable people to get involved in the process. The newsletter delivered to residents in the informal consultation explained the proposals, describing the reasons for the consultation, how a CPZ works and how to participate in the consultation. A Frequently Asked Questions (FAQ's) document was also provided to answer common CPZ related questions and Lambeth's Permit Pricing Structure information showing the cost of the various parking permits at the time of the consultation. A webpage was also created which contained all the relevant information with detailed plans of the Council's proposals. On these webpages are links to a survey where households could complete and submit their views including comments. For those properties who were unable to access the information on the website, or complete the online survey, a telephone request line was created where respondents could request maps and hardcopy questionnaires. The details of this telephone request line was in the Newsletter sent out to all properties. A3 posters were erected on lamp columns in and around the Housing Estates to raise awareness of the consultation. The poster contained a short link to the council website for detailed information and the telephone request line number. A public exhibition was also held on 8th October 2016 at the Minet Library on Knatchbull Road from 10am to 4pm allowing residents and businesses to discuss the proposed measures with officers. All the above information was available on the council website throughout the statutory consultation stage. The on street notices and advert in the Lambeth Weekender are statutory requirements to which the Council has met. Additionally we send a newsletter to all in the affected area and supply an email address where they can make their representation online.

The proposed waiting restrictions for Akerman Road (north of Mostyn Road) are necessary for the return of the P5 Bus route and therefore will be introduced even without parking controls.

Akerman Road (V-OBJ-2018)

I would like to register my opposition to the planned introduction of a CPZ near Vassall road. There is no need for parking restrictions as there isn't a parking issue in the area. 10 people out of the 351 residents sent questionnaires supported the introduction of parking measures, which at 2.8% isn't sufficient to warrant the changes. I received the questionnaire regarding the local traffic situation and didn't respond. If the questionnaire had been titled 'We are planning on introducing parking restrictions in your area and want your opinion?', you certainly would have had a better response rate than 3.9%. Other than short double yellow lines solely in front of the waste disposal bins I don't see any need for parking restrictions. The main issue is down to the flow of traffic forced down small residential roads by the new one way system. Both Mostyn road and Normandy road (marked in blue on the map) should not be one way as this forces all the traffic down Akerman road which leads to congestion at the traffic lights at the top of Elliot/Patmos road (particularly at school drop off and pick up times). The majority of the traffic forced to flow down these roads causing the congestion is just trying to return to the Brixton road. In addition if a mini roundabout (marked in red on the map) was in place at the Elliot road/Vassal Road junction instead of poorly phased traffic lights this would eliminate a lot of the congestion and make the P5 bus route clearer. Please consider alternative traffic measures rather than reflex parking restrictions on residential roads.

Officer response:

The parking stress surveys undertaken in 2016 provide evidence that high levels of parking pressure exist in the area. The parking surveys can be accessed via the following link:

https://www.lambeth.gov.uk/sites/default/files/2016-Vassall-parking-survey_1.pdf

The council has made the appropriate recommendation and decision based on the results of the consultation as returned by residents / businesses in the area. Whilst the response rate is relatively low, it was considered appropriate to recommend proceeding to statutory consultation given the level of overall support for a CPZ from those who did respond, along with the evidence of high levels of parking stress within the consultation area.

The council cannot force residents / businesses to participate in the consultation, but has used a number of methods of communication to enable people to get involved in the process. The newsletter delivered to residents in the informal consultation explained the proposals, describing the reasons for the consultation, how a CPZ works and how to participate in the consultation. A Frequently Asked Questions (FAQ's) document was also provided to answer common CPZ related questions and Lambeth's Permit Pricing Structure information showing the cost of the various parking permits at the time of the consultation. A webpage was also created which contained all the relevant information with detailed plans of the Council's proposals. On these webpages are links to a survey where households could complete and submit their views including comments. For those properties who were unable to access the information on the website, or complete the online survey, a telephone request line was created where respondents could request maps and hardcopy questionnaires. The details of this telephone request line was in the Newsletter sent out to all properties. A3 posters were erected on lamp columns in and around the Housing Estates to raise awareness of the consultation. The poster contained a short link to the council website for detailed information and the telephone request line number. A public exhibition was also held on 8th October 2016 at the Minet Library on Knatchbull Road from 10am to 4pm allowing residents and businesses to discuss the proposed measures with officers. All the above information was available on the council website throughout the statutory consultation stage. The on street notices and advert in the Lambeth Weekender are statutory requirements to which the Council has met. Additionally we send a newsletter to all in the affected area and supply an email address where they can make their representation online.

The proposed waiting restrictions for Akerman Road (north of Mostyn Road) are necessary for the return of the P5 Bus route and therefore will be introduced even without parking controls.

Bourbon Road (V-OBJ-2002)

I am writing to express my strongest objections to the new proposed V CPZ especially within the "Oval Quarter" estate – defined as all roads contained and including the boundaries of Mostyn Road, Cowley Road, Cancell Road, Akerman Road and Patmos Road. We were given guarantees that the estate would not become a permitted parking zone when purchasing our residence, the majority of owners have confirmed they received the same guarantees at the time of their purchase. It is now absolutely outrageous that residents will have to pay to park at their residence despite these previous guarantees. The estate is meant to provide affordable housing for the first time buyer, which is already being made a challenge due to increased council taxes and other estate charges. If a CPZ must be imposed residents must receive free permits to compensate for the breach of guarantee, this CPZ must not be used as a revenue generating scheme for the council, free resident permits is the only way of guaranteeing this – not the tiered cost model as proposed. The estate already has hugely limited parking due to restrictions put in place by the council when adopting the roads - parking now must be in marked bays only. Which due to the extremely heavy enforcement has led to very well adhered to behaviour from all residents. The new CPZ will only make the parking situation worse as parking on surrounding roads will be decreased by new bays and restrictions. In addition the new P5 bus route will further reduce parking availability increasing the crisis. The impact of commuters parking in the area has severely decreased over the previous few years due to the increase of resident vehicles meaning there is no availability for them to park during commuting hours. Therefore I struggle to see this as anything other than an additional tax on residents. A CPZ will also remove the ability for guests or visitors to park, it's ridiculous that visitors will now have to pay to stay at my residence.

The biggest impact in the area on parking and road conditions are the schools specifically between 8.30-9.15 and 15.00-15.45, where parents have a total disregard for parking restrictions. Double parking, parking across

junctions and on double yellow lines daily. If the council wants to address parking issues in the area they should target this dangerous behaviour rather than local residents!

Officer response:

The introduction of a Controlled Parking Scheme involves various set up costs for implementation e.g. road markings, signs, updating of pay by phone database, advertising the TMOs along with the cost of enforcing and maintaining the zone. The Council consult a larger area on parking controls in order to notify those residents who could be affected by parking displacement and to allow them the opportunity to be included.

The proposed CPZ will prioritise parking for local residents within the scheme and remove all non-essential parking from the area e.g. commuters, residents from adjacent CPZs who do not want to pay for parking. All other vehicles without a permit would be unable to park in these roads except for those who need to stop for loading/unloading purposes. With commuter vehicles removed from any included road, the Council is confident that there would be enough parking spaces for the use of residents within this scheme. A CPZ does not guarantee residents parking spaces in front of their houses but by removing non-resident parking it will make parking easier within 100 metres of their homes and will help remove traffic congestion and pollution caused by those motorists who currently travel from road to road looking for a parking space.

Enforcement outside schools within the zone should be carried out to ensure compliance. However, difficulties regarding enforcement at school drop off and collection times does sometimes occur, partly due to the nature of dropping off and picking up activity. There are also a large number of schools within the borough requiring enforcement all at the same time. Once the CPZ is introduced and the appropriate enforcement carried out, this will ensure a reduction in the congestion issues currently being experienced.

Bramah Road (V-OBJ-2006)

I would like to contest the proposed 8:30-18:30 parking CPZ for the Vassal ward area. I feel this unnecessary just to prevent commuters from parking as was stated as the reason for the enforcement of this CPZ. Especially with the low results you gained from the vote. This could be solved by enforcing a 1-2 hour mid day CPZ. I myself have no problem with the current parking. I think there needs to be more clarity with regards to who will be eligible for the permits.

Officer response:

The informal consultation results have shown that the largest majority of respondents' for Zone V support the 8.30am-6.30pm hours of operation, from the options provided. Any change to the hours of operation would require a further separate consultation which would delay the implementation of the zone by 6-12 months. We have not received a significant amount of requests from the area to support a change in hours.

Any further request for changes can be investigated upon review of the zone. A useful link in regards to permits and condition of use is as follows:

<https://onlinepermits.lambeth.gov.uk/ecommerce/control/GenralTermCondition>

Bramah Road (V-OBJ-2007)

I would like to object to the proposed Vassell ward CPZ for controlled parking from 8.30-18.30. This proposal is a drastic change for all residents. Most residents I have spoken too feel this way. There is a small problem in the week with parking due to the workmen/commuters for the oval quarter. This however has greatly improved since the completion of the building work. If a CPZ is felt needed for this reason, a 2 hour CPZ like in CPZ N would put off any commuters. The council have push this through on a vote of 3.9% of the residents that will be affected, and 70% majority. These figures are ridiculous and should not be used to put through such a drastic change that will affect thousands of residents. I think the council should give us residents more clarity into the permits that will be available, also who will be entitled to these permits as there seems to be some confusion amongst us residents. Then a re-vote.

Officer response:

The parking stress surveys undertaken in 2016 provide evidence that high levels of parking pressure exist in the area. The parking surveys can be accessed via the following link:

https://www.lambeth.gov.uk/sites/default/files/2016-Vassall-parking-survey_1.pdf

The council has made the appropriate recommendation and decision based on the results of the consultation as returned by residents / businesses in the area. Whilst the response rate is relatively low, it was considered appropriate to recommend proceeding to statutory consultation given the level of overall support for a CPZ from those who did respond, along with the evidence of high levels of parking stress within the consultation area.

The council cannot force residents / businesses to participate in the consultation, but has used a number of methods of communication to enable people to get involved in the process. The newsletter delivered to residents in the informal consultation explained the proposals, describing the reasons for the consultation, how a CPZ works and how to participate in the consultation. A Frequently Asked Questions (FAQ's) document was also provided to answer common CPZ related questions and Lambeth's Permit Pricing Structure information showing the cost of the various parking permits at the time of the consultation. A webpage was also created which contained all the relevant information with detailed plans of the Council's proposals. On these webpages are links to a survey where households could complete and submit their views including comments. For those properties who were unable to access the information on the website, or complete the online survey, a telephone request line was created where respondents could request maps and hardcopy questionnaires. The details of this telephone request line was in the Newsletter sent out to all properties. A3 posters were erected on lamp columns in and around the Housing Estates to raise awareness of the consultation. The poster contained a short link to the council website for detailed information and the telephone request line number. A public exhibition was also held on 8th October 2016 at the Minet Library on Knatchbull Road from 10am to 4pm allowing residents and businesses to discuss the proposed measures with officers. All the above information was available on the council website throughout the statutory consultation stage. The on street notices and advert in the Lambeth Weekender are statutory requirements to which the Council has met. Additionally we send a newsletter to all in the affected area and supply an email address where they can make their representation online.

The informal consultation results have shown that the largest majority of respondents' for Zone V support the 8.30am-6.30pm hours of operation, from the options provided. Any change to the hours of operation would require a further separate consultation which would delay the implementation of the zone by 6-12 months. We have not received a significant amount of requests from the area to support a change in hours.

Any further request for changes can be investigated upon review of the zone.

A useful link in regards to permits and condition of use is as follows:

<https://onlinepermits.lambeth.gov.uk/eccommerce/control/GeneralTermCondition>

Camberwell New Road (V-OBJ-2004) Outside CPZ Boundary

I write in connection with the consultation for the Vassall CPZ. Abellio London employs 520 drivers and 25 Engineering staff at Walworth Depot at 301 Camberwell New Road. Additionally, we have a number of Head Office functions operating from the site. We encourage staff to use public transport to get to/from work wherever possible. All employees have a Staff Pass which allows them free travel on London Buses, London Underground and London Overground. However, we have to accept that, for early start or late finishing duties, this is not an option and they cannot park on site as it is being used for bus parking. Additionally, we are only able to offer a very limited number of spaces on site during the day due to vehicle movements. Recruiting staff in these roles is challenging, particularly when we already have a buoyant job market. If implemented, this plan will make recruitment and retention of staff in these key roles more difficult. In conclusion, we oppose this plan and would ask you to reconsider or amend to take account of this.

Officer response:

The majority of the parking related issues in this area are created by the demand for parking by commuter vehicles during the daytime period, creating conflict with those who have a local demand for such parking (residents / visitors / businesses). The council receives regular correspondence from residents / businesses in these areas raising concerns about parking. Parking surveys have also confirmed that the majority of the roads experience high levels of parking stress.

On this basis, the council took the decision to carry out an informal consultation in the uncontrolled Vassall area in order to gauge the views of residents and businesses on the possible introduction of a CPZ. This has since led to the statutory consultation.

As the bus garage is located within a Controlled Parking Zone in the London Borough of Southwark (LBS) there may be scope to discuss the situation with LBS.

Camberwell New Road (V-OBJ-2016) Outside CPZ Boundary

I write to you from Camberwell Bus Garage, in order to raise objections in relation to the proposed Controlled Parking Zone in the Vassall Area. Camberwell Bus Garage is proud resident in the London Borough of

Southwark, with around 800 staff, many of whom live in the borough of Southwark and Lambeth. We are proud to serve the local communities, and provide vital transport links within the borough. From this location we operate 18 local London bus routes on behalf of TFL, running around the clock, 7 days a week. It should be noted that the drivers that work at Camberwell Bus Depot work on routes that serve the Lambeth Borough. Camberwell Garage is also home to our Recruitment & Training Centre where we recruit all of our staff and provide essential training to our London bus drivers. I understand that the Controlled Parking Zones are often required in highly populated areas but we have concerns that our staff will be unable to get to work in unsociable hours. As we operate 24 hour services a high amount of our staff start and finish work at varying hours throughout the day. I am sure you can appreciate travelling to and from work via public transport at certain times is not practical or even possible in many cases. Many of our staff at Camberwell Bus Garage are concerned as to how they will continue their employment with such restrictions in place. As well as those personal impacts, if our staff were forced to leave their employment as a result of these proposed changes, it would compromise our ability to provide those essential local bus services. Camberwell Bus Garage has been a resident in this community since 1918, and have gone about our business quietly with minimal impact on the residents, and would like to continue to do so. We ask that Lambeth Council consider our arguments and reconsider their stance on the proposed changes. We look forward to your reply and are willing to meet and discuss our case in more detail.

Officer response:

The majority of the parking related issues in this area are created by the demand for parking by commuter vehicles during the daytime period, creating conflict with those who have a local demand for such parking (residents / visitors / businesses). The council receives regular correspondence from residents / businesses in these areas raising concerns about parking. Parking surveys have also confirmed that the majority of the roads experience high levels of parking stress.

On this basis, the council took the decision to carry out an informal consultation in the uncontrolled Vassall area in order to gauge the views of residents and businesses on the possible introduction of a CPZ. This has since led to the statutory consultation.

As the bus garage is located within a Controlled Parking Zone in the London Borough of Southwark (LBS) there may be scope to discuss the situation with LBS.

Camberwell New Road (V-OBJ-2020)

In response to the consultation on the proposed Vassall area CPZ, I have outlined below my reasons for disagreeing with the Council's plans.

1. The informal consultation was not fit for purpose.

The methodology resulted in an alarmingly low response rate. Letters were addressed "to the occupier" resulting in them looking like circulars. Respondents owned just 47 cars between them - about 2% of available spaces. By basing its recommendation to introduce a CPZ on a flawed and unrepresentative sample, the council has opened itself up to the criticism that the introduction of a CPZ is for its benefit rather than the benefit of residents. The council was perfectly placed to send letters to council tax payers by name, as it does on numerous other less important issues. Its failure to do so suggests that obtaining a truly representative response rate was not prioritised. It defies logic that a properly run consultation on a decision which impacts car owners would illicit such a small number of responses from car owners. The Council's own survey estimates some 2,500 car parking spaces in the consulted area, and that these parking places are at high rates of overnight occupancy. The 47 cars mentioned by respondents to in the informal consultation represent a mere 1.8% of the available parking spaces. It stands to reason that if parking caused a significant amount of "stress" on the lives of residents who own cars - and if these car owners had been sufficiently notified about the consultation - a larger proportion of them would have made representations in the consultation. The lack of representation weighs strongly in favour of a grossly inadequate consultation process. Given that the Council has previously consulted on this issue twice, in 2004 and 2009, both times resulting in rejection of the proposals, I feel the Council needs further assurance that it is addressing the views of the majority, and not just a specific but vocal minority. That the council is prepared to embark on such a costly exercise on the basis of such a small sample of residents, despite strong prior indications against the proposals in recent years, and the fact that not a single councillor from the Vassal ward made any comments on the delegated report is of great concern.

2. The questions in the informal consultation were misleading.

- Questions such as "do you think you have a parking problem" may gauge residents' views on the topic of parking, but do not necessarily address the question of whether a CPZ is an adequate solution. I have lived in three different London boroughs with parking permits (two being in Lambeth). In each time I would have

answered "yes" to the question "do I have a parking problem" - in each location I struggled to obtain a parking space close to my house. The Vassall area, absent a CPZ, is no worse than my three previous addresses in Lambeth/ Southwark which had a CPZ. - Questions such as "would you want a CPZ if the next road had one" amount to scaremongering, and suggest a threat to introduce a CPZ in part of the Vassall area, to the detriment of other parts of the ward. This appears to be designed purely to elicit the desired response, and is leading. - The charges payable for the CPZ were not made clear. Costs were hidden at the back of the documentation so people were not given sufficiently clear information to make an informed choice.

3. The CPZ will not necessarily solve the problem

- The informal consultation gives the impression that a CPZ will solve the parking stresses - in my experience it will not. There is no guarantee that car owners will be able to find parking close to their houses. Furthermore, the issuing of a CPZ places an unsatisfactory burden on car owners. CPZ terms and condition place an obligation on car owners to check their cars daily for parking restrictions or suspensions. This is not realistic in an area where the majority of car owners commute by public transport, and where many cannot park on their streets due to red routes/parking restrictions. Nor was this aspect of the CPZ process made clear during either the informal or formal consultation process.

4. The CPZ is not supported by the results of the professional survey commissioned by the Council

- The informal consultation suggests that "parking stresses" are due to commuters using Vassall to park for work. (the very first bullet point on the informal consultation raised the point that "*People who commute into the area to continue their journey to work using the good transport links in Lambeth.*") However, the survey commissioned by the council suggests otherwise. At 4.1.3 the survey states that only 6% of the cars surveyed arrived between 8am and 10am. By contrast 60% of vehicles were already parked at the start of the survey, and 19% arrived between 4pm and 10pm. The survey results paint a picture of the vast majority of parking being used by residents who either (a) do not use their cars to commute to work (60%) or who use their cars for work and return between 4pm and 6pm (19%). If only 6% of cars are used by commuters, this is not a significant stress contributor, and the introduction of a CPZ will not substantially reduce parking stress. - A significant proportion of parking identified in the survey 15% was 2 hours or less - this indicates visitors to residents, users of local businesses etc. Not commuters. - The survey also classifies "parking stress" using unclear language. Its methodology is to call the percentage of occupancy its level of "parking stress" - this would be better called "parking utilisation". It also has no connection to parking demand. If 95% of spaces are used but 100% of local parking demand met, this is not a situation of parking stress. The survey does not account for this. - The survey itself makes no use of comparative data in order to draw conclusions about how Vassall compares to an area with a CPZ.

5. The CPZ generally

- We live in a densely populated area. Parking friction is tolerated and understood to be unavoidable. The Council has not produced evidence that it will be fixed by a CPZ. See above points re other CPZs.

- The council bases its recommendation for a CPZ with an estimated local cost of £220,000 on the parking stresses within the area, but in other actions has entirely disregarded the importance of such stresses. Over 25 parking places have been removed on Langton Road and Lothian road for a period of 18 months while the nearby school is renovated. The restriction of parking was heavy handed and did not appear to be necessary for the purpose specified. For instance, in certain sections of the road the parking restrictions are removed on both sides where it could have been removed on only one side whilst still allowing ample clearance for heavy goods vehicles which matches other sections of roads where no additional parking restrictions were in place. The further restrictions were implemented without regard to residents' needs despite the parking survey concluding that parking stresses before the additional restrictions were at 95%.

- The cost of the CPZ is estimated at £220,000 which will be entirely passed on to residents through annual fees. This is a significant financial burden which comes at a time of financial uncertainty and the longest period of wage suppression in recent memory; it will disproportionately hit those less well off. Furthermore, the council has invested £660,000 on a parking survey to measure the parking stresses, suggesting it has a vested interest in introducing a CPZ to recoup this money. Given there is no guarantee of a parking space, these costs, in my view, far outweigh any likely benefit. Respondents to an informal survey owned less than 50 cars. The parking survey identified that 2,506 (daytime) - 2,776 (overnight) parking spaces exist in the area. Should a survey in which respondents represented a mere 1.8% of the number of (daytime) parking spaces be deemed sufficient to make changes to over 2,500 parking spaces? - The cost per hour is too high and the hours of restriction are too long to merely discourage commuters. If this were truly about dissuading the commuters (who are only 6% anyway), measures would be more targeted; instead this appears to be financially motivated. Commuters could be discouraged and spaces made for carers, visitors etc by introducing far less restrictive measures (i.e. some additional pay and display bays within the area with short

maximum duration). These options would be far more cost effective to the residents, but do not appear to have been explored.

6. Formal consultation

Due to work commitments and illness I have been unable to research the adequacy of the formal consultation. However, it is my suspicion that it fails to comply with the statutory requirements, or indeed the spirit of the statutory requirements. The notification of the Council's decision to proceed to residents by "Newsletter" and the use wording such as "*A Notice of the Council's intentions to introduce these measures will be published...*" and framing a resident's response as a "*rejection*" suggests that the introduction of the CPZ is an inevitable conclusion, and is likely to reduce the number of residents who are willing to make a potentially pointless representation. The website compounds the problem by stating "*The council has taken the decision to proceed with the implementation of a Controlled Parking Zone in the Vassall area, subject to the outcome of a statutory consultation.*"

Officer response:

Due to data protection we do not have access to other departments' distribution list and contact details. The envelope delivered to residents did have the Lambeth logo and a return address stamp on the top left corner. The Council cannot force residents to participate in the consultation and cannot be held responsible if the information is disposed of. The newsletter delivered to residents in the informal consultation explained the proposals, describing the reasons for the consultation, how a CPZ works and how to participate in the consultation. A Frequently Asked Questions (FAQ's) document was also provided to answer common CPZ related questions and Lambeth's Permit Pricing Structure information showing the cost of the various parking permits at the time of the consultation. A webpage was also created which contained all the relevant information with detailed plans of the Council's proposals. On these webpages are links to a survey where households could complete and submit their views including comments. For those properties who were unable to access the information on the website, or complete the online survey, a telephone request line was created where respondents could request maps and hardcopy questionnaires. The details of this telephone request line was in the Newsletter sent out to all properties. A3 posters were erected on lamp columns in and around the Housing Estates to raise awareness of the consultation. The poster contained a short link to the council website for detailed information and the telephone request line number. A public exhibition was also held on 8th October 2016 at the Minet Library on Knatchbull Road from 10am to 4pm allowing residents and businesses to discuss the proposed measures with officers. All the above information was available on the council website throughout the statutory consultation stage. The on street notices and advert in the Lambeth Weekender are statutory requirements to which the Council has met. Additionally we send a newsletter to all in the affected area and supply an email address where they can make their representation online.

Cowley Road (V-OBJ-2003)

I am writing to contest the proposed CPZ that Lambeth wishes to introduce on the following grounds

- 8590 letters were sent to residents and only 350 returned, a response rate of 3.9%. How can the Council say this is what residents want???
- The section 106 for the Oval Quarter development states that residents cannot apply for parking permits. Are you not doing a U-turn on your own agreement??
- Within the Oval Quarter we already have parking restrictions in place and they are adequate enough.
- I would question the timings of the CPZ also. A 12-2pm Mon to Fri restriction would be more than enough to ensure that commuters are not leaving their vehicles in the estate and surrounding roads.
- I cannot stress enough my objections to this proposal and urge the council to reconsider and listen to its residents!

This is not what we asked for and given the costs of implementing the scheme (£220,000???) I find it disgusting that Lambeth cites lack of money yet sees fit to spend this amount on a vanity parking project.

Officer response:

The parking stress surveys undertaken in 2016 provide evidence that high levels of parking pressure exist in the area. The parking surveys can be accessed via the following link:

https://www.lambeth.gov.uk/sites/default/files/2016-Vassall-parking-survey_1.pdf

The council has made the appropriate recommendation and decision based on the results of the consultation as returned by residents / businesses in the area. Whilst the response rate is relatively low, it was considered appropriate to recommend proceeding to statutory consultation given the level of overall support for a CPZ from those who did respond, along with the evidence of high levels of parking stress within the consultation area.

The council cannot force residents / businesses to participate in the consultation, but has used a number of methods of communication to enable people to get involved in the process. The newsletter delivered to residents in the informal consultation explained the proposals, describing the reasons for the consultation, how a CPZ works and how to participate in the consultation. A Frequently Asked Questions (FAQ's) document was also provided to answer common CPZ related questions and Lambeth's Permit Pricing Structure information showing the cost of the various parking permits at the time of the consultation. A webpage was also created which contained all the relevant information with detailed plans of the Council's proposals. On these webpages are links to a survey where households could complete and submit their views including comments. For those properties who were unable to access the information on the website, or complete the online survey, a telephone request line was created where respondents could request maps and hardcopy questionnaires. The details of this telephone request line was in the Newsletter sent out to all properties. A3 posters were erected on lamp columns in and around the Housing Estates to raise awareness of the consultation. The poster contained a short link to the council website for detailed information and the telephone request line number. A public exhibition was also held on 8th October 2016 at the Minet Library on Knatchbull Road from 10am to 4pm allowing residents and businesses to discuss the proposed measures with officers. All the above information was available on the council website throughout the statutory consultation stage. The on street notices and advert in the Lambeth Weekender are statutory requirements to which the Council has met. Additionally we send a newsletter to all in the affected area and supply an email address where they can make their representation online.

Our database shows that Section 106 for the Oval Quarter development has no permit free allocation, therefore all properties within the development will be able to purchase a parking permit for the zone.

The existing parking scheme in your area is a Restricted Parking Zone (RPZ), as it's not a permit scheme, it will still allow commuters to park all day limiting spaces for residents.

The informal consultation results have shown that the largest majority of respondents' for Zone V support the 8.30am-6.30pm hours of operation, from the options provided. Any change to the hours of operation would require a further separate consultation which would delay the implementation of the zone by 6-12 months. We have not received a significant amount of requests from the area to support a change in hours.

Any further request for changes can be investigated upon review of the zone.

Eythorne Road (V-OBJ-2014)

With respect to the proposal for a controlled parking zone CPZ, reference VASSALL CPZ, I herewith give representation AGAINST the proposal. I do not see that we have a parking problem in our area due to commuters using streets in our area – as was presented during the questionnaire.

This is very clear from the very low response rate of less than 4%, i.e. less than one in 25 residents saw it necessary to respond.

Less than 3% of the impacted population were supportive of the new CPZ – this is not an endorsement to

- a) Introduce a CPZ that will charge residents for local parking
- b) Reduce the number of parking places further (bus route P5)

Easy planning changes would allow additional parking to be added around Mostyn Gardens and surrounding streets, without reducing the Gardens or green spaces.

Officer response:

The parking stress surveys undertaken in 2016 provide evidence that high levels of parking pressure exist in the area. The parking surveys can be accessed via the following link:

https://www.lambeth.gov.uk/sites/default/files/2016-Vassall-parking-survey_1.pdf

The council has made the appropriate recommendation and decision based on the results of the consultation as returned by residents / businesses in the area. Whilst the response rate is relatively low, it was considered appropriate to recommend proceeding to statutory consultation given the level of overall support for a CPZ from those who did respond, along with the evidence of high levels of parking stress within the consultation area.

The council cannot force residents / businesses to participate in the consultation, but has used a number of methods of communication to enable people to get involved in the process. The newsletter delivered to residents in the informal consultation explained the proposals, describing the reasons for the consultation, how a CPZ works and how to participate in the consultation. A Frequently Asked Questions (FAQ's) document was also

provided to answer common CPZ related questions and Lambeth's Permit Pricing Structure information showing the cost of the various parking permits at the time of the consultation. A webpage was also created which contained all the relevant information with detailed plans of the Council's proposals. On these webpages are links to a survey where households could complete and submit their views including comments. For those properties who were unable to access the information on the website, or complete the online survey, a telephone request line was created where respondents could request maps and hardcopy questionnaires. The details of this telephone request line was in the Newsletter sent out to all properties. A3 posters were erected on lamp columns in and around the Housing Estates to raise awareness of the consultation. The poster contained a short link to the council website for detailed information and the telephone request line number. A public exhibition was also held on 8th October 2016 at the Minet Library on Knatchbull Road from 10am to 4pm allowing residents and businesses to discuss the proposed measures with officers. All the above information was available on the council website throughout the statutory consultation stage. The on street notices and advert in the Lambeth Weekender are statutory requirements to which the Council has met. Additionally we send a newsletter to all in the affected area and supply an email address where they can make their representation online.

In order for the P5 bus to return to its original route, TfL provided specific areas of where they require protection for manoeuvrability. These areas have been determined as necessary by TfL for the re-routing and have been agreed by the council for implementation.

Flodden Road (V-Obj-2019)

I would like to object against the proposed CPZ 'V' that is under consultation. I live on Flodden Road and have not been offered, nor have I received any information about these proposed new parking regulations. I would if given the opportunity go for the 2 hour parking slot that is offered in Zone N. I can see that there may be a pressure on the roads in regards to parking and therefore feel that a 12-2pm restricted time would be of benefit to many of the neighbouring roads around Myatts Field Park. I do not believe that any of the other parking options are necessary and think that they would be detrimental to the character of the area and will also put pressure on the car parking situation for myself and others residents with off road parking. I would go further to suggest that in residential areas that you consider the 2 hour parking across the board, for the sake of happiness and community cohesion.

Officer response:

We sent out a consultation newsletter to all properties within the proposed CPZ area. Please note if your property is located on the Southwark side (odd numbers) of the road you would not have received the consultation material as this side of the road already has an existing CPZ.

The parking stress surveys undertaken in 2016 provide evidence that high levels of parking pressure exist in the area. The parking surveys can be accessed via the following link:

https://www.lambeth.gov.uk/sites/default/files/2016-Vassall-parking-survey_1.pdf

The council has made the appropriate recommendation and decision based on the results of the consultation as returned by residents / businesses in the area. Whilst the response rate is relatively low, it was considered appropriate to recommend proceeding to statutory consultation given the level of overall support for a CPZ from those who did respond, along with the evidence of high levels of parking stress within the consultation area.

The council cannot force residents / businesses to participate in the consultation, but has used a number of methods of communication to enable people to get involved in the process. The newsletter delivered to residents in the informal consultation explained the proposals, describing the reasons for the consultation, how a CPZ works and how to participate in the consultation. A Frequently Asked Questions (FAQ's) document was also provided to answer common CPZ related questions and Lambeth's Permit Pricing Structure information showing the cost of the various parking permits at the time of the consultation. A webpage was also created which contained all the relevant information with detailed plans of the Council's proposals. On these webpages are links to a survey where households could complete and submit their views including comments. For those properties who were unable to access the information on the website, or complete the online survey, a telephone request line was created where respondents could request maps and hardcopy questionnaires. The details of this telephone request line was in the Newsletter sent out to all properties. A3 posters were erected on lamp columns in and around the Housing Estates to raise awareness of the consultation. The poster contained a short link to the council website for detailed information and the telephone request line number. A public exhibition was also held on 8th October 2016 at the Minet Library on Knatchbull Road from

10am to 4pm allowing residents and businesses to discuss the proposed measures with officers. All the above information was available on the council website throughout the statutory consultation stage. The on street notices and advert in the Lambeth Weekender are statutory requirements to which the Council has met. Additionally we send a newsletter to all in the affected area and supply an email address where they can make their representation online.

The informal consultation results have shown that the largest majority of respondents' for Zone V support the 8.30am-6.30pm hours of operation, from the options provided. Any change to the hours of operation would require a further separate consultation which would delay the implementation of the zone by 6-12 months. We have not received a significant amount of requests from the area to support a change in hours.

Any further request for changes can be investigated upon review of the zone.

Halsmere Road (V-OBJ-2011) & (V-OBJ-2012)

I am writing to object to the new "V" CPZ proposals as they currently stand. I have set out my reasons and some questions below. I accept, in principle, the need for controlled parking in the streets covered by the proposed new "V" CPZ but I believe further meaningful consultation is needed before a controlled zone is introduced, as a result of:

- a) The extremely low response rate, with 351 responses received from 8,910 properties. This is described as a 3.9% response rate but I assume multiple responses will have been received from some properties therefore the % of properties that responded will in fact be lower? Can you confirm how many properties responded? How does this compare to response rates for previous CPZ consultations? How low would the response rate need to be for the council to consider it inappropriate for a proposal to proceed?
- b) The lack of a majority of respondents in favour of 8:30am-6:30pm controls within the new "V" CPZ. The figure of 50.1% quoted in the decision report covers respondents from streets not effected by the new "V" CPZ proposals therefore it is nonsensical to quote this figure rather than the 49.6% of supportive respondents in the proposed "V" CPZ.
- c) The fact that there have been significant increases to CPZ permit charges Lambeth-wide since the informal consultation, including in particular a significant policy change in the form of the introduction of permit charges for low emission vehicles.

In light of the above, and in the absence of any further meaningful consultation, I believe it would be inappropriate for the council to proceed as is currently proposed. A more sensible alternative from the resident perspective, given that commuter parking is the problem the area faces, is for a CPZ to be introduced for the minimum 12-2pm hours of operation. As noted in the decision report, should this prove ineffectual then there will be a further opportunity for the hours of operation to be increased within the next two years as part of the borough wide parking review. To opt for 8:30am-6:30pm controls with only minority, and extremely low levels of, support leaves the council open to accusations of a financial rather than resident interest motivation.

Should the council proceed with the introduction of the new "V" CPZ I also believe this would be an opportune time for bike hangars to be introduced, in particular in those streets where these have been requested but some residents have previously objected citing the loss of parking space in the context of the extreme parking pressures, including Halsmere Road.

Officer response:

The council has made the appropriate recommendation and decision based on the results of the consultation as returned by residents / businesses in the area. Whilst the response rate is relatively low, it was considered appropriate to recommend proceeding to statutory consultation given the level of overall support for a CPZ from those who did respond, along with the evidence of high levels of parking stress within the consultation area.

The council cannot force residents / businesses to participate in the consultation, but has used a number of methods of communication to enable people to get involved in the process. The newsletter delivered to residents in the informal consultation explained the proposals, describing the reasons for the consultation, how a CPZ works and how to participate in the consultation. A Frequently Asked Questions (FAQ's) document was also provided to answer common CPZ related questions and Lambeth's Permit Pricing Structure information showing the cost of the various parking permits at the time of the consultation. A webpage was also created which contained all the relevant information with detailed plans of the Council's proposals. On these webpages are links to a survey where households could complete and submit their views including comments. For those properties who were unable to access the information on the website, or complete the online survey,

a telephone request line was created where respondents could request maps and hardcopy questionnaires. The details of this telephone request line was in the Newsletter sent out to all properties. A3 posters were erected on lamp columns in and around the Housing Estates to raise awareness of the consultation. The poster contained a short link to the council website for detailed information and the telephone request line number. A public exhibition was also held on 8th October 2016 at the Minet Library on Knatchbull Road from 10am to 4pm allowing residents and businesses to discuss the proposed measures with officers. All the above information was available on the council website throughout the statutory consultation stage. The on street notices and advert in the Lambeth Weekender are statutory requirements to which the Council has met. Additionally we send a newsletter to all in the affected area and supply an email address where they can make their representation online. We only accept one response from each property, a URN (unique reference number) was created for this reason. For Zone V, the consultation results were updated to only reflect the opinions of those within the proposed area. These revised results for Zone V are shown in Appendix F of the report which can be found on the council website www.lambeth.gov.uk/vcpz. The revised spreadsheets of results indicate the preferred days and hours of Zone V is to be operational Mondays to Fridays between 8.30am and 6.30pm.

The informal consultation results have shown that the largest majority of respondents' for Zone V support the 8.30am-6.30pm hours of operation, from the options provided. Any change to the hours of operation would require a further separate consultation which would delay the implementation of the zone by 6-12 months. We have not received a significant amount of requests from the area to support a change in hours.

Any further request for changes can be investigated upon review of the zone.

Kendal Close (V-Obj-2015)

I am writing to object to the Vassall area proposed controlled parking zone under the current statutory consultation. I live on Kendal Close which has recently had parking permits introduced (without consultation I think). Although this has freed up parking spaces on the Close, I feel the times of 7am to 7pm are too long. I do not have a residents permit to date, as we park in our drive, but the controlled parking times means that should I go out in the evening eg when I take my daughter to Girl Guides on a Tuesday evening. I feel the Vassall area controlled parking zones are likewise too long. I suspect the main reasons for congested parking in the area are people coming from outside on their way to work, parking their vehicles for the day and then continuing their journey by public transport. It would not be necessary to have such long parking restrictions to alleviate this problem and a 2 hour slot like the proposed times of 12 to 2 pm in the Herne Hill 'N' CPZ would have the effect of deterring such drivers from parking in the area. A controlled zone operating from 8.30am to 6.30pm would mean I can not park in my own neighbourhood in the week should I need to go out to visit friends or take the children, bikes and picnic stuff to the park during the school holidays or indeed for visitors into the area. In short, such long hours of a controlled zone are too restrictive on residents and their guests. I hope these comments will be taken into account.

Officer response:

The informal consultation results have shown that the largest majority of respondents' for Zone V support the 8.30am-6.30pm hours of operation, from the options provided. Any change to the hours of operation would require a further separate consultation which would delay the implementation of the zone by 6-12 months. We have not received a significant amount of requests from the area to support a change in hours.

Any further request for changes can be investigated upon review of the zone.

Knatchbull Road (V-Obj-2013)

I am as a resident within the vassall CPZ to express my opinion on the proposed CPZ boundaries. The proposed CPZ boundaries that would affect me on Knatchbull Road (zone V) are for restrictions Monday to Friday, 8.30am - 6.30pm. I am opposed to this option as it involves a lot of expense when friends and family visit. I would prefer the option proposed for zone N which is Monday to Friday, 12.00 noon - 2.00 pm as this allows some flexibility for visiting. This option would also address the issue of commuters taking parking spaces in the area. I would be grateful if you would consider my objections.

Officer response:

The informal consultation results have shown that the largest majority of respondents' for Zone V support the 8.30am-6.30pm hours of operation, from the options provided. Any change to the hours of operation would require a further separate consultation which would delay the implementation of the zone by 6-12 months. We have not received a significant amount of requests from the area to support a change in hours.

Any further request for changes can be investigated upon review of the zone.

Lothian Road (V-Obj-2001)

I am strongly against this proposal because it is fine in Lothian road. We are going to be cluttered with parking machines which are really not necessary, because there is not a lot of cars parked in Lothian road during working hours. I do wish people would understand those that have lived here for years, know it is not a problem just a stealth tax. If it were anything else, you would give residents a free parking permit. But it is all about money. There is no parking people in Lothian road. Why out yellow lines if it is not getting more money from hard hit council tax payers.

Officer response:

The introduction of a Controlled Parking Scheme involves various set up costs for implementation e.g. road markings, signs, updating of pay by phone database, advertising the TMOs along with the cost of enforcing and maintaining the zone. Guidance for Controlled parking schemes recommends that they should be at least self-funding. Charging residents, visitors and businesses to park in return for a permit can fund this cost. As per the legislation any "surplus" revenue generated must be used in accordance with section 55 of the Road Traffic Regulation Act 1984.

The proposed double yellow lines have been determined as necessary by TfL for the re-routing of the P5 bus route and have been agreed by the council for implementation.

Lothian Road (V-Obj-2017)

I am a resident of Silverburn house on Lothian rd. I need a car to transport tools and materials for my work. I do not want Lambeth to impose parking restrictions as it only ever makes life difficult and more expensive for everyone. However should you feel it is a necessary step in order to provide parking for residents and stop commuter parking then all you need is an hours restriction in the middle of the day anything else will be viewed by residents as a profit making act on the part of Lambeth. The cost of permits should be kept low not for just the first year but forever and a set number of free visitor permits should be allocated per year. Parking restrictions are easily misunderstood and people can inadvertently be caught out time and time again. They change the atmosphere lending tense feeling to an area, with wardens patrolling the streets looking for people who have made often genuine mistakes. This is a quiet, relaxed place, we don't want revolting trucks with smelly diesel engines hoisting cars into the air. Your communications of this issue to residents has been poor, I only know about this deadline because a neighbour called round yesterday. I have had no leaflet, I had one letter about it some time ago. I hope you continue with the residents best interests uppermost in your priorities.

Officer response:

The informal consultation results showed the largest majority of respondents' for Zone V support the 8.30am-6.30pm hours of operation, from the options provided. We have not received a significant amount of requests from the area to support a change in hours. Any request for changes can be investigated upon review of the zone.

The introduction of a Controlled Parking Scheme involves various set up costs for implementation e.g. road markings, signs, updating of pay by phone database, advertising the TMOs along with the cost of enforcing and maintaining the zone. Guidance for Controlled parking schemes recommends that they should be at least self-funding. Charging residents, visitors and businesses to park in return for a permit can fund this cost. As per the legislation any "surplus" revenue generated must be used in accordance with section 55 of the Road Traffic Regulation Act 1984.

Paulet Road (V-Obj-2021)

I live at number X paulet Road and I would like to vote against permits in my area.

Vassall Road - Vassall Medical Centre (V-Obj-2010)

This email is being sent as a representation against the proposal for an 8.30-6.30 pm CPZ for the VASSALL area.

1. The proposed controlled parking zone vassall area statutory consultation document dated 22.03.2017-12.04.2017 which outlines the proposed areas and the outcome of "distributed questionnaires" has only been seen for the first time by the staff here at Vassall Medical Center yesterday. Prior to this we received no notification of these intentions or any questionnaire to which we were able to voice our opinion on the CPZ being a property holder of number 89 Vassall Road which is also a medical center serving 9000 patients within the community.

2. We acknowledge parking in the area is an issue and being close to both the Oval station and the Kings College Hospital the absence of parking restrictions is being used by those commuting to and from work which can cause an imposition. As a result we are not against a CPZ within the Vassall area. However our core contract opening hours as a provider of primary care are between 8-6.30 pm. A CPZ during our core

contract opening hours will cause huge difficulties to our patients who visit the medical center for care. A majority of our patients suffer financial difficulties and would not be able to afford to pay to park to visit the practice. We believe this can be preventative to those patients getting appropriate care which could result in developing further risks to our vulnerable patient groups. We have a diverse mix of patients from families, Elderly patients, disabled patients and many more who can only get to the practice with use of motor vehicles. Imposing the restrictions for this length of time will cause great difficulties for all of these staffing groups when accessing medical treatment.

3. A 12-2pm CPZ would be just as effective in reducing the amount of parking spaces which are being taken up by those commuting to and from the hospital and Oval station or surrounding bus stops. The 12-2 pm CPZ would also allow for patients to access the AM and PM clinics which are being run by our practice and other local practices such as the Akerman Building which is opposite us and holds a further two practices with a combined list size of 17000 patients who regularly attend and also require parking spaces for access.

4. The document shows that the response rate to the survey was a mere 3.9% which is not representative of the population which resides in the areas in which you have proposed these new controlled parking zones. We would like to have these questionnaires distributed to our patients and potentially those of the other health clinics in the area which make up a large percentage of residents within the area and we will be happy to distribute and compile these questionnaires for your further review to ensure the response is truly reflective of the population within the area.

We hope all the above points are taken into consideration and we would appreciate a response regarding our proposal.

Officer response:

The informal consultation was sent to all properties within the proposed area, it is concerning if you did not receive it. The informal consultation results showed the largest majority of respondents' for Zone V support the 8.30am-6.30pm hours of operation, from the options provided. We have not received a significant amount of requests from the area to support a change in hours. Any request for changes can be investigated upon review of the zone.

The parking stress surveys undertaken in 2016 provides evidence that high levels of parking pressure exist in the area. The parking surveys can be accessed via the following link:

https://www.lambeth.gov.uk/sites/default/files/2016-Vassall-parking-survey_1.pdf

The council has made the appropriate recommendation and decision based on the results of the consultation as returned by residents / businesses in the area. Whilst the response rate is relatively low, it was considered appropriate to recommend proceeding to statutory consultation given the level of overall support for a CPZ from those who did respond, along with the evidence of high levels of parking stress within the consultation area.

The council cannot force residents / businesses to participate in the consultation, but has used a number of methods of communication to enable people to get involved in the process. The newsletter delivered to residents in the informal consultation explained the proposals, describing the reasons for the consultation, how a CPZ works and how to participate in the consultation. A Frequently Asked Questions (FAQ's) document was also provided to answer common CPZ related questions and Lambeth's Permit Pricing Structure information showing the cost of the various parking permits at the time of the consultation. A webpage was also created which contained all the relevant information with detailed plans of the Council's proposals. On these webpages are links to a survey where households could complete and submit their views including comments. For those properties who were unable to access the information on the website, or complete the online survey, a telephone request line was created where respondents could request maps and hardcopy questionnaires. The details of this telephone request line was in the Newsletter sent out to all properties. A3 posters were erected on lamp columns in and around the Housing Estates to raise awareness of the consultation. The poster contained a short link to the council website for detailed information and the telephone request line number. A public exhibition was also held on 8th October 2016 at the Minet Library on Knatchbull Road from 10am to 4pm allowing residents and businesses to discuss the proposed measures with officers. All the above information was available on the council website throughout the statutory consultation stage. The on street notices and advert in the Lambeth Weekender are statutory requirements to which the Council has met. Additionally we send a newsletter to all in the affected area and supply an email address where they can make their representation online.

Taking into account your concerns regarding parking for your patients, we have now provided some time limited free bays outside your practice allowing a 1 hour max stay.

Representations - Comments for the proposals

Calais Street (V-COM-3002)

The informal consultation was flawed to a degree in that the choices for the hours of operation were limited and exclusive. You could choose for all day ie 8:30 to 18:30 but not for just until 17:30 - if you chose that option you could not express any preference for a shorter period. If you chose 4 hours or 2 hour - it was one

or the other. This is the result from appendix F of the Vassall consultation just for the new "V" zone <https://www.lambeth.gov.uk/sites/default/files/Vassall-Area-Informal-Consultation-Results.pdf>

There were only 351 responses from 8910 households so 50.1% is 176 of them opting for all day where 18.8% + 26.5% = 45.3% is 159. This means the decision to go for all day restrictions was down to 17 households out of 8910 (and 16 people didn't respond to the question!) I would prefer a 2 hour or 4 hour restriction similar to the Herne Hill area. If it has to be all day it would be more sensible in this residential area to end the restriction at 17:30 as Brixton and Stockwell. These options would have the desired effect as far as local residents are concerned and would be cheaper to enforce. Also there should be some more provision for cycles and motor cycles Also there needs to be more spaces near the parks and local businesses for short period free parking, particularly as there will be no provision for anyone without a phone to park.

Officer response:

The Council is not a position to manipulate or interpret the figures to suit any preference. The informal consultation results showed the largest majority of respondents' for Zone V support the 8.30am-6.30pm hours of operation, from the options provided. Any change to the hours of operation would require a further separate consultation which would delay the implementation of the zone by 6-12 months. We have not received a significant amount of requests from the area to support a change in hours. Any request for changes can be investigated upon review of the zone. The installation of cycle hangars follows a separate consultation and implementation process. The following link can be used to request one in the road <https://www.lambeth.gov.uk/forms/register-your-interest-in-a-lambeth-bikehangar-form>

There are proposed motorcycle bays throughout the zone, the locations provided are based on the questionnaire responses returned from the informal consultation. We have now provided some time limited free bays outside the Peoples Kitchen on Cormont Road, allowing a 1 hour max stay.

Camberwell New Road (V-COM-3003)

Thank you for sharing the results of the informal consultation in relation to a proposed CPZ for the Vassall Road area. In my view, the results of the consultation form an inadequate basis for proceeding with a CPZ. A 3.9% response rate is exceptionally low; 97% of households either did not ask for a CPZ or actively opposed it. The entire sample of 351 respondents owned just 47 cars between them. Based on the professional survey commissioned by the Council there are around 2,500 parking spaces in the area. It is not surprising that response rates were so poor and that the Council was unable to elicit a more representative response. The Council's consultation letter is sent in a standard envelope, addressed to the Occupier that looks very similar to a circular or marketing material and is likely to have been ignored by many residents. Those who did take the time to reply will inevitably be statistically skewed towards those who feel they have a problem. People do not write letters about issues that don't currently bother them. Furthermore, the consultation letter did not make it nearly clear enough that residents would be compelled to pay upwards of £200/year if the CPZ was imposed. This is critical information for any resident trying to assess the relative costs and benefits of a change in arrangements, and yet the letter did not mention any figures, instead referring readers to a complex table buried in an annex. It should have been stated on the first page of the letter. Given the exceptionally low response rate, it is all the more surprising that the Council feels that lamp-postings and an advert in the Lambeth Weekender would be an adequate process for the formal consultation itself. The consultation should be sent to all households in physical format, addressed to the council taxpayer by name, and it should be made crystal clear that in future car-owners will be required to pay an additional £117-£260 per year to the Council. This might encourage a more representative set of responses upon which to make your decision. The lamp-postings are in any case badly executed. The A4 sheet closest to our house is in small, dense type; it is bent around a lamppost, and most importantly it is a Notice, not a consultation, so it is not clear to anyone passing it that they are entitled to challenge the Council's decision or indeed that they are being consulted. If this is the formal "statutory consultation" referred to in your letter then I am unsure why it should be even less robust than the informal stage. I appreciate that this is an issue the Council has been considering for some time and that no solution is perfect. However, regardless of the merits or otherwise of a CPZ in this area I feel it is critical that a fair, inclusive and participatory process is followed before significant additional costs are imposed on the residents of the whole area. It is very difficult to see how the Council's actions so far can be said to represent a proper consultation process.

Additional Comments received

1. CPZs place an obligation on car owners to check their cars daily for parking restrictions or suspensions. This is not realistic in an area where the majority of car owners commute by public transport, and where many cannot park on their streets due to red routes/parking restrictions. In my own case, for example, I would need

walk around the block every morning before work, to check the nearby road I park in has not been suspended (which it is, regularly). Otherwise, I will be liable to punitive fines, or towing.

2. The informal consultation suggests that "parking stresses" are due to commuters using Vassall to park for work. This is also the reason commonly cited by campaigners and councillors. But the professional survey commissioned by the Council states that only 6% of the cars surveyed arrived between 8am and 10am. By contrast 60% of vehicles were already parked at the start of the survey, and 19% arrived between 4pm and 10pm. The survey results paint a picture of the vast majority (79%) of parking being used by residents who either (a) do not use their cars to commute to work (60%) or who use their cars for work and return between 4pm and 6pm (19%). If only 6% of cars are used by commuters, this is not a significant stress contributor, and the introduction of a CPZ will not materially reduce parking stress.

3. The CPZ will impact on residents and business negatively. A significant proportion of parking identified in the survey 15% was 2 hours or less - this indicates visitors to residents, users of local businesses etc., not commuters. This can disproportionately impact for example very elderly residents who have daily visits from family and friends, and it will diminish local trade in the shops on Camberwell New Road. Has the Council adequately considered these negative impacts, in particular for vulnerable people and/or their carers?

4. The council bases its recommendation for a CPZ on the parking stresses within the area, but in other regards has actively contributed to the problem. Over 25 parking places have been removed on Langton Road and Lothian Road for a period of 18 months while the nearby school is renovated. The restriction of parking is completely excessive compared to the needs of heavy goods vehicles.

5. The cost of the CPZ is estimated at £220,000 which will be passed on to residents through annual fees. This is a significant financial burden and it will disproportionately hit those less well off.

6. Commuters could be discouraged and spaces made for carers, visitors etc. by introducing far less heavy handed measures (i.e. some additional pay and display bays within the area with short maximum duration). These options would be far more cost effective for residents, but do not appear to have been explored.

Officer response:

Due to data protection we do not have access to other departments' distribution list and contact details. The envelope delivered to residents did have the Lambeth logo and a return address stamp on the top left corner. The Council cannot force residents to participate in the consultation and cannot be held responsible if the information is disposed of. The newsletter delivered to residents in the informal consultation explained the proposals, describing the reasons for the consultation, how a CPZ works and how to participate in the consultation. A Frequently Asked Questions (FAQ's) document was also provided to answer common CPZ related questions and Lambeth's Permit Pricing Structure information showing the cost of the various parking permits at the time of the consultation. A webpage was also created which contained all the relevant information with detailed plans of the Council's proposals. On these webpages are links to a survey where households could complete and submit their views including comments. This was the primary method of participation in the consultation. For those properties who were unable to access the information on the website, or complete the online survey, a telephone request line was created where respondents could request maps and hardcopy questionnaires. The details of this telephone request line was in the Newsletter sent out to all properties. A3 posters were erected on lamp columns in and around the Housing Estates to raise awareness of the consultation. The poster contained a short link to the council website for detailed information and the telephone request line number. A public exhibition was also held on 8th October 2016 at the Minet Library on Knatchbull Road from 10am to 4pm allowing residents and businesses to discuss the proposed measures with officers. All the above information is was available on the council website throughout the statutory consultation stage. The on street notices and advert in the Lambeth Weekender are statutory requirements to which the Council has met. Additionally we send a newsletter to all in the affected area and supply an email address where they can make their representation online. In order for the P5 bus to return to its original route, TfL provided specific areas of where they require protection for manoeuvrability. These areas have been determined as necessary by TfL for the re-routing and have been agreed by the council for implementation.

Camberwell New Road (V-COM-3005)

The first thing I would like to say is I would like to understand why the communication was not personally addressed to me. I have been a resident of Lambeth for over 20 years and my details will surely be within the system. To address the leaflet to "the Occupier" and not to include Lambeth Council on the return address meant that I actually had thrown the envelope away unopened into my recycling, believing it to be unwanted marketing material. It was only because my neighbour informed me that he had received a letter re the CPZ that I went through my recycling to find the letter. I believe that this was a wrong approach to take in

communicating the consultation findings. Furthermore it is likely that other residents would have thrown away their letters (and probably the questionnaires) for the same reason. Turning to the results of the consultation, I do not believe that they form an adequate basis for proceeding with a CPZ. 351 questionnaires were returned which represented a 3.9% response rate ie in total 9,000 were sent out. I realise that some of the questionnaires were sent to areas with controlled parking already (private gated areas and estates) but even so, this response rate is exceptionally low; 96.1% of households therefore are not concerned enough to request a CPZ. The entire sample of 351 respondents owned just 47 cars between them. Based on the professional survey commissioned by the Council there are around 2,500 parking spaces in the area. The mismatch is very significant. Furthermore the questionnaire was not as clear as it could have been. One of the questions is "do you feel that you have a parking problem in your road?" Camberwell New Road is on a double red line route and as such no one can park outside their house. Thus a normal response would be "of course I have a parking problem in my road" with the understanding that it is because one cannot park outside one's house that there is a problem. Unless the council is intending to provide parking for residents along Camberwell New Road (and other such roads), irrespective of the CPZ, the answers for future surveys will be exactly the same. The questionnaire should have elaborated on asking respondents questions about the red or yellow lines outside their properties and thus answers would have put in better context before any decisions were made. Also the consultation letter did not make it nearly clear enough that residents would be compelled to pay upwards of £200/year if the CPZ was imposed. This is critical information for any resident trying to assess the relative costs and benefits of a change in arrangements, and yet the letter did not mention any figures, instead referring readers to a complex table buried in an annex: this should have been stated on the first page of the letter. Again I feel that the questionnaire should have been more transparent ie "would you still want a CPZ if you had to pay £x" and you could have provided details for average cars - Nissan Micra, Ford Focus, Audi A4, Peugeot Estate and Vauxhall Zafira. Thus context would have been provided to respondents. Given the exceptionally low response rate, it is all the more surprising that the Council feels that lamp-postings and an advert in the Lambeth Weekender would be an adequate process for the formal consultation itself. The consultation should be sent to all households in physical format, addressed to the council taxpayer by name, and it should be made crystal clear that in future car-owners will be required to pay an additional £117-£260 per year to the Council. This might encourage a more representative set of responses upon which to make your decision. The lamp-postings are in any case badly executed. The A4 sheet closest to our house is in small, dense type; it is bent around a lamppost, and most importantly it is a Notice, not a consultation, so it is not clear to anyone passing it that they are entitled to challenge the Council's decision or indeed that they are being consulted. If this is the formal "statutory consultation" referred to in your letter then I am unsure why it should be even less robust than the informal stage. This is the 3rd such questionnaire to be sent out in about 5/7 years and each time the response rate is low with no real appetite for creating a CPZ. I also do question the timing of the consultation, given that it coincided with significant roadworks in the area plus a 18 month suspension of parking in the SE5 ORR area due to works at St Gabriel's College which has decreased the number of spaces available to residents. I appreciate that this is an issue the Council has been considering for some time and that no solution is perfect. However, regardless of the merits or otherwise of a CPZ in this area, I feel it is essential that a fair, transparent and participatory process is followed before significant additional costs are imposed on the residents of the whole area. It is very difficult to see how the Council's actions so far can be said to represent a proper consultation process and I would ask you to reconsider. On a more minor note but mentioned within the leaflet is the redirection of the P5 route. Yellow lines are only required in my opinion at the corner from Langton Road as Lothian road is sufficiently wide enough, even when there are 2 cars each side for fire engines (and therefore buses) to pass. Again the parking in this road has become heavier due to the works at St Gabriels and hence is only temporary. This should be taken into consideration before unnecessary double yellow lines are introduced.

Officer response:

Due to data protection we do not have access to other departments' distribution list and contact details. The envelope delivered to residents did have the Lambeth logo and a return address stamp on the top left corner. The Council cannot force residents to participate in the consultation and cannot be held responsible if the information is disposed of. The newsletter delivered to residents in the informal consultation explained the proposals, describing the reasons for the consultation, how a CPZ works and how to participate in the consultation. A Frequently Asked Questions (FAQ's) document was also provided to answer common CPZ related questions and Lambeth's Permit Pricing Structure information showing the cost of the various parking permits at the time of the consultation. A webpage was also created which contained all the relevant information with detailed plans of the Council's proposals. On these webpages are links to a survey where

households could complete and submit their views including comments. This was the primary method of participation in the consultation. For those properties who were unable to access the information on the website, or complete the online survey, a telephone request line was created where respondents could request maps and hardcopy questionnaires. The details of this telephone request line was in the Newsletter sent out to all properties. A3 posters were erected on lamp columns in and around the Housing Estates to raise awareness of the consultation. The poster contained a short link to the council website for detailed information and the telephone request line number. A public exhibition was also held on 8th October 2016 at the Minet Library on Knatchbull Road from 10am to 4pm allowing residents and businesses to discuss the proposed measures with officers. All the above information is was available on the council website throughout the statutory consultation stage. The on street notices and advert in the Lambeth Weekender are statutory requirements to which the Council has met. Additionally we send a newsletter to all in the affected area and supply an email address where they can make their representation online. In order for the P5 bus to return to its original route, TfL provided specific areas of where they require protection for manoeuvrability. These areas have been determined as necessary by TfL for the re-routing and have been agreed by the council for implementation.

Cowley Road (V-COM-3006)

1. Only 3,9% responded to the proposed Controlled Parking Zone Questionnaire this is not representative. Many of us did not receive one
2. What is the need for Parking Restrictions?
3. If Parking Restrictions come into place there should be a " 2 HOUR Free Parking No Return Slot Monday - Friday during a working day
4. Any Parking Restrictions should only be Monday - Friday 08.30- 5.30pm

Officer response:

The council has made the appropriate recommendation and decision based on the results of the consultation as returned by residents / businesses in the area. Whilst the response rate is relatively low, it was considered appropriate to recommend proceeding to statutory consultation given the level of overall support for a CPZ from those who did respond, along with the evidence of high levels of parking stress within the consultation area.

The council cannot force residents / businesses to participate in the consultation, but has used a number of methods of communication to enable people to get involved in the process. The newsletter delivered to residents in the informal consultation explained the proposals, describing the reasons for the consultation, how a CPZ works and how to participate in the consultation. A Frequently Asked Questions (FAQ's) document was also provided to answer common CPZ related questions and Lambeth's Permit Pricing Structure information showing the cost of the various parking permits at the time of the consultation. A webpage was also created which contained all the relevant information with detailed plans of the Council's proposals. On these webpages are links to a survey where households could complete and submit their views including comments. For those properties who were unable to access the information on the website, or complete the online survey, a telephone request line was created where respondents could request maps and hardcopy questionnaires. The details of this telephone request line was in the Newsletter sent out to all properties. A3 posters were erected on lamp columns in and around the Housing Estates to raise awareness of the consultation. The poster contained a short link to the council website for detailed information and the telephone request line number. A public exhibition was also held on 8th October 2016 at the Minet Library on Knatchbull Road from 10am to 4pm allowing residents and businesses to discuss the proposed measures with officers. All the above information was available on the council website throughout the statutory consultation stage. The on street notices and advert in the Lambeth Weekender are statutory requirements to which the Council has met. Additionally we send a newsletter to all in the affected area and supply an email address where they can make their representation online.

The informal consultation results showed the largest majority of respondents' for Zone V support the 8.30am-6.30pm hours of operation, from the options provided. Any change to the hours of operation would require a further separate consultation which would delay the implementation of the zone by 6-12 months. We have not received a significant amount of requests from the area to support a change in hours. Any request for changes can be investigated upon review of the zone. The parking stress survey undertaken provides evidence that parking pressure exist in the area. With this knowledge, requests received from residents in the area and confirmation of parking issues received from ward councillors is why parking restrictions have been proposed.

Knatchbull Road (V-COM-3008)

There are 5 disabled bays along Knatchbull between Denmark Road and Templar Street but all except one appear to be redundant. They are rarely used if at all, probably because they were originally installed for

specific residents who no longer live here and could therefore be removed. For example there are 2 bays in front of 65 and 67 Knatchbull Road. One is used by a resident at 61 Knatchbull who is very likely the only blue badge in this terrace. So the bay in front of 67 is redundant and could be removed to provide more parking space. At the junction with Inglis Street the lefthand corner double yellow line reaches further into Inglis than the one on the righthand corner. Please could the left one be shortened to match. I note the proposed passing spaces along the park side of Knatchbull have been moved so they are between 2 junctions rather than opposite them. This makes sense and will help to reduce snarl-ups at busy times.

Officer response:

The introduction and removal of disabled bays are subject to its own consultation processes. The council is determined to assist people with disabilities and recognises that disabled parking places greatly improve the quality of life for many users. As a result we are keen to ensure that only those parking places that are not being used are removed. Disabled bays are not registered to a single person or an applicant and therefore can be used by anyone with a blue badge. The bay will remain as long as required by any blue badge holder. We only remove disabled bays when they are not used by any blue badge holder at any time. If, as part of the consultation process, we receive a representation advising us that a bay is in regular use even though this may not be by the person who originally requested the bay then our current policy is not to remove the bay. The removal of disabled parking places is a sensitive issue and the council only investigate removals upon request as not to cause unintentional distress.

Mostyn Road (V-COM-3009)

I have the following comments: There is currently parking on both sides of Akerman (north of Mostyn) and Mostyn roads. They have the effect of slowing vehicle speeds and decreasing traffic volumes. You are proposing to keep parking on both sides of Akerman south of Burton Road but removing it in the roads above. The areas concerned are not totally covered with the bin pods and without additional speed controls, vehicle speeds and volumes will increase. The Loughborough Junction redevelopment clearly stated that traffic volumes are far too high and unsustainable. You have made no provisions for cyclists in road layouts (cycle lanes). There are no shared bays in Myatts Field North. You have not consulted on having the CPZ finishing at 5:30pm and given the small difference in percentage for those choosing between 6:30pm and other times, this should be considered given that Brixton with all the evening activities finishes at 5:30pm.

Officer response:

The existing parking layout on Akerman Road (south of Burton Road) has been adjusted to reduce the chance of traffic congestion due to the introduction of a new bus stop. In order for the P5 bus to return to its original route, TfL provided specific areas of where they require protection for manoeuvrability. These areas have been determined as necessary by TfL for the re-routing and have been agreed by the council for implementation. Any traffic calming measures or cycle scheme will have to be investigated and dealt with separately to this parking consultation. There are allocated shared use bays on Crawshay Road, Mostyn Road, Normandy Road and Cowley Road.

Paulet Road (V-COM-3001)

I am writing regarding the plans for the proposed Vassall CPZ. Opposite our house at XX Paulet Rd (at the blocked junction with Inglis Street) there is an area which will still have no parking restrictions after the CPZ is introduced. With no restrictions it is certain to become a dumping ground for damaged cars from the garages in Camberwell Station Rd. As well as the inherent safety risks to pedestrians, having the damaged cars there will encourage fly tipping, as it does now, which then brings additional problems of rats, foxes etc. Would it be possible to use that area for a mixture of motorcycle and bicycle parking? I have seen covered & secure bicycle parking in other areas so it would be great to have something like that in our road. From a purely selfish point of view, and as someone that has had 2 bikes stolen from the front of my house, it would enable me to go back to cycling to work as I would have somewhere secure to keep a bike. There are also quite a few people in both Paulet Rd & Inglis St who ride motorbikes & scooters so if we could have an area with a few ground anchors designated for us it would be very helpful.

Officer response:

Unfortunately the reason for not providing any restrictions or parking bays at the location mentioned is due to it being housing. The CPZ only applies to roads that are adopted as public highway. There are proposed motorcycle bays located on Paulet Road that will be introduced with anchor points.

Vassall CPZ (V-COM-3007) Outside CPZ boundary

Came across this via the Loughborough Junction newsletter and not entirely sure how best to respond to what you are proposing except to say that something needs to change. I cycle every morning roughly from Camberwell New Road to Brockwell Park via Myatt's Field and Knatchbull Road in the morning is virtually

impassable for a car and bike at same time and the junction at Knartchbull / Lilford and Minet particularly tricky can parking not be banned from the corners to a distance of 30 feet at least? Roads across the city are blocked in similar ways and understand issues you have but roads should surely be primarily for movement not parking.

Officer response:

I can confirm that a raised table and associated 'at any time' waiting restrictions will be introduced at the junction of Knatchbull Road and Lilford Road.

Vassall CPZ (V-COM-3010)

The only compromise to the existing plans, I would prefer; is to change the time restrictions from 8.30-6.30 to 10-4pm.

Officer response:

The informal consultation results have shown that the largest majority of respondents' for Zone V support the 8.30am-6.30pm hours of operation, from the options provided. Any change to the hours of operation would require a further separate consultation which would delay the implementation of the zone by 6-12 months. We have not received a significant amount of requests from the area to support a change in hours. Any further request for changes can be investigated upon review of the zone.

Representations in Support of the proposals

Lilford Road (A-SUP-1001)

As a resident of XX Lilford Road, SE5 9HR I am delighted that Lambeth finally intends to implement much needed CPZ in this area to address the problem of residents inability to park and I am wholly in support of the proposal to implement one and the proposed regulated hours. My only concerns relate to the proposed boundaries of the zones and the decision to include Lilford Road in the existing zone A as the effective new boundary of that zone and the balance of shared use parking spaces as against resident only parking spaces. Currently, many of the roads I am forced to park in, including Paulet Road, Penford Street etc fall within a different zone from the one in which my house will fall. Whilst I would hope that the parking problems will be alleviated by the implementation of a CPZ so that I will be able to park closer to my house, on the current proposal there are a large number of shared use bays on Lilford Road itself and the surrounding roads in the "A" zone near my house and it is not clear that the number of resident only bays will be sufficient for the resident's cars. There are many flats on Lilford Road, meaning that the number of households exceeds the number of house street fronts. Additionally, there is a significant problem in this area (especially in Elam Street) of cars being abandoned and not moving for months or years without the council addressing this (even when these cars are reported to them as abandoned and to the DVLA when untaxed). If this continues after CPZ implementation I am concerned that the abandoned cars will continue to take up much needed residents only parking and that the shared use spaces will be full of non-residents cars so that I will still have difficulty parking anywhere near my house, as many of the resident only bays in the "A" zone will still be some distance away. I appreciate that a balance needs to be struck between the residents and the visitors to the area who bring a car, particularly for the local businesses, but there is no indication in the proposals as to what the maximum parking duration for visitors who pay to park in the shared use space will be. A large number of people currently drive to the area and park for the whole day – for the for the hospital, public transport or to work in the industrial estates. Unless the maximum parking duration in the shared use spaces is substantially less than the controlled hours, and is appropriately policed, I am concerned that the shared use bays will be permanently full of cars parked for the whole day and residents and their visitors will still find it difficult to park. I would therefore be grateful if the current zone boundaries and distribution of shared use spaces is reviewed with this in mind to ensure that there will be sufficient resident only spaces within each.

Officer response:

The proposed CPZ will prioritise parking for local residents within the scheme and remove the majority of non essential parking from the area e.g. commuters, residents from adjacent CPZs who do not want to pay for parking. All other vehicles without a permit would be unable to park in these roads except for those who need to stop for loading/unloading purposes. With commuter vehicles removed from any included road, the Council is confident that there would be enough parking spaces for the use of residents within this scheme. A CPZ does not guarantee residents parking spaces in front of their houses but by removing non-resident parking it will make parking easier within 100 metres of their homes and will help remove traffic congestion and pollution caused by those motorists who currently travel from road to road looking for a parking space. The proposed shared use bays are still available for use by resident permit holders who will effectively have first priority. The shared use bays will have a maximum stay of 4 hours for 'pay by phone' customers. Any request for changes can be investigated upon review of the zone.

Lilford Road (A-SUP-1002)

I'd like to add my ha'penny's worth into the consultation. I have not had a chance before, although I am a director of Remakery Brixton, a business between Lilford Road and Penford Street, we have not been consulted at either stage. I'll return to our particular circumstances, but first, I'll reflect on the process generally. I am aware that at weekends there are plenty of parking spaces and I am fully aware of the burden created by commuters, particularly the bus drivers and hospital staff. I favour limited number of hours restrictions during weekdays, but oppose the 10 hour stretch from 8.30 and 18.30. I feel that, although a clear majority voted for a specific option proposed in the informal consultation, realistically the the respondents who favoured other options could, essentially, be all considered as not wanting the full day option - basically half (49.9%) of the respondents. This option also contrasts to neighboring zones which have either the 12-2 or a 17.30 finish.. Speaking with residents of Herne Hill zone, they have been very happy with the impact of the 2 hour period in reducing the burden. There is an argument to suggest that commuters may bite the bullet and pay, by phone, for two of the hours they are parked throughout the whole day, figuring it to still be worth it financially. With this in mind, I would think a four hour restriction may be more effective, and may be regarded as a good compromise by a majority, when considered against the options offered in the informal

consultation which also included the 10.00-16.00 option. The nature of our business, as a community benefit society, brings me into contact with many locals, and regular concerns are voiced about how the CPZ will hamper their lives, by inconveniencing visitors and carers, delivery drivers and maintenance workers etc The point is that the full day option is akin to using a sledgehammer to crack a nut. This argument follows from the proposed model of providing shared use bays, as well as residents only. If all the restrictions were focussed on resident permit parking for, say, the two hour (12-2) period, then this would solve the problem of spaces being obstructed, which would also have the knock-on effect of allowing better access for through traffic, particularly buses. With regard to the impact on our business, we depend on donations, large and small, of resources i.e. materials and without dedicated spaces, we'd be in a dilemma. This issue could make or break our viability. What is clear is that this issue needs addressing and that a CPZ is a primary element of a solution, but it needs to be nuanced to factor in a wide range of needs to engage the whole population positively, so that it can work well for the largest number of residents affected. I would appreciate being involved in developing, at least offering a wide-ranging perspective and nuanced suggestions for the final offer.

Officer response:

The informal consultation results have shown that the largest majority of respondents' for Zone V support the 8.30am-6.30pm hours of operation, from the options provided. Any change to the hours of operation would require a further separate consultation which would delay the implementation of the zone by 6-12 months. We have not received a significant amount of requests from the area to support a change in hours. Any request for changes can be investigated upon review of the zone.

The hours of operation for any Lambeth CPZ's is based on the view of the largest majority of respondents. The Council is not a position to manipulate or interpret the figures to suit any preference.

The proposed CPZ will prioritise parking for local residents within the scheme and the majority of non essential parking from the area e.g. commuters, residents from adjacent CPZs who do not want to pay for parking. All other vehicles without a permit would be unable to park in these roads except for those who need to stop for loading/unloading purposes. With commuter vehicles removed from any included road, the Council is confident that there would be enough parking spaces for the use of residents within this scheme. A CPZ does not guarantee residents parking spaces in front of their houses but by removing non-resident parking it will make parking easier within 100 metres of their homes and will help remove traffic congestion and pollution caused by those motorists who currently travel from road to road looking for a parking space. The proposed shared use bays are still available for use by resident permit holders who will effectively have first priority. The shared use bays will have a maximum stay of 4 hours for 'pay by phone' customers.

Representations in Opposition of the proposals

Lilford Road (A-OBJ-2001)

I write with an official objection to the proposed CPZ hours of use. I would be grateful if you could consider limiting the times of use to 12-2pm. Thank you for considering my objections.

Officer response:

As Lilford Road will be added to the existing Camberwell 'A' CPZ, it must adopt the same hours and days of operation being Mon-Fri, 8.30am-6.30pm. Furthermore, results for these roads were in favour of the 8.30am-6.30pm hours of operation. Any request for changes can be investigated upon review of the zone.

Lilford Road (A-OBJ-2002)

I write with an official objection to the proposed CPZ hours of use. I would be grateful if you could consider limiting the times of use to 12-2pm as the current proposed times of 8.30-6.30 would greatly impact the running of our business. Thank you for considering my objections.

Officer response:

As Lilford Road will be added to the existing Camberwell 'A' CPZ, it must adopt the same hours and days of operation being Mon-Fri, 8.30am-6.30pm. Furthermore, results for these roads were in favour of the 8.30am-6.30pm hours of operation. Any request for changes can be investigated upon review of the zone.

Lilford Road (A-OBJ-2003)

In response to the proposed parking restrictions in the vassal CPZ Boundaries. I would like to make an objection to the proposed times in Zone A. I live at XX Lilford road so I have Family members and friends who come to visit and 6.30pm seems to be away of everyone being penalised for people who avoid paying during working hours. I think 8.30am -4pm would capture people who are parking their cars and continuing their journey to work. I hope that my views will be taken into account as a Lambeth resident who will be directly affected by this proposal.

Officer response:

As Lilford Road will be added to the existing Camberwell 'A' CPZ, it must adopt the same hours and days of operation being Mon-Fri, 8.30am-6.30pm. Furthermore, results for these roads were in favour of the 8.30am-6.30pm hours of operation. Any request for changes can be investigated upon review of the zone.

Loughborough Road (A-Obj-2004)

I object to the changes to parking controls in the areas specified and for Loughborough Road in particular. I do not believe the results of the informal consultation undertaken in October 2016 lead to the conclusion that, overall, residents believe that there is a parking problem in general or on Loughborough Road specifically. 8910 were consulted in total with only a 3.9% response (351 returns). Only 47 cars and 5 motorcycles were reported. Both the numbers responding and the number of vehicles seem very low numbers to be able to draw conclusions concerning what the 8910 consulted believe or wish to happen. The fact that 96.1% did not respond is more likely to indicate a combination of apathy and a belief that there is not a parking problem rather than a belief that there is a problem which they wish addressed with a CPZ. The statutory consultation newsletter I received on 30th March 2017 provides statistics on the front page on the basis of the very small number who did respond. Let us consider the headline results against the number consulted: 3% consider that they currently have parking problems on their roads (of the number consulted - 275/8910). 3% support a CPZ (of the number consulted - 248/8910)

This suggests to me that an option of Do Nothing would be a more suitable recommendation as the response level is far too low on which to decide that the current parking situation should be changed. If the non-respondents believed it should be changed I suggest that they would have been more active in responding and that therefore their non-response is not an indicator of their being in favour of a change.

Officer response:

The council has made the appropriate recommendation and decision based on the results of the consultation as returned by residents / businesses in the area. Whilst the response rate is relatively low, it was considered appropriate to recommend proceeding to statutory consultation given the level of overall support for a CPZ from those who did respond, along with the evidence of high levels of parking stress within the consultation area.

The council cannot force residents / businesses to participate in the consultation, but has used a number of methods of communication to enable people to get involved in the process. The newsletter delivered to residents in the informal consultation explained the proposals, describing the reasons for the consultation, how a CPZ works and how to participate in the consultation. A Frequently Asked Questions (FAQ's) document was also provided to answer common CPZ related questions and Lambeth's Permit Pricing Structure information showing the cost of the various parking permits at the time of the consultation. A webpage was also created which contained all the relevant information with detailed plans of the Council's proposals. On these webpages are links to a survey where households could complete and submit their views including comments. For those properties who were unable to access the information on the website, or complete the online survey, a telephone request line was created where respondents could request maps and hardcopy questionnaires. The details of this telephone request line was in the Newsletter sent out to all properties. A3 posters were erected on lamp columns in and around the Housing Estates to raise awareness of the consultation. The poster contained a short link to the council website for detailed information and the telephone request line number. A public exhibition was also held on 8th October 2016 at the Minet Library on Knatchbull Road from 10am to 4pm allowing residents and businesses to discuss the proposed measures with officers. All the above information was available on the council website throughout the statutory consultation stage. The on street notices and advert in the Lambeth Weekender are statutory requirements to which the Council has met. Additionally we send a newsletter to all in the affected area and supply an email address where they can make their representation online.

Loughborough Road (A-Obj-2005)

I object to the proposal of the permit parking on Loughborough Road. Please let me know if I need to provide any further info.

Representations - Comments for the proposals

Horle Walk (A-COM-3001)

I am a resident of XX Horle Walk, London, SE5 9EF. The stretch of Loughborough Road between Brixton Road and Lilford Road is terribly congested every day, causing jams and lots of people beeping their horns

at all hours. It also causes frustrated and impatient drivers to speed out over the junction with Akerman Road once they have cleared the blockage. There is currently parking on both sides of the road. Please put yellow lines along one side to ease the congestion, it's really really bad.

Officer response:

As the existing parking bays are located in cut backs, removing them will not make a difference to the congestion. There are still signals, crossing facilities and pinch points where traffic will naturally have to slow down or stop.

Lilford Road (A-COM-3002)

I live at XX Lilford Road, SE5 9HR and as such will be in Extension Zone A. I should like to make two points:

1. That the CPZ should only operate between the hours of 12 noon and 2 pm, Monday to Friday in Extension Zone A. This will greatly reduce the number of cars that are parked by commuters and enable delivery vans, hospital transport, visiting carers and medical staff etc to access the area easily. I am a carer for elderly relatives who receive visits from medical practitioners and have to use hospital transport. We would appreciate easy and free access for their vehicles.
2. That the Lilford Road residents' permits will enable us to park in the streets north of Lilford Road as well as in our area. I live at the junction with Paulet Road and often have to use Paulet Road for parking.

Officer response:

As Lilford Road will be added to the existing Camberwell 'A' CPZ, it must adopt the same hours and days of operation being Mon-Fri, 8.30am-6.30pm. Furthermore, results for these roads were in favour of the 8.30am-6.30pm hours of operation. Any request for changes can be investigated upon review of the zone. Permits are only valid for the CPZ your property falls within. This means that during the controlled hours and days of operation you would not be able to park in Paulet Road. Outside the hours and days of operation parking in Paulet Road or Knatchbull Road is allowed.

Lilford Road (A-COM-3003)

I do not own a car: the bicycle is my main means of transport but I would like to make three points in connection with the statutory CPZ consultation.

- 1) The level of participation in the informal consultation was astonishingly low: are you sure that residents and businesses understood that it would be decisive? Might they not have expected a further more formal consultation survey before a decision was taken?
- 2) My own street would be on the border between an extension of zone A and the new zone V. For years we have had freedom to park in any neighbouring street but I am concerned that controls may make life harder. Could you not devise a way to give residents or business based on the boundary of a zone the freedom to park in any immediately neighbouring street?
- 3) After years without controls I am concerned that the proposed changes will add to the costs and restrict the freedom of residents to receive weekday visitors by car — particularly for parents with young children. A 2 hour midday restriction, as in zone N, would have allowed more flexibility. The majority vote in my street for parking controls on 5 full days was a very low percentage of those consulted — only 6%. In the light of the low poll I believe you ought to consult further on this.

Officer response:

The council has made the appropriate recommendation and decision based on the results of the consultation as returned by residents / businesses in the area. Whilst the response rate is relatively low, it was considered appropriate to recommend proceeding to statutory consultation given the level of overall support for a CPZ from those who did respond, along with the evidence of high levels of parking stress within the consultation area.

The council cannot force residents / businesses to participate in the consultation, but has used a number of methods of communication to enable people to get involved in the process. The newsletter delivered to residents in the informal consultation explained the proposals, describing the reasons for the consultation, how a CPZ works and how to participate in the consultation. A Frequently Asked Questions (FAQ's) document was also provided to answer common CPZ related questions and Lambeth's Permit Pricing Structure information showing the cost of the various parking permits at the time of the consultation. A webpage was also created which contained all the relevant information with detailed plans of the Council's proposals. On these webpages are links to a survey where households could complete and submit their views including comments. For those properties who were unable to access the information on the website, or complete the online survey, a telephone request line was created where respondents could request maps and hardcopy questionnaires. The details of this telephone request line was in the Newsletter sent out to all properties. A3 posters were erected on lamp columns in and around the Housing Estates to raise awareness of the consultation. The poster contained a short link to the council website for detailed information and the

telephone request line number. A public exhibition was also held on 8th October 2016 at the Minet Library on Knatchbull Road from 10am to 4pm allowing residents and businesses to discuss the proposed measures with officers. All the above information was available on the council website throughout the statutory consultation stage. The on street notices and advert in the Lambeth Weekender are statutory requirements to which the Council has met. Additionally we send a newsletter to all in the affected area and supply an email address where they can make their representation online.

There are two stages of consultation, the informal and formal (statutory). Your representation was received as part formal consultation.

Permits are only valid for the CPZ your property falls within. This means that during the controlled hours and days of operation you would not be able to park in Paulet Road. Outside the hours and days of operation parking in Paulet Road or Knatchbull Road is allowed.

Representations and Officers' comments – Brixton Zone 'B' extension

Appendix E

Representations in Support of the proposals

Barrington Road (B-SUP-1007)

I am writing in reference to the CPZ consultation regarding to parking on Angell Rd. I feel that the parking permits will be beneficial to residents who live on this road as the parking is very scarce I cannot pop out during the day and by the time I come back I have to park by Herne Hill Rd or Villa Rd and pay for ticket. The majority of people who park here are visitors as you don't see the car during the weekend or the next day! I have to compete with white vans and council buses. And also the commuters that park early in the morning. There is also a block of 52 flats being built on Barrington Rd less space around the surrounding area. I believe that CPZ B area should be implemented in the parking zones.

Coldharbour Lane (B-SUP-1001)

I am writing to offer full support to the above proposals for the following reasons. I am Manager of the following residential apartments: 1 – 14 Warrior Court & 1 – 3, 229 Coldharbour Lane. The above properties are occupied by a mix of local families and inner london workers on Assured shorthold tenancy agreements. I am often asked by residents where they can park a vehicle, this is usually to support Mothers with New-borns or persons who require access to a vehicle as part of their job. Under the current circumstances all the surrounding roads where residents would normally be entitled to park are either part of CPZ A,B,N or are uncontrolled roads completely overwhelmed by commuter parking. The new Vassall CPZ proposals will completely alleviate the problem of local parking for these residents and many others to which I feel they are entitled. Please do let me know I we can be of further assistance to support these new measures.

Loughborough Park (B-SUP-1005)

Thank you for your communication regarding expanding the CPZ 'B' and including Loughborough Park. I very strongly SUPPORT this plan. As a resident the parking problems in our street have actually stopped us from even thinking of getting a car. This is frustrating as most of the cars in front of our house do not move all week as they belong to residents from nearby streets that have the current CPZ in place. They come and park their cars here to avoid paying for it and it frustrates me to no end. We have several cars a month that have to be towed as the insurance has run out and nobody notices. Cars with their tires flat that haven't moved in months. And all this stops us parking in our own street. Thank you for implementing this plan. The next thing to look at for Loughborough Park are the cars racing through the streets, usually in the evening. I feel better traffic calming provisions need to be introduced to stop this dangerous driving and make this a more pleasant neighbourhood to live in.

Loughborough Park (B-SUP-1009)

I have written to you many time asking for a CPZ in Loughborough Park, and I am writing to say how thrilled and relieved we are that it is to be implemented. I am officially giving my approval to the plans! As my neighbour said, "It will actually be life changing!" and she is right.

Loughborough Park (B-SUP-1010)

I am writing with reference to the above. As a resident of Loughborough Park, I am in total agreement with the implementation of a CPZ, especially as this will alleviate the deplorable current situation, in which residents are having to wait for long periods to park their cars, or having to park some distance away because, commuters or mechanics have parked outside houses. Most mornings, residents are greeted with a queue

of cars waiting for a space as we make our way to work. The parking situation has become so dire, that if we leave to go out we cannot return until after 6,(and even at this time spaces are limited) as there will be no parking on the road, throughout the day. Every week day after work, my journey home is stressful as I know I will have to drive up and down Loughborough Park, looking and waiting for a space. On Fridays, this can be really disconcerting. I am in full agreement with the introduction of a CPZ and hope that this will happen asap.

Loughborough Road (B-SUP-1002)

I received a letter today in the post about your proposed parking around my estate. I live at Woolley house, Loughborough Road. I agree that on major roads such as Loughborough Road should have parking enforcement but roads such as Barrington, Angell and St James Crescent should not as they are road with no public transport and do not get traffic! I agree with Akerman road having yellow lines to allow bus route to flow. Please take into consideration the people who currently live in this area as we know traffic flow better than anyone.

Millbrook Road (B-SUP-1003)

I, XXXXX of XX Millbrook Road, am voting in favour of the CPZ.

Millbrook Road (B-SUP-1004)

I am writing to say how pleased we residents of Millbrook road are to hear about the decision to extend the CPZ to our road. We are very much looking forward to be able to use our cars during the day without fear of losing our parking space and not getting another. Furthermore controlling the constant stream of cars speeding down our small dead end road looking for spaces will make our street a much happier and healthier place to live. Thank you for your assistance with this.

Millbrook Road (B-SUP-1006)

Thank you for your letter re. Proposed CPZ on Millbrook Road. I have lived at number XX for nine years and for many of those the local residents have campaigned for controlled parking on our road. I am beyond delighted at the proposal and totally support it. In truth, it can't come soon enough.

Millbrook Road (B-SUP-1008)

I am massively in favour of the introduction of controlled parking. The use of permits will enhance the area, benefit the residents and hopefully raise revenue for Lambeth.

Representations in Opposition of the proposals

Angell Park Gardens (B-OBJ-2004)

By choosing to ignore the democratic voice of residents in particular, those located in Elliott Road, Frederick Road, Minet Road, Angell Road and Angell Park Gardens, I feel the decision to impose a CPZ is an unwarranted and unjustified action for the following (but not limited) reasons. This decision will have a major impact on the financial stability for a number of residents especially when the following are taken into account; low income families, ageing population which rely on their vehicles for mobility, social interaction and shopping, reductions in state benefits, the cost of living has increased, salaries rises have not matched this increase in fact, in real terms salaries have decreased. We have also been subjected to rises in inflation, council tax and other state taxes such as National Insurance etc. Therefore, I feel residents are ill-equipped to absorb additional costs by forcing them to pay for parking permits in order to park outside their homes, or in nearby roads. Such a move will undoubtedly mean some residents will be forced to sell their vehicles if this proposal is introduced. Thus creating another set of challenging circumstances to manage. If the Council wish to tackle the perceived issue of parking in this area, I feel it would be far more beneficial (to the Council and its residents) if they considered other measures, such as carrying out a review of the work of Traffic Enforcement Officers (TEO) to ensure they provide an efficient and effective service. Develop strategies to work more closely with the DVLA to ensure cars which are illegally parked are removed in a more timely manner. There are currently a number of vehicles which are illegally parked on Angell and Wiltshire Roads, with issues ranging from having no Tax, MOT or in one case declared as SORN. There was recently a case, where a car was illegally parked for over a year. I would dread to think how many cars are illegally parked in the surrounding roads. It is a rare sight to see DVLA officers monitoring vehicles and more infrequent for TEOs to carry out patrols in this locality, therefore I was most surprised when I spotted a pair of TEOs, on the same day a vehicle was parked near my home clearly in breach of CONTRAVENTION 62 (parked with one or more wheels on any part of an urban road other than a carriageway (footway parking). However, to my utter dismay the TEOs walked straight past the vehicle without a second glance! I approached the gentlemen to enquire why the vehicle had not been issued with a ticket. The initial response I received was blank stares, followed by a demonstration of how to spot if a vehicle is in breach of said contravention and lastly a poor attempt to explain why they had not issued a ticket. I was given the distinct impression the TEOs did not want to walk back down the road (50 yards) to issue a ticket. It took a further explanation to demonstrate I understood the law and plenty of cajoling to convince the TEOs the correct action on this occasion, would be to issue a ticket. Despite being a concerned citizen, it is not my job to 'police' parking in the area. And if a TEO is approached they should be willing, ready and able to perform their duties and exercise the law where

applicable. Not make excuses to avoid having to do a job, they are paid to do. I also find it appalling that the Council took a decision to remove the only multi storey car park in the area (Pope's Road), in conjunction with building additional homes. And in response to the growing population (the Council) only saw fit to introduce a single level car park in its place, which is obviously totally inadequate to meet the needs/demands of residents and local businesses etc. Perhaps, thought could be given to restoring the area with a multi storey car park which would alleviate congestion on residential streets and provide a safe and secure environment for local businesses and residents to park? This would also be an opportunity to provide additional employment to the area, something which is undoubtedly needed. Last but not least, I feel this is an unjustified attack on the civil liberties of the residents of the aforementioned roads and instead of punishing local residents/businesses for a failure to plan and provide adequate parking facilities for the area, the Council should provide evidence alternative options have been investigated and exhausted. As an alternative to enforcing a CPZ on residents/businesses who have not agreed to such a proposal, listen to and work with them to find a solution agreeable to all.

Officer response:

Residents of Elliott Road, Frederick Road, Minet Road, Angell Road and Angell Park Gardens were opposed to controls at the informal consultation stage but were offered the opportunity to become part of the controls at the formal stage as they would be adversely affected by parking displacement. Since the Council is unlikely to be in a position to revisit the area again in the short – medium term, it is considered that in the absence of strong objections from the residents that they are included within the proposed zone. This will address the current and inevitable parking difficulties. Your comments regarding enforcement have been passed on the relevant department.

The Pope's Road car park was demolished due to it being classed as an unsafe structure. It was never re-introduced as a car park as it was underused, but even if this facility was re-introduced, it would've, as before be pay and display parking. Long term commuters would still look to park for free in uncontrolled roads such as Angell Road, Angell Park Gardens and St James's Crescent which are roads still reasonably close to Brixton High Street, Brixton Tube and the Overground station.

Angell Road (B-OBJ-2003)

As you know the majority of residents in Angell Road, St James Crescent and Angell Park Gardens were (and still are according to many conversations) opposed to the provision of parking controls in their streets. Local authorities are not allowed to introduce CPZs where the majority of residents oppose them. We are fully aware of the potential implications of adjusting other CPZs, but this does not change our views.

One of the many reasons for this is that quite a number of residents are elderly, often requiring friends to transport to hospital or appointments, and also often visited by relatives. Currently this is very practical as they are able to park across the drop kerbs outside our houses (with our permission) or in any other spaces available while visiting or collecting, however under the CPZ proposal every time they do so they will require a payment to the Local Authority, or, even worse, may not be able to park at all and no longer able to visit. This is an unacceptable situation. So, to reiterate our previous submission, and the conclusions of the original consultation, we continue to be opposed to the CPZ introduction in Angell Road.

Officer response:

Residents of Angell Road, St James Crescent and Angell Park Gardens were opposed to controls at the informal consultation stage but were offered the opportunity to become part of the controls at the formal stage as they would be adversely affected by parking displacement. In the event that residents request the Council to re-consult the area due to the inevitable parking displacement, it is unlikely that the Council would be able to revisit the area again in the short – medium term, as funding and resources will need to be identified and allocated. This potentially would leave residents with parking difficulties for some time. Therefore it is considered that in the absence of strong objections from the residents that they are included within the proposed zone.

Clarewood Walk (B-OBJ-2006)

I live in Southwyck House (Moorland Road entrance) which has a postal address in Clarewood Walk, SW9, but I am advised by Lambeth Council that I am not able to park in Clarewood Walk, because it is part of an estate administered by Metropolitan Housing Association. Southwyck House is administered by Lambeth Housing Management and, whilst I do not have one, parking permits for Southwyck House residents do not, in any case, allow parking on Clarewood Walk.

The estate parking bays that are available for permit-holding, Southwyck House residents (on the car decks and the driveway leading from Moorland Road) appear to be fully used as things stand and although Lambeth tell me they are still issuing estate parking permits, they do so, they say, on the basis that having a permit does not guarantee the availability of a bay--which are strictly 'first come, first served'.

For many years I have parked a car in Moorland Road, SW9 or Loughborough Park, SW9, the streets which offer the closest public parking to my home. It seems very likely I will need to continue to park in one of these

streets--even if I purchase an estate parking permit--and so my observations on the proposed CPZ are based on my experiences there.

I *object* to the proposed CPZ for the following reasons:-

1) Results of the Informal Consultation show that residents of Clarewood Walk, Moorland Road and Somerleyton Road (at the other end of Southwyck House) were in each case divided exactly 50-50 when asked if they would support or oppose a CPZ in their roads. Normally this would mean that the status quo would prevail. It appears that in the terms of this research it is being treated as part of a mandate for change. This is wrong.

2) In any case, as the total response to the Informal Consultation was just 3.9%, and it is very likely that those who had previously initiated requests for a CPZ will have been inclined to participate in it, it is unreasonable to take the outcome of that consultation as a true reflection of the spread of local opinion.

3) The costs of residents' permits may place difficult, unfair and unnecessary financial burdens on the mainly and traditionally lower-income households in these streets. I do not believe that the support Lambeth have reported for the extension of the CPZ reflects a major increase in traffic so much as an influx--in the wider Brixton area--of so-called 'new metropolitan residents' who are not troubled by the cost factor.

4) If 'commuter parking' is a problem, a public car park would be a preferable solution. Parking space in central Brixton has been reduced dramatically by the demolition, in 2011, of the multi-storey car park in Popes Road. Why should local residents effectively have to pay for the failure of planners to adequately replace a necessary facility?

5) There appears to be a surplus of disabled bays; approximately fourteen are spread through Moorland Road and Loughborough Park, and many of them appear to be unneeded (the issue may apply also to other roads within the proposed CPZ area). Parking in these streets is still tolerably good and if--following a proper review--any of these bays could be returned to public parking, it would be significantly improved--and with no financial loss to residents. I raised this issue at the proposed CPZ 'drop-in' session on 8.10.16--where the process of reviewing the ongoing need for disabled bays was explained to me--and I included it in my responses to the Informal Consultation. As, by February, no reviews had been carried out I raised the matter again in an email to Lambeth (14.02.17). Five weeks later I received a reply saying that these streets had *now* been placed on a list of those awaiting reviews--but also:

"We have just closed one batch of disabled bay installation and removals so it will be a couple of months before we process the next batch, this will also allow us to consider the results of the current statutory consultation on the proposed CPZ."

Why weren't the reviews done after the Informal Consultation so that residents could get a clearer picture of the parking situation *before* the Statutory Consultation? What is the point of inviting people to support a CPZ and *then* looking at creating more public parking spaces?

I can only say how very disappointed I am with Lambeth's handling of this.

Officer response:

Much the same as roads that were not in favour of controls, residents of Moorland Road and Somerleyton Road were offered the opportunity to become part of the controls at the formal stage as they would be adversely affected by parking displacement. In the event that residents request the Council to re-consult the area due to the inevitable parking displacement, it is unlikely that the Council would be able to revisit the area again in the short – medium term, as funding and resources will need to be identified and allocated. This potentially would leave residents with parking difficulties for some time. Therefore it is considered that in the absence of strong objections from the residents that they are included within the proposed zone. The council has made the appropriate recommendation and decision based on the results of the consultation as returned by residents / businesses in the area. Whilst the response rate is relatively low, it was considered appropriate to recommend proceeding to statutory consultation given the level of overall support for a CPZ from those who did respond, along with the evidence of high levels of parking stress within the consultation area.

The council cannot force residents / businesses to participate in the consultation, but has used a number of methods of communication to enable people to get involved in the process. The newsletter delivered to residents in the informal consultation explained the proposals, describing the reasons for the consultation, how a CPZ works and how to participate in the consultation. A Frequently Asked Questions (FAQ's) document was also provided to answer common CPZ related questions and Lambeth's Permit Pricing Structure information showing the cost of the various parking permits at the time of the consultation. A webpage was also created which contained all the relevant information with detailed plans of the Council's proposals. On these webpages are links to a survey where households could complete and submit their views including comments. For those properties who were unable to access the information on the website, or complete the online survey, a telephone request line was created where respondents could request maps and hardcopy questionnaires. The details of this telephone request line was in the Newsletter sent out to all properties. A3 posters were erected on lamp columns in and around the Housing Estates to raise awareness of the consultation. The poster contained a short link to the council website for detailed information and the

telephone request line number. A public exhibition was also held on 8th October 2016 at the Minet Library on Knatchbull Road from 10am to 4pm allowing residents and businesses to discuss the proposed measures with officers. All the above information was available on the council website throughout the statutory consultation stage. The on street notices and advert in the Lambeth Weekender are statutory requirements to which the Council has met. Additionally we send a newsletter to all in the affected area and supply an email address where they can make their representation online.

The Pope's Road car park was demolished due to it being classed as an unsafe structure. It was never re-introduced as a car park as it was underused, but even if this facility was re-introduced, it would've, as before be pay and display parking. Long term commuters would still look to park for free in uncontrolled roads such as Moorland Road, Somerleyton Road and Loughborough Park as these roads are very close to Brixton High Street, Brixton Tube and the Overground station.

The introduction and removal of disabled bays are subject to its own consultation processes.

The council is determined to assist people with disabilities and recognises that disabled parking places greatly improve the quality of life for many users. As a result we are keen to ensure that only those parking places that are not being used are removed. Disabled bays are not registered to a single person or an applicant and therefore can be used by anyone with a blue badge. The bay will remain as long as required by any blue badge holder. We only remove disabled bays when they are not in use by any blue badge holder at any time. If, as part of the consultation process, we receive a representation advising us that a bay is in regular use even though this may not be by the person who originally requested the bay then our current policy is not to remove the bay. The removal of disabled parking places is a sensitive issue and the council only investigate removals upon request as not to cause unintentional distress.

Loughborough Park (B-OBJ-2002)

Hi i am a resident i live on Loughborough park road been living here nearly 20 years and I would agree parking is a problem but what the main issue is that people or guys from the mechanics leave the cars parked up anything from weeks to months to years. I would suggest the best CPZ for Loughborough Park would be by extending the existing Herne Hill cpz as we have a park and people like to come and use the park or walk their dogs. By having any of the other cpz it would make Loughborough park a ghost town. I wouldn't be happy with the 8:30 to 06:30 I wouldn't be able to have family or friends come and visit also. With having the N cpz it stops people and mechanics from leaving cars parked up for months it would bring a bit of order back but not being so strict. I hope you take my letter to consideration as i have been a resident for nearly 20 years and have seen it all. I love the area and totally against CPZ V, B and A.

Officer response:

The location of the Loughborough Park, Moorland Road and Somerleyton Road are best suited to be added to the existing Brixton B CPZ and therefore must adopt the same hours and days of operation being Mon-Fri, 8.30am-5.30pm. There is no connection to existing Herne Hill zone. Furthermore, results for these roads were in favour of the 8.30am-6.30pm hours of operation. Any request for changes to the hours can be investigated upon review of the zone.

Loughborough Road (B-OBJ-2001)

I received a letter today in the post about your proposed parking around my estate. I live a at Woolley house, Loughborough Road. I agree that on major roads such as Loughborough Road should have parking enforcement but roads such as Barrington, Angell and St James Crescent should not as they are road with no public transport and do not get traffic! I agree with Akerman road having yellow lines to allow bus route to flow. Please take into consideration the people who currently live in this area as we know traffic flow better than anyone.

Officer response:

The consultation was developed to gather the views of residents and businesses whose roads that are affected by parking difficulties as opposed to traffic congestion. Although congestion can ease with the introduction of a parking zone, this was not our reasons to consult the area.

Mallams Mews (B-OBJ-2005)

I am writing to object to the proposals of the controlled parking zone (CPZ) on St James Crescent, SW9 7HR. It is an absolute travesty that Lambeth Council is planning to introduce CPZ in my area. My family and I are struggling to make ends meet and yet we are being held to ransom by Lambeth Council to force us in to paying money to park our car on our property. It is yet another attempt by the council to generate extra income to balance their books at the expense of poor people like us.

Officer response:

You will only require a permit to park on the public highway e.g. St James Crescent. As no parking restrictions will be introduced in Mallam Mews, if you have an allocated space or garage you would not require a permit to park.

Representations and Officers' comments – Herne Hill Zone 'N' extension

Appendix F

Representations in Support of the proposals

Hinton Road (N-SUP-1001)

I am writing to offer full support to the above proposals for the following reasons. I am Manager of the following residential apartments: 1 – 6 Green Man Court. The above properties are occupied by a mix of local families and inner london workers on Assured shorthold tenancy agreements. I am often asked by residents where they can park a vehicle, this is usually to support Mothers with New-borns or persons who require access to a vehicle as part of their job. Under the current circumstances all the surrounding roads where residents would normally be entitled to park are either part of CPZ A,B,N or are uncontrolled roads completely overwhelmed by commuter parking. The new Vassall CPZ proposals will completely alleviate the problem of local parking for these residents and many others to which I feel they are entitled. Please do let me know I we can be of further assistance to support these new measures.

No representations in Opposition of the proposals were received.