

Borough, Bankside and Walworth Community Council

Wednesday 5 October 2016

7.00 pm

New Covenant Church, 506-510 Old Kent Rd, London SE1 5BA

THEME: Transport: mind the gaps – what is missing?

Stalls by: Transport for London, Walk Elephant, Southwark Cyclists, Webber Street transport proposal, Peabody Master Gardeners, Creative Graffiti Art project - 'My Old Kent Road 2016', Connect - communication disability network, South Bank and Waterloo Neighbourhood Plan (SOWN).

Membership

Councillor Eleanor Kerslake (Chair)
Councillor Samantha Jury-Dada (Vice-Chair)
Councillor Maisie Anderson
Councillor James Coldwell
Councillor Helen Dennis
Councillor Karl Eastham
Councillor Paul Fleming
Councillor Lorraine Lauder MBE

Councillor Maria Linforth-Hall
Councillor Rebecca Lury
Councillor Vijay Luthra
Councillor Darren Merrill
Councillor Adele Morris
Councillor David Noakes
Councillor Martin Seaton

Members of the committee are summoned to attend this meeting

Eleanor Kelly

Chief Executive

Date: Tuesday 27 September 2016



Order of Business

Item Title
No.

1. PRELIMINARY BUSINESS

1.1. INTRODUCTION AND WELCOME

Item No.	Title	Time
1.2.	APOLOGIES	
1.3.	DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS	
	Members to declare any interests and dispensations in respect of any item of business to be considered at this meeting.	
1.4.	ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT	
	The chair to advise whether they have agreed to any item of urgent business being admitted to the agenda.	
1.5.	MINUTES (Pages 1 - 10)	
	The minutes of the meeting held on 29 June 2016 to be agreed as a correct record of the meeting, and signed by the chair.	
	(Feedback about the health workshops by Councillor Maisie Anderson)	
2.	COMMUNITY ENGAGEMENT ITEMS	7.05pm
2.1.	COMMUNITY ANNOUNCEMENTS	
	<ul style="list-style-type: none"> • Cleaner Greener Safer Fund 2017/18 launch • Neighbourhoods Fund 2017/18 Launch • Connect UK – Sally McVicker • Robert Browning Primary School letter 	
2.2.	SOUTH BANK AND WATERLOO NEIGHBOURHOOD PLAN (SOWN)	
	Ben Stephenson, Secretary of SOWN	
2.3.	PETITIONS AND DEPUTATIONS (Pages 11 - 13)	
	Deputation request received from residents and stakeholders in Harper Road.	

Item No.	Title	Time
2.4.	PUBLIC QUESTION TIME (Pages 14 - 16)	
	This is an opportunity for public questions to be addressed to the chair.	
	Residents or persons working in the borough may ask questions on any matter in relation to which the council has powers or duties.	
	Responses may be supplied in writing following the meeting.	
3.	THEME: TRANSPORT	7.40pm
3.1.	TRANSPORT: MIND THE GAPS	
	<ul style="list-style-type: none"> • Florence Eshalomi, London Assembly Member • Ian Wingfield, cabinet member for environment and the public realm 	
3.2.	BREAK AND WORKSHOP ABOUT BUS ROUTES	
3.3.	ELEPHANT AND CASTLE AND GENERAL TFL UPDATES	
	Steve Kearns and Tom Holmes (TfL)	
3.4.	CLOSURE OF TOWER BRIDGE	
	Lauren Barton (TfL), Alex Pocklington (TfL), Grace Manning-Marsh (Temple Group)	
4.	OFFICIAL COUNCIL BUSINESS	8.30pm
4.1.	DEVOLVED HIGHWAYS BUDGET 2014-15 - EAST WALWORTH ALLOCATIONS (Pages 17 - 21)	
	NOTE: This is an executive function for decision by the community council.	
4.2.	COMMUNITY COUNCIL HIGHWAYS CAPITAL INVESTMENT FOR 2015-16 AND 2016-17 (Pages 22 - 28)	
	NOTE: This is an executive function for decision by the community council.	

Item No.	Title	Time
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4.3. LOCAL TRAFFIC AND PARKING AMENDMENTS (Pages 29 - 53)

NOTE: This is an executive function for decision by the community council.

4.4. REVIEW OF PARKING CONTROLS IN THE EXISTING C2 PARKING ZONE (Pages 54 - 121)

Councillors to consider the recommendation in the report.

4.5. COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY

Each community council may submit one question to a council assembly meeting that has previously been considered and noted by the community council.

Any question to be submitted from a community council to council assembly should first be the subject of discussion at a community council meeting. The subject matter and question should be clearly noted in the community council's minutes and thereafter the agreed question can be referred to the constitutional team.

The community council is invited to consider if it wishes to submit a question to the ordinary meeting of council assembly on 30 November 2016.

Date: Tuesday 27 September 2016

INFORMATION FOR MEMBERS OF THE PUBLIC

CONTACT: Gerald Gohler, Constitutional Officer Tel: 020 7525 7420 or email: gerald.gohler@southwark.gov.uk
Website: www.southwark.gov.uk

ACCESS TO INFORMATION

On request, agendas and reports will be supplied to members of the public, except if they contain confidential or exempted information.

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BABYSITTING/CARERS' ALLOWANCES

If you are a resident of the borough and have paid someone to look after your children or an elderly or disabled dependant, so that you can attend this meeting, you may claim an allowance from the council. Please collect a claim form from the Constitutional Officer at the meeting.

DEPUTATIONS

Deputations provide the opportunity for a group of people who are resident or working in the borough to make a formal representation of their views at the meeting. Deputations have to be regarding an issue within the direct responsibility of the Council. For further information on deputations, please contact the Constitutional Officer.

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please telephone 020 7525 7420.**



Borough, Bankside and Walworth Community Council

MINUTES of the OPEN section of the Borough, Bankside and Walworth Community Council held on Wednesday 29 June 2016 at 7.00 pm at Amigo Hall, St George's Cathedral, Lambeth Road, London SE1 7HY (intersection with St George's Road)

PRESENT:

- Councillor Eleanor Kerslake (Chair)
- Councillor Samantha Jury-Dada (Vice-Chair)
- Councillor Maisie Anderson
- Councillor James Coldwell
- Councillor Karl Eastham
- Councillor Paul Fleming
- Councillor Lorraine Lauder MBE
- Councillor Rebecca Lury
- Councillor Vijay Luthra
- Councillor Darren Merrill
- Councillor Adele Morris
- Councillor David Noakes
- Councillor Martin Seaton

OFFICER SUPPORT:

- Laura Hills, Senior Planning Policy Officer
- Russell Carter, Consultant in Public Health
- Pauline Bonner, Community Council Development Officer
- Tim Murtagh, Constitutional Officer

1. PRELIMINARY BUSINESS

1.1 INTRODUCTION AND WELCOME

The chair welcomed councillors, members of the public and officers to the meeting.

1.2 APOLOGIES

There were apologies for absence from Councillors Helen Dennis and Maria Linforth-Hall; and for lateness from Councillors Paul Fleming, Lorraine Lauder and Vijay Luthra.

1.3 DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS

There were none.

1.4 ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT

There were no urgent items of business.

1.5 MINUTES

RESOLVED:

That the minutes of the meeting held on 14 March 2016 be agreed as a correct record and signed by the chair, subject to the following clarification:

Under Item 3.3, Allocation of Neighbourhoods Fund for Cathedrals ward, that the money allocated to the Southwark Neighbourhood Watch Association (Reference: 558392) was for spending in Cathedrals ward.

1.6 LOCAL TRAFFIC AND PARKING AMENDMENTS

Note: This is an executive function.

Councillors considered the information contained in the report. Councillors commented that the report also affected Cathedrals ward, which was not mentioned in the report.

RESOLVED:

1. That the following local traffic and parking amendments be approved for implementation, as detailed in the appendices to the report, subject to the outcome of any necessary statutory consultation and procedures:
 - Rockingham Street – install double yellow lines to prevent inconsiderate parking and maintain traffic flow, install new permit holder bay and extend existing shared use bay.
 - Harper Road – install double yellow lines to prevent inconsiderate parking and maintain traffic flow.
 - Portland Street – remove existing shared use parking bay and install double yellow lines to provide access to the off street yard for large vehicles.
 - Hatfields – extend existing permit holders (C1) parking bay to increase permit parking availability.
2. That the objections received against the following non-strategic traffic management matter be rejected and the traffic order be implemented:
 - Larcom Street – reject objection and instruct officers to convert existing

single yellow line to permit holders (M1) parking bay.

Councillors asked officers to note the comment by the objector about reviewing the disabled parking bays, and that those disabled bays be reviewed.

1.7 WEBBER STREET - INTRODUCTION OF LOADING BAY, PERMIT HOLDER BAYS AND RELOCATION OF SOLO MOTORCYCLE BAY

Note: This is an executive function.

Councillors considered the information contained in the report.

RESOLVED:

That the following non-strategic traffic and parking arrangements, be approved for implementation, as detailed in the appendices to the report, subject to any necessary statutory procedures:

- Valentine Place
 - Provide 12 metre loading bay (where Valentine Row meets Valentine Place)
 - Remove solo motorcycle bay (to be relocated in Webber Street).
- Webber Street
 - Removal of a single yellow line along the frontage of the existing vehicular crossover
 - Removal of four (4) permit holder bays
 - Provide double yellow lines across the new vehicular crossover into the car park
 - Provide new 12 metre loading bay
 - Reprovide solo motorcycle bay (relocated from Valentine Place).

Councillors asked that their concerns over the potential loss of parking bays be noted and that officers update them on this matter along with how the consultation for this item fits in with the forthcoming review of the C2 controlled parking zone.

1.8 NEIGHBOURHOOD FUND ALLOCATIONS

RESOLVED:

That the following amounts of Neighbourhoods Fund be allocated:

Cathedrals ward

Name of group	Name of project / activity	Amount awarded
Peabody Estate	Community engagement programme	£1,000.00
Mint Street	Summer activities	£4,000.00

Adventure Playground		
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East Walworth ward

Name of group	Name of project / activity	Amount awarded
Congreve Street Coalition	Congreve Street coalition	£1,500.00
Friends of Burgess Park	Burgess Park events	£2,550.00
InSpire	InSpired spaces	£6,387.50

1.9 FEEDBACK FROM THE CONSULTATION BOOTHS AT THE PREVIOUS MEETING

The chair explained that during the last meeting there had been consultations on:

- The future of Walworth Town Hall and library
- East Street Market
- The Walworth Road Post Office.

Feedback on the consultation comments had been circulated on paper to the meeting. Councillor Samantha Jury-Dada summarised the feedback to the meeting. Further updates would be reported back to future community council meetings.

1.10 NEIGHBOURHOOD PLANNING

Laura Hills, Senior Planning Policy Officer, introduced the two applications from the Elephant & Walworth Neighbourhood Forum (EWNF), for the formal designation of the forum itself and the designation of a Walworth neighbourhood area. Laura explained that once formally designated the neighbourhood forum could formulate a neighbourhood plan. That was the first stage in the neighbourhood planning process. A six-week public consultation was taking place. After that consideration would be made of the responses before a decision was made on formal designation.

Jeremy Leach and Fitzroy Ugorji, from the EWNF, gave a presentation which outlined a boundary for the neighbourhood forum area and neighbourhood plan area. The EWNF was a coalition of tenants and residents associations (TRAs), community groups, small businesses and individuals who live and work in the Elephant & Castle and Walworth area. Jeremy and Fitzroy outlined some of the key themes the EWNF had been working on over the last few years.

1. Improving connections
2. Our heritage
3. The local economy
4. Taking care of our green spaces and food growing
5. Protecting and enhancing community facilities.

In response to questions, Jeremy explained that several local groups and estates had been involved in the process over the last four years. There was support from people and groups from a much wider area to develop neighbourhood plans. However, the advice received, including from the cabinet member for regeneration and new homes, had been that the starting point should be a smaller area. That was why the group was focused initially on a Walworth neighbourhood plan.

Officers explained that at the end of the process there would be a local referendum. In response to a question, on who would be eligible to vote in that referendum, officers said they thought it was everyone in the affected wards, but they would look into that matter further and report back.

2. COMMUNITY ENGAGEMENT ITEMS

2.1 COMMUNITY ANNOUNCEMENTS

Link Age Southwark

The chair made an announcement on behalf of Link Age, about their work:

“Link Age Southwark is a charity that offers friendly support to anyone aged 60+ across Southwark with the aim of reducing isolation and loneliness. It makes a positive impact on older people’s quality of life. The charity runs over 20 groups offering activities ranging from singing, bridge and reminiscing to gentle exercise and yoga. Link Age has over 300 wonderful volunteers supporting Southwark’s older people through a weekly visit, helping with driving, escorted shopping, odd jobs and gardening. The charity also offered services to people with mild to moderate dementia. Anyone interested in accessing these services, or becoming a volunteer, should contact: info@linkagesouthwark.org or Tel. 020 8299 2623.”

2.2 PETITIONS AND DEPUTATIONS

There were none.

2.3 PUBLIC QUESTION TIME

The following public questions were raised at the meeting:

1. Re: East Street trading and shops encroaching onto the pavement: Why has the council not enforced against this? Traders needing extra space should hire a stall and not take up space on the pavement. The chair and ward councillors responded that they would follow that up with the relevant officers.

2. Re: the Tower Bridge closure planned for the end of 2016: Why was it reported in Southwark News, five months before the Corporation of London gave official notification to the borough of Southwark about the closure? Would officers confirm that the delay of notification was correct and what representations were being made to the Corporation of London about this discourtesy. The discrepancy between public knowledge and official notification required explanation.

The chair said that she would follow up regarding the discrepancy and get a written response for the community council. Councillor Darren Merrill, cabinet member responsible at the time, added that proper notification had not been given until November 2015, although there were rumours prior to that. He explained that he had written to Transport for London (TfL) and the City of London, requesting a delay of works on Tower Bridge Road until after the Tooley Street partial closure, but that had not happened.

3. A member of the EWNF asked for the councillors' views on the application for designation of the area. The chair responded that she was a member of the neighbourhood forum and was positive and supportive of it and that there were some exciting ideas for the Walworth Road. Several councillors supported the proposals and thanked those involved for their work.
4. A resident asked:
- Has the council heard anything yet from the Government about the Housing Bill.
 - Was there an abstention from Neil Coyle MP, and if so why.
 - Following the Brexit vote, could housing officers put up notices giving details of who to contact, if anyone was having issues with hate crime or negative comments, following the referendum.

The chair responded that the Housing Bill had gone through. If the resident wanted a response from Neil Coyle MP, he could be contacted directly at neil.coyle.mp@parliament.uk. Re the hate crime question, the chair explained that Councillor Barrie Hargrove was preparing a speech in response to the issue on behalf of the council. Councillor David Noakes added, that a cross party motion would be debated at the next council assembly meeting on 13 July 2016. Several councillors emphasised the need to combat hate crime and to report incidents to the safer neighbourhood teams. Police Inspector Nicholson added, that so far there had not been a rise in hate crime in Southwark but the situation was being monitored across the community networks.

5. A resident expressed concerns about officers recommending disabled parking bays should be removed. Ward councillors responded that they had not seen any proposals about disabled parking bays in Wansey Street and they would follow that up with officers.

The following question was asked later in the meeting:

6. Why does the council expect residents to pay for the green recycle food bags. Previously, they were free. The chair asked for a written response to be provided.

2.4 UPDATE ON LOCAL POLICING

Inspector Martin Nicholson, from the local police team, gave a summary of recent activities.

Local knife crime

There had been a rise in knife crime in recent months. Councillors expressed concerns over the rise and asked for action to be taken in schools to prevent the normalisation of knife crime. Inspector Nicholson explained that two sergeants, from a dedicated schools team, were working daily with schools. Officers had given a lot of crime prevention advice at schools and there had also been visits from Operation Trident officers and a road show in the area.

Stop and search

Inspector Nicholson explained that stop and search was on the rise locally but emphasised that "it wasn't a fishing expedition" and it was intelligence led. The main target was the search for weapons in the area.

Police levels

Inspector Nicholson said that the Metropolitan Police Service (MPS) were re-organising under the new Mayor. Unofficially, it seemed that there would probably be a rise in the number of dedicated ward officers in the area but the number of cluster officers across the three clusters may be reduced.

Policing of community events

Councillors expressed concerns over the policing of large scale community events and enquired how the Police were notified of such events. This followed a recent Burgess Park fair where knife crime occurred. Inspector Nicholson, explained there were various methods of notification. For local community events, a list is usually sent to the senior leadership team who then carry out a risk assessment on whether it needs to be policed. If appropriate, then officers are assigned to attend. If not considered a risk, then details can be passed to the neighbourhood team for their attention. Inspector Nicholson commented that since the Burgess Park event was missed, he now received a comprehensive monthly list of events.

3. THEME - "HEALTH AND FITNESS"

3.1 FREE SWIM AND GYM

Councillor Maisie Anderson, cabinet member for public health, parks and leisure, introduced the item.

Why are we doing this?

- Remove cost as a barrier to physical activity
- Help tackle physical inactivity
- Improve the health of the borough.

What will the scheme achieve?

- Free access for all residents
- Target physical inactivity in the borough
- Free 7 day access for disabled residents

- Extra support with poorer health
- Help to better understand the health of the borough.

Piloting the scheme

- Pilot launched in May 2015
- Open to 18s and under
- Open to over 60s who use the Silver programme for free
- "Exercise on referral" and 7 day a week access to disabled residents at The Castle was introduced in April 2016.

Total registrations during pilot = 11,347; total attendance during pilot = 30,383.

Full Free Swim and Gym

- At all Southwark Council leisure centres
- All day Friday
- Saturday and Sunday 2.00pm until close.
- Disabled residents can access all the centres for free 7 days a week.

What's next?

Free Swim & Gym for all residents starts at the end of July 2016.

How to register?

- Online at www.everyoneactive.com/southwarkfreeswimandgym/
- Online at Southwark libraries
- Pick up an application form at libraries and leisure centres.

3.2 THEME - FOOD / NUTRITION ITEM

Silverfit - presentation by Eddie Brocklesby

Silverfit uses a sandwich formula for its activities. The general idea was to socialise for around 30 minutes before and after the one hour of activity.

Silver Tuesdays are weekly sessions, not time limited and free. A typical session consisted of:

- Tea and coffee
- Gentle warm up together
- One hour's activity of choice, outdoor option
 - Walking, Nordic walking
 - Dance, badminton
 - Pilates / yoga/ t'ai chi
 - Walking football, walking basketball
 - Silver cheerleading

Activity benefits hearts, lungs, strength and balance. Benefits of social gatherings include combatting depression, dementia and isolation.

Silver Fit was inspired by London 2012 and has expanded rapidly.

18 venues – 17 activities

- Average weekly attendance - 283

- Average age of participants - 66
- Venues include: Burgess Park, Docklands Settlement, The Castle, Southwark Park, Herne Hill.

For further information, see www.silverfit.org.uk

3.3 HEALTH AND FITNESS - WORKSHOPS AND FEEDBACK

Russell Carter, consultant in public health, explained that the rates of obesity among young people in Southwark, were the highest in the country. The new strategy was about taking a life course from maternity services through to old age.

- Family based approach.
- Whole systems approach, working with the clinical commissioning groups and major hospitals in Southwark.
- Prevention and treatment of overweight and obese people.
- Fully evidenced based strategy. Looking at what has worked elsewhere, nationally, internationally and locally.

Actions include:

- UNICEF baby friendly initiative to enable mothers of new born children to feed their babies properly, including the promotion of breastfeeding.
- Free healthy school meals.
- National child measurement programme (weight and measurement) with feedback and options for parents of overweight and obese children.
- Free Swim & Gym.
- Referrals to weight loss groups.
- Specialist services in hospitals including some surgery.

Generally:

- The new Southwark Plan would include restrictions on fast food outlets within 200 metres of secondary schools in the borough.
- Southwark provided safe and attractive parks to encourage physical activity and play.
- Cycle lanes and storage helped to encourage cycling.

The meeting went into workshops for 15 minutes to discuss the issues.

Workshop notes were collected by officers and a brief summary read out by councillors.

4. OTHER OFFICIAL COUNCIL BUSINESS

4.1 COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY

Members of the community council discussed a possible question to be sent to the meeting of council assembly on 13 July 2016.

RESOLVED:

That the following question be submitted to council assembly as the official

community council question:

“What is the Leader of the Council’s response to concerns following the referendum [on EU membership] about the effects of hate crime on council services.”

The chair asked that written responses to previously submitted community council questions to council assembly, be brought to the next community council meeting and circulated.

Meeting ended at 9.40pm

CHAIR:

DATED:

Item No. 2.3	Classification: Open	Date: 5 October 2016	Meeting Name: Borough, Bankside and Walworth Community Council
Report title:		Deputation Request	
Ward(s) or groups affected:		Chaucer ward	
From:		Proper Constitutional Officer	

RECOMMENDATION

1. That the Borough, Bankside and Walworth Community Council consider a deputation request from residents and other stakeholders in Harper Road.

BACKGROUND INFORMATION

2. The deputation request has been submitted by residents and other stakeholders in Harper Road and refers to traffic issues in Harper Road.
3. The deputation states:

“With the safety, health and well-being of the residents and other stakeholders to the fore, we petition the council to take urgent steps to address the issue of the greatly increased volume, excessive speed, type and size, and associated air-borne pollutions of the traffic using Harper Road as a short cut to and from the A201 New Kent Road avoiding congestion at the Elephant & Castle since the changes to the northern roundabout system commenced.

Following, and in coordination with, any immediate actions deemed possible, we further request a commitment for a study to be urgently undertaken to produce a workable integrated plan for Harper Road and environs in relation to the general increase in traffic heading south from points to the north. This study to be conducted in open consultation with the key stakeholders and to report back in time for funding to be included in 2017-2018 budget.”

4. A deputation can be submitted by a person of any age who lives, works or studies in Southwark. Deputations must relate to matters which the council has powers or duties or which affects Southwark.
5. At the meeting, the spokesperson for the deputation will be invited to speak up to five minutes on the subject matter. The community council will debate the deputation and at the conclusion of the deputation the chair will seek the consent of councillors to debate the subject. Councillors may move motions and amendments without prior notice if the subject does not relate to a report on the agenda. The meeting can decide to note the deputation or provide support if requested to do so. The community council shall not take any formal decision(s) on the subject raised unless a report is on the agenda.
6. Any relevant resource or community impact issues will be contained in the comments of the strategic director.

KEY ISSUES FOR CONSIDERATION

7. The deputation shall consist of no more than six persons, including the spokesperson.
8. Only one member of the deputation shall be allowed to address the meeting, her or his speech being limited to five minutes.
9. Councillors may ask questions of the deputation, which shall be answered by their spokesperson or any member of the deputation nominated by her or him for up to five minutes at the conclusion of the spokesperson's address.
10. If more than one deputation is to be heard in respect of one subject there shall be no debate until each deputation has been presented. The monitoring officer shall, in writing, formally communicate the decision of the meeting to the person who submitted the request for the deputation to be received.

SUPPLEMENTARY ADVICE FROM OFFICERS

Director of Environment

11. Transport for London (TfL) have undertaken detailed traffic surveys whilst the works at Elephant and Castle have been carried out. This data was shared with council officers and Harper Road residents, interested in this matter, on 16 September 2016.
12. The data shows that northbound traffic has changed little since the 2014 base line survey but that southbound traffic has increased.
13. The next step is for council officers to interrogate the data and then meet with TfL to discuss any measures that may be necessary to minimise the impact of the increase on local residents. Local residents will of course be kept fully engaged throughout the process.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Correspondence from representatives of the deputation	160 Tooley Street, London SE1P 5LX	Gerald Gohler 020 7525 7420

AUDIT TRAIL

Lead Officer	Chidi Agada, Principal Constitutional Officer	
Report Author	Gerald Gohler, Constitutional Officer	
Version	Final	
Dated	23 September 2016	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Director of Law and Democracy	No	No
Strategic Director of Finance and Governance	No	No
Director of Environment	Yes	Yes
Date final report sent to the Constitutional Team		23 September 2016

Agenda Item 2.4

Public questions received at Borough, Bankside & Walworth Community Council 29 June 2016

Question	Response
<p>Please could the community council be advised at its meeting on 29 June 2016 of:</p> <ul style="list-style-type: none"> • the implications for traffic flows in the north of the Borough of the proposed total closure Tower Bridge for three months from 1 October 2016; • the steps taken by Southwark council members and officers in this matter since the closure was first mooted around a year ago, and further steps now proposed to be taken; • whether a "night-time only" closure was considered, and, if so, why was it dropped; • whether, with regard to bridges under the control of the City of London and/or its appendages, Southwark council has any view as to the balance of powers between the City and the relevant riverine Borough(s). 	<p>During the closure of Tower Bridge, roads in the surrounding area will be busier than usual for all or most of the day. A signed diversion will be in place which will take drivers travelling north over London Bridge and south over Southwark Bridge. During the closure the Congestion Charge will not apply, if you follow the signed diversion. If you deviate from the signed route during charging hours and do not pay the congestion charge, you may incur a penalty. For the latest updates on how London's roads are operating, check before you travel at: tfl.gov.uk/trafficnews and follow @TfLTrafficNews on Twitter.</p> <p>Buses: The 42, 78 and RV1 use Tower Bridge as part of their route, the 78 and RV1 will be on diversion, the 42 will be curtailed. Allow more time for your journey and plan ahead. Visit tfl.gov.uk/bus/status and follow @TfLBusAlerts on Twitter for the latest bus updates.</p> <p>Pedestrians: A pedestrian closure will be required for three weekends during the works. Dates for these closures are currently being confirmed. Pedestrians will be able to cross the bridge as normal at all other times. Travel advice for all road users and customers is available at: tfl.gov.uk/tower-bridge-closure</p> <p>The council was officially made aware of the Corporation of London's wish to carry out maintenance works to Tower Bridge in November 2015. No formal engagement with Southwark Council had been received until then, when we received an email from the project manager. Due to the late notification, the council has made an official objection to both TfL and the City of London Corporation. The objection was overruled.</p> <p>Due to the nature of the works, once the operation starts it will be impossible to open the road to traffic. One of the repairs requires the rams that operate the bridge to be disconnected, which means the bridge will be in the open position. Other works include resurfacing the bridge. This also requires a full closure. The council are satisfied that the City of London Corporation are responsible for major maintenance works to Tower Bridge. The bridge is owned, funded and managed from private funds by the historic Bridge House Estates (whom the City of London Corporation are the Trustee of). The road that crosses the bridge is the A100 which is a TfL red route road.</p>

<p>Tower Bridge closure planned for the end of 2016</p> <p>Why was it reported in Southwark News, five months before the Corporation of London gave official notification to the borough of Southwark about the closure? Would officers confirm that the delay of notification was correct and what representations were being made to the Corporation of London about this discourtesy. The discrepancy between public knowledge and official notification required explanation.</p>	<p>This project has been jointly funded by The Corporation for the City of London, Transport for London and English Heritage. It is unclear how or who released the information to the public as so many individuals within these organisation have been involved in planning.</p>
<p>East Street trading and shops encroaching onto the pavement</p> <p>Why has the council not enforced against this? Traders needing extra space should hire a stall and not take up space on the pavement. The chair and ward councillors responded that they would follow that up with the relevant officers.</p>	<p>Unfortunately the council cannot offer any fruit or vegetable pitches on the market, as officers have now placed an embargo due to fact there are enough. Officers are looking at having a varied offer of commodities on the market.</p> <p>Officers are in the process of reviewing all shop fronts on East Street, in order for them to complement the area and not encroach on public safety. The traders in the shops are not allowed to make sales on the street and there has been recent and on-going enforcement against this.</p> <p>Shop fronts have been licensed on East Street, however due to conditions of licenses not being adhered to officers are formulating a new and more robust approach, so the council can create a safe and thriving space. This is expected to be implemented in the next few months.</p>
<p>“Why does the council expect residents to pay for the green recycle food bags. Previously they were free.”</p>	<p>Compostable bags for food waste caddies were provided free of charge to residents until 31 March 2015. The withdrawal of free compostable food waste bag provision was one of a range of measures taken by the council to ensure that funding for the services that matter the most to residents would continue.</p> <p>There is no absolute requirement to use compostable bags to line food waste caddies. A sheet of newspaper can be used to line caddies. The use of plastic sacks is not acceptable and this would contaminate the loads collected.</p> <p>Compostable food waste bags are available through local retail outlets and on-line suppliers. More information about the food waste service is available on the council website at:</p> <p>http://www.southwark.gov.uk/info/530/food_and_garden_waste</p>

<p>Why is the lighting in the open stairwell at 18 Comus Places, Flats 1-4, SE17 1TQ on all the time? The stairwell is fitted with heat and motion detectors, so the lighting should only come on during the presence of movement.</p>	<p>18 Comus Place is managed by L&Q Housing Association. The question is therefore not within the remit of the council. Officers have forwarded this question to the local L&Q housing for a response, but have not received one. L&Q did not want to give council officers the direct contact details of the officer responsible.</p>
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Item No. 4.1	Classification: Open	Date: 5 October 2016	Meeting Name: Borough, Bankside and Walworth Community Council
Report title:		Community Council Highways Capital Investment 2014-15	
Ward(s) or groups affected		All in the community council area	
From:		Head of Highways	

RECOMMENDATION

1. To agree the funding of the schemes proposed by ward members for the Borough, Bankside and Walworth Community Council and set out in Appendix 1; or to agree alternative schemes subject to officer investigation and feasibility.

BACKGROUND INFORMATION

2. The declining quality of public highway combined with extreme weather events has led to further deterioration in recent years – with some non principal, unclassified roads being particularly affected. Given the nature of these roads and the lower level of traffic flows it is unlikely that such locations will feature in any major resurfacing programme. Without the necessary capital allocation to attend to such locations, complaints of poor road surfaces can only be dealt with through the council's reactive maintenance programme.
3. The council's non-principal road investment programme prioritises works on non-principal roads on a borough-wide basis and this investment forms the largest part of the annual investment programme.
4. Since 2011-12, each community council has received devolved funding to implement local priorities that would not be a corporate priority for funding.
5. The financial provision for each community council is pro-rata by ward, as published in highways capital investment programme 2014-15 dated 12 December 2013 and also found at:
<http://moderngov.southwark.gov.uk/documents/s43081/Report.pdf#search=%22highways%20capital%20investment%20programme%202014%22>
6. Borough, Bankside and Walworth Community Council was allocated £190,475 in 2014-15 to be used for its highways surface improvements (carriageway or footway) of its choice. These can be spent on any non-principal road in the area. This report contains unanimously agreed proposal for Morecambe Street from East Walworth ward members. Proposal from East Walworth ward members need to be agreed in forthcoming Borough, Bankside & Walworth Community Council meeting.

KEY ISSUES FOR CONSIDERATION

7. Following last Borough, Bankside & Walworth Community Council meeting, officers wrote to Newington and East Walworth members seeking their proposals. East Walworth Ward propose to allocate their funding to Morecambe Street which is

incorporated in Appendix 1. This need to be agreed in forthcoming Borough, Bankside & Walworth meeting. Any funds remaining unallocated after this meeting will be carried over into the 15-16 programme for allocation at a future meeting.

8. The overall remaining 14-15 budget available to the Borough, Bankside and Walworth Community Council is £120,780. Bowling Green Place was approved on 21 November 2015 is also highlighted in Appendix 1. Any funds remaining unallocated after this meeting will be carried over into the 15-16 programme for allocation at a future meeting.
9. The commencement and completion of the schemes within the current financial year will depend upon the decision by the community council, subject to any adverse weather conditions later in the winter months.

Community council selections

10. This money can be spent on any asset renewal or replacement project selected by the community council with the caveats that it cannot be spent on traffic safety or parking schemes, non-functional or decorative installations and / or non-essential works. In addition to the resurfacing selections provided it, the money (or part thereof) could be spent on minor patching and pothole repairs should a community council wish to do so.

Delivery

11. Once the community council has made its selections by the method of its choice they will be designed and delivered as soon as possible. Any under spends or projected overspends will be reported back to community council for resolution or reallocation.

Community impact statement

12. There are no specific community impact issues arising from the recommendations.

Financial implications

13. The overall programme for the works covered in this report are based on initial estimates and may fluctuate due to varying circumstances such as sub strata conditions or other adjacent works which may require the work items and estimates to be adjusted.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Highways Capital Investment Programme Decision 12 December 2013	160 Tooley Street PO Box 64529 Southwark Council London SE1P 5LX	Himanshu Jansari 020 7525 3291 or Matthew Hill 020 7525 3541

APPENDICES

No.	Title
Appendix 1	Ward members proposals for 2014-15
Appendix 2	Extract from the highways capital investment programme for 2014-15 - community council investment allocations (Appendix 4)

AUDIT TRAIL

Lead Officer	Matthew Hill, Head of Highways	
Report Author	Himanshu Jansari, Project Engineer	
Version	Final	
Dated	11 May 2016	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES		
Officer Title	Comments Sought	Comments included
Strategic Director of Finance and Governance	No	No
Cabinet Member	No	No
Date final report sent to the Constitutional Team		16 June 2016

**Devolved Community Council Funded Schemes –
Ward members proposals for 2014-15**

Funding

Community Council : Borough, Bankside and Walworth Cc
Date: 11 May 2016

Under spend from previous years	£38,952
Allocation for FY 2014-15	£190,475
Implementation Fees	-£13,333
Approved Schemes total till date	-£95,314
Total available for 2014-15	£120,780

Ward Member’s Proposals

Candidate Road	Ward	Carriageway/Footway	Estimated Cost	Comments
Gladstone Street	Cathedral	Carriageway	£37,986	Approved on 16 September 2015
Colnbrook Street	Cathedral	Carriageway	£38,976	
Bowling Green Place	Chaucer	Carriageway	£30,891	
Bowling Green Place	Chaucer	Footway	£29,452	Approved on 21 November 2015
Law Street	Chaucer	Carriageway	£36,800	
Law Street	Chaucer	Footway	£51,440	
Meadow Row	Chaucer	Footway	£25,720	Localised Refurbishment East Side only
Rockingham Street	Chaucer	Footway	£21,572	Localised Refurbishment work.
John Ruskin Street	Newington	Footway	£27,876	Approved on 16 September 2015
Fauce Street	Newington	Carriageway	£29,753	
Stoney Street	Cathedral	Carriageway	£29,847	
Stoney Street	Cathedral	Footway	£83,500	
Great Suffolk Street	Cathedral	Footway	£18,500	
Davidge Street	Cathedral	Carriageway	£23,500	
Nicholson Street	Cathedral	Footway	£31,478	
Burrell Street	Cathedral	Carriageway	£27,500	
Burrell Street	Cathedral	Footway	£26,585	
Alberta/Ambergate Street	Newington	Footway	£15,342	
Morecambe Street	East Walworth	Carriageway	£41,278	
Morecambe Street	East Walworth	Footway	£31,258	
		Overall Total	£659,254	

Note: to date, no feasible proposals have been put forward for Faraday wards

APPENDIX 2

Extract (Appendix 4 of the highways capital investment programme for 2014-15 – community council investment allocations)

Community Council	Ward	Allocation (£)	Total (£)
Bermondsey and Rotherhithe	Grange	38,095	209,525
	Livesey (part)	19,050	
	Riverside	38,095	
	Rotherhithe	38,095	
	South Bermondsey	38,095	
	Surrey Docks	38,095	
Borough, Bankside and Walworth	Cathedrals	38,095	190,475
	Chaucer	38,095	
	East Walworth	38,095	
	Faraday	38,095	
	Newington	38,095	
Camberwell	Brunswick Park	38,095	114,285
	Camberwell Green	38,095	
	South Camberwell	38,095	
Dulwich	College	38,095	114,285
	East Dulwich	38,095	
	Village	38,095	
Peckham and Nunhead	Livesey (part)	19,050	171,430
	Nunhead	38,095	
	Peckham	38,095	
	Peckham Rye	38,095	
	The Lane	38,095	
			800,000

Item No. 4.2	Classification: Open	Date: 5 October 2016	Meeting Name: Borough, Bankside and Walworth Community Council
Report title:		Community Council Highways Capital Investment for 2015-16 and 2016-17	
Ward(s) or groups affected		All in the community council area	
From:		Head of Highways	

RECOMMENDATION

1. To agree the funding of schemes proposed by ward members for Borough, Bankside and Walworth Community Council as set out in Appendix 1; or to agree alternative schemes subject to officer investigation and feasibility.

BACKGROUND INFORMATION

2. The declining quality of public highway combined with extreme weather events has led to further deterioration in recent years – with some non principal, unclassified roads being particularly affected. Given the nature of these roads and the lower level of traffic flows it is unlikely that such locations will feature in any major resurfacing programme. Without the necessary capital allocation to attend to such locations, complaints of poor road surfaces can only be dealt with through the council’s reactive maintenance programme.
3. The council’s non-principal road investment programme prioritises works on non-principal roads on a borough-wide basis and this investment forms the largest part of the annual investment programme.
4. Since 2011-12, each community council has received devolved funding to implement local priorities that would not be a corporate priority for funding.
5. The financial provision for each community council is pro-rata by ward, as published in Highways Capital Investment Programme 2014-15 dated 12 December 2013 and can also be found at:
<http://moderngov.southwark.gov.uk/documents/s43081/Report.pdf#search=%22highways%20capital%20investment%20programme%202014%22>
6. Borough, Bankside and Walworth Community Council have been allocated £380,950 for highway improvement works (carriageway and footways) of its choice. This is a combined allocation for financial years 2015-16 and 2016-17 and it can be spent on any non-principal road in the area. This is in addition to £21,270 of underspend from previous years giving a total available of £402,220. It is hoped that enough works will be proposed and implemented to fully spend the allocation to bring yearly allocations and works up-to-date.
7. This report contains proposals from all five wards (Cathedrals, Chaucer, East Walworth, Faraday, & Newington), which are yet to be approved at the forthcoming Borough, Bankside and Walworth meeting.

KEY ISSUES FOR CONSIDERATION

8. Following the last Borough, Bankside and Walworth Community Council meeting, officers wrote to all wards to request for outstanding and additional proposals. Refer to Appendix 1 for a summary of the proposals received so far for each ward. These and any other proposal needs to be approved at the forthcoming Borough, Bankside and Walworth Community Council meeting to allow works to start.
9. The overall remaining budget available to Borough, Bankside and Walworth Community Council including underspend from 2014-15 is £402,220, assuming that the Community Council supports all the proposals put forward so far as detailed in Appendix 1. Funds remaining unallocated after this meeting will be allocated to further proposals from ward members and agreed at a future meeting or carried over into the 2017-18 programme for allocation.
10. The commencement and completion of the schemes within the current financial year will depend upon the decision by the community council, subject to any adverse weather conditions later in the winter months.

Community council selections

11. This money can be spent on any asset renewal or replacement project selected by the community council with the caveats that it cannot be spent on traffic safety or parking schemes, non-functional or decorative installations and / or non-essential works. In addition to the resurfacing selections provided it, the money (or part thereof) could be spent on minor patching and pothole repairs should a community council wish to do so.

Delivery

12. Once the community council has made its selections by the method of its choice they will be designed and delivered as soon as possible in 2016-17. Any under spends or projected overspends will be reported back to community council for resolution or reallocation.

Community impact statement

13. There are no specific community impact issues arising from the recommendations.

Financial implications

14. The overall programme for the works covered in this report are based on initial estimates and may fluctuate due to varying circumstances such as sub strata conditions or other adjacent works which may require the work items and estimates to be adjusted.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Highways Capital Investment Programme Decision 12 December 2013	160 Tooley Street PO Box 64529 Southwark Council London SE1P 5LX	Himanshu Jansari 0207525 3291 or Bentley Amankwah 02075252180 or Matthew Hill 020 7525 3541

APPENDICES

No.	Title
Appendix 1	Ward members proposals for 2015-16
Appendix 2	Extract from the Highways Capital Investment Programme – Yearly Community Council Investment Allocations (Appendix 4) 2015-16 and 2016-17 Combined Community Council Investment Allocations

AUDIT TRAIL

Lead Officer	Matthew Hill, Head of Highways	
Report Author	Himanshu Jansari, Project Engineer	
Version	Final	
Dated	20 September 2016	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES		
Officer Title	Comments Sought	Comments included
Strategic Director of Finance and Governance	No	No
Cabinet Member	No	No
Date final report sent to the Constitutional Team		23 September 2016

**Devolved Community Council Funded Schemes
Ward members proposals for 2015-16**

Community Council : Borough, Bankside and Walworth Cc
Date: 20 September 2016

Funding

Under spend from previous year	£21,270
Allocation for FY 2015-16 & 2016-17	£380,950
Implementation Fees (10%)	-£38,095
Proposed Schemes total till date	-£365,946
Projected Overspend Total	-£1,371

Ward Member's Proposals

Candidate Road	Ward	Carriageway/Footway	Estimated Cost	Comments
Cole Street	Chaucer	Footway	£22,870	<i>Yet to be approved</i>
Potier Street	Chaucer	Footway	£15,000	<i>Yet to be approved</i>
Liverpool Grove	Faraday	Footway	£61,054	<i>Yet to be approved</i>
Blackwood Street	Faraday	Carriageway	£7,483	<i>Yet to be approved</i>
Walworth Place	Faraday	Carriageway	£17,235	<i>Yet to be approved</i>
Dawes Street	Faraday	Carriageway		Part of NPR Programme.
Dodson Street	Cathedrals	Carriageway	£23,850	<i>Yet to be approved</i>
Dodson Street	Cathedrals	Footway	£19,850	<i>Yet to be approved</i>
Burrell Street	Cathedrals	Carriageway	£24,862	<i>Yet to be approved</i>
Stoney Street	Cathedrals	Carriageway	£46,842	<i>Yet to be approved</i>
Davidge Street	Cathedrals	Carriageway	£17,500	<i>Yet to be approved</i>
Nicholson Street	Cathedrals	Carriageway	£18,870	<i>Yet to be approved</i>

Candidate Road	Ward	Carriageway/Footway	Estimated Cost	Comments
Emerson Street	Cathedrals	Carriageway		<i>Development Work</i>
Disney Place	Cathedrals	Carriageway		<i>On-going Development work</i>
Pepper Street	Cathedrals	Carriageway	£18,785	
Elsted Street	Cathedrals	Carriageway	£28,900	
Cooks Road	Newington	Footway	£27,845	
Cooks Road	Newington	Carriageway	£15,000	
		Overall Total	£365,946	

APPENDIX 2

Extract (Appendix 4 of the Highways Capital Investment Programme
– Yearly Community Council Investment Allocations)

Community Council	Ward	Allocation	Total
Bermondsey and Rotherhithe	Grange	£38,095	£209,525
	Livesey (part)	£19,050	
	Riverside	£38,095	
	Rotherhithe	£38,095	
	South Bermondsey	£38,095	
	Surrey Docks	£38,095	
Borough, Bankside and Walworth	Cathedrals	£38,095	£190,475
	Chaucer	£38,095	
	East Walworth	£38,095	
	Faraday	£38,095	
	Newington	£38,095	
Camberwell	Brunswick Park	£38,095	£114,285
	Camberwell Green	£38,095	
	South Camberwell	£38,095	
Dulwich	College	£38,095	£114,285
	East Dulwich	£38,095	
	Village	£38,095	
Peckham and	Livesey (part)	£19,050	£171,430
	Nunhead	£38,095	
	Peckham	£38,095	
	Peckham Rye	£38,095	
	The Lane	£38,095	
TOTAL			£800,000

2015-16 & 2016-17 Combined Community Council Investment Allocations

Community Council	Ward	Allocation	Total
Bermondsey and Rotherhithe	Grange	£76,190	£419,050
	Livesey (part)	£38,100	
	Riverside	£76,190	
	Rotherhithe	£76,190	
	South Bermondsey	£76,190	
	Surrey Docks	£76,190	
Borough, Bankside and Walworth	Cathedrals	£76,190	£380,950
	Chaucer	£76,190	
	East Walworth	£76,190	
	Faraday	£76,190	
	Newington	£76,190	
Camberwell	Brunswick Park	£76,190	£228,570
	Camberwell Green	£76,190	
	South Camberwell	£76,190	
Dulwich	College	£76,190	£228,570
	East Dulwich	£76,190	
	Village	£76,190	
Peckham and	Livesey (part)	£38,100	£342,860
	Nunhead	£76,190	
	Peckham	£76,190	
	Peckham Rye	£76,190	
	The Lane	£76,190	
TOTAL			£1,600,000

Item No. 4.3	Classification: Open	Date: 5 October 2016	Meeting Name: Borough, Bankside and Walworth Community Council
Report title:		Local traffic and parking amendments	
Ward(s) or groups affected:		East Walworth and Chaucer	
From:		Head of Highways	

RECOMMENDATIONS

1. It is recommended that the following local traffic and parking amendments, detailed in the appendices to this report, are approved for implementation subject to the outcome of any necessary statutory consultation and procedures:
 - 1.1 Harper Road – to install new double yellow lines and shared (permit and pay by phone) parking bay outside Ellington House to include newly adopted highway in Newington (D) controlled parking zone.
 - 1.2 Rodney Road – to reduce existing Permit Holders (M1) parking bay to increase the length of existing bus stop to provide better access for London Buses.
 - 1.3 Walworth Road junction with Heygate Street – installation of yellow box junction
2. It is recommended that the objections received against a non-strategic traffic management order are considered and determined as follows.
 - 2.1 Rockingham Street – reject objection and proceed to install double yellow lines to prevent inconsiderate parking and maintain traffic flow and install a new permit holder bay and extend the existing shared use bay.
 - 2.2 Harper Road - reject objections and proceed to install double yellow lines to prevent inconsiderate parking and maintain traffic flow.

BACKGROUND INFORMATION

3. Paragraph 20 of Part 3H of the Southwark Constitution sets out that the community council will take decisions on the following local non-strategic matters:
 - the introduction of single traffic signs
 - the introduction of short lengths of waiting and loading restrictions
 - the introduction of road markings
 - the setting of consultation boundaries for consultation on traffic schemes
 - the introduction of destination disabled parking bays
 - statutory objections to origin disabled parking bays
 - determination of objections to traffic management orders that do not relate to strategic or borough-wide issues
4. This report gives recommendations for local traffic and parking amendments,

involving traffic signs, waiting restrictions and road markings.

5. The origins and reasons for the recommendations are discussed within the key issues section of this report.

KEY ISSUES FOR CONSIDERATION

6. A local parking or traffic amendment (LPA) is small project to change an existing parking restriction or to introduce a new one or other non-strategic traffic changes.
7. These tend to be carried out in locations where we have had a request to look at dangerous or obstructive parking and where small lengths of restrictions could provide a solution.
8. Local parking amendments are batched together and carried through a quarterly programme. During the second quarter of 2016/17, the council is proposing two LPA's as summarised in figure 1. The council is also proposing one junction improvement also in figure 1.
9. The rationale for each proposal is discussed in the associated appendix. A detailed design of the proposal is included.

Location	Proposal	Appendix
Harper Road	to install new double yellow lines and shared (permit and pay by phone) parking bay outside Ellington House to include newly adopted highway in Newington (D) controlled parking zone	1
Rodney Road	to reduce existing Permit Holders (M1) parking bay to increase the length of existing bus stop to provide better access for London Buses	2
Walworth Road junction with Heygate Street	to install yellow box junction marking to assist bus and cycle movements	5

Figure 1

10. Statutory consultation has recently been carried out on two items approved by the community council on 29 June 2016. During the statutory consultation, objections to the proposals were received.
11. The detail of the objections is summarised in figure 2. The associated appendix contains detail on the objections and a detailed design of the proposal.

Location	Proposal	Appendix
Rockingham Street	To install double yellow lines to prevent inconsiderate parking and maintain traffic flow and install a new permit holder bay and extend the existing shared use bay	3
Harper Road	To install double yellow lines to prevent inconsiderate parking and maintain traffic flow	4

Figure 2

Policy implications

12. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011,
- Policy 1.1 – pursue overall traffic reduction
 - Policy 4.2 – create places that people can enjoy
 - Policy 8.1 – seek to reduce overall levels of private motor vehicle traffic on our streets.

Community impact statement

13. The policies within the transport plan are upheld within this report have been subject to an equality impact assessment.
14. The recommendations are area based and therefore will have greatest affect upon those people living working or traveling in the vicinity of the areas where the proposals are made.
15. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
16. There is a risk that new restrictions may cause parking to be displaced and, indirectly, have an adverse impact upon road users and neighbouring properties at that location. However this cannot be entirely preempted until the recommendation have been implemented and observed.
17. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate effect on any other community or group.
18. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
- Providing improved access for key services such as emergency and refuse vehicles.
 - Improving road safety, in particular for vulnerable road users, on the public highway.

Resource implications

19. All costs arising from implementing the recommendations will be fully contained

within the existing public realm budgets.

Legal implications

20. Traffic management orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
21. Should the recommendations be approved the council will give notice of its intention to make a traffic order in accordance with the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996.
22. These regulations also require the council to consider any representations received as a result of publishing the draft order for a period of 21 days following publication of the draft order.
23. Should any objections be received they must be properly considered in light of administrative law principles, human rights law and relevant statutory powers.
24. By virtue of section 122, the council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and provision of suitable and adequate parking facilities on and off the highway.
25. These powers must be exercised so far as practicable having regard to the following matters
 - a) The desirability of securing and maintaining reasonable access to premises
 - b) The effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity
 - c) The national air quality strategy
 - d) Facilitating the passage of public service vehicles and securing the safety and convenience of their passengers
 - e) Any other matters appearing to the council to be relevant.

Consultation

26. For the recommendations in paragraph 1, the implementation of changes to parking requires the making of a traffic order. The procedures for making a traffic order are defined by national Regulations¹ which include statutory consultation and the consideration of any arising objections.
27. Should the recommendations be approved the council must follow the procedures contained with Part II and III of the regulation which are supplemented by the council's own processes. This process is summarised as:
 - a) publication of a proposal notice in a local newspaper (Southwark News)
 - b) publication of a proposal notice in the London Gazette
 - c) display of notices in roads affected by the orders
 - d) consultation with statutory authorities
 - e) making available for public inspection any associated documents (eg. plans, draft orders, statement of reasons) via the council's website² or by

¹ <http://www.legislation.gov.uk/ukxi/1996/2489/contents/made>

² <http://www.southwark.gov.uk/trafficorders>

- appointment at 160 Tooley Street, SE1
- f) a 21 day consultation period during which time any person may comment upon or object to the proposed order
28. Following publication of the proposal notice, any person wanting to object must make their objection in writing, state the grounds on which it is made and send to the address specified on the notice.
29. Should an objection be made that officers are unable to resolve so that it is withdrawn, it will be reported to the community council for determination. The community council will then consider whether to modify the proposal, accede to or reject the objection. The council will subsequently notify all objectors of the final decision.

Programme Timeline

30. If these items are approved by the community council they will be progressed in line with the below, approximate timeline:
- Traffic orders (statutory consultation) – October to November 2016
 - Implementation – December 2016/January 2017

BACKGROUND DOCUMENTS



Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council Environment and Leisure Network development Highways 160 Tooley Street London SE1 2QH Online: http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011	Paul Gellard 020 7525 7764

APPENDICES

No.	Title
Appendix 1	Harper Road – install double yellow lines and shared use parking bay
Appendix 2	Rodney Road – extend existing bus stop
Appendix 3	Rockingham Street – objection determination
Appendix 4	Harper Road – objection determination
Appendix 5	Walworth Road – install yellow box junction

AUDIT TRAIL

Lead Officer	Matthew Hill, Head of Highways	
Report Author	Paul Gellard, Senior Engineer	
Version	Final	
Dated	16 September 2016	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Law and Democracy	No	No
Strategic Director of Finance and Governance	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team	16 September 2016	

		Local parking amendment	APPENDIX 1
Reference	Planning Projects	Location overview	
Location	Outside the parade of shops on Harper Road		
Proposal	<ol style="list-style-type: none"> To adopt the road that is currently owned by Housing To extend the current CPZ into this road 		
Community council meeting	Borough, Bankside and Walworth		
Community council date	5 October 2016		
Ward(s) affected	Chaucer		

Local parking amendment
<p>A local parking amendment (LPA) is small project to change an existing parking restriction or to introduce a new one.</p> <p>These tend to be carried out in locations where we have had a request to look at dangerous or obstructive parking and where small lengths of restrictions could provide a solution.</p>
<p>Request</p> <p>For Southwark's Highways department to adopt the road and extend the current CPZ onto the road due to the following:</p> <p>Concerns over uncontrolled parking in this location have been raised by traders on Harper Road for some time. This has resulted in tensions running so high that at least one serious altercation has taken place so far this year.</p> <p>Southwark Council's Planning Projects team have £100,000 to spend on improving the local retail environment and have consulted local stakeholders including traders, residents and councillors. This funding can be spent on improving the public realm surrounding shopping parades as well as improving shop frontages and other associated external works. Through this consultation, traders identified the need to resolve issues regarding on-going parking problems as a priority. Traders initially requested that the parking subject to controlled parking with one hour free parking bays to allow short stays and a regular turnover to allows for deliveries and customer parking. Officers explained the difficulty of enforcing one hour parking bays it is understood that this would not resolve the current issues effectively.</p> <p>Southwark Council's Housing department currently own the road in question hence the land requires adoption by Southwark Council's Highways Department in order to be able to implement the CPZ.</p> <p>The most appropriate approach to alleviate these issues is for Highways to adopt the road and to extend the current CPZ into this road. Stakeholders have been advised of this and have been given an opportunity to respond. No objections to this approach have been raised within time period given hence it has been concluded that the general consensus has been reached to adopt the road and extend the CPZ.</p>
<p>Location</p> <p>The public highway in Harper Road falls within the Newington (D) CPZ. The zone has been in operation since the 70s and covers a large area bordering Long Lane, Tower Bridge Road, New Kent Road and Newington Causeway.</p> <p>All parking restrictions on the public highway, within the zone operate Monday to Friday, 8.30am to 6.30pm. (i.e. either a parking permit is required, or use of pay and display during the operational times).</p> <p>The on-street parking is largely prioritised for zone (D) permit holders. There are sections on single yellow lines in the street, whilst these are controlled and enforced during the CPZ times, outside the day/hours, the restriction does not apply and any motorist is entitled to park on the yellow line.</p>

Harper Road is located in the north of the borough close to Elephant and Castle. Whilst the street is largely residential, it is noted that there are many commercial properties, such as shops and restaurants within short walking distance. This makes the street an attractive parking location for non-residents.

Investigation and conclusions

The road in front of the Harper Road shopping parade is currently owned by Housing. In order to implement a Controlled Parking Zone on this stretch the road would need to be adopted.

Preliminary discussions have taken place with the responsible officers in Housing and Public Realm and an in principle agreement to adopt the road has been reached subject to the agreement of local stakeholders hence the road adoption is being presented to the Community Council meeting for agreement.

At present a motorist can leave their vehicle parked, for days, weeks or months, creating very little turnover in parking for the traders. This section of Harper Road is heavily parked as it is "soaking up" the pressure (i.e. motorists are avoiding having to pay to park in the nearby CPZ bays as they know they can park outside this parade for free).

There is currently totally free, unrestricted and unenforceable parking outside the parade of shops on Harper Road which has resulted in tensions and altercations hence this situation needs to be resolved as soon as possible.

Throughout the borough the majority of shared use bays have a 4 hour maximum stay period. This is deemed a sensible time period. 1 hour is considered as too short, i.e. there could be someone visiting the hairdressers or a restaurant and need longer than 1 hour. Also the 1 hour maximum stay period is difficult to enforce, as it involves the parking attendant regularly visiting the location to monitor and record the parking activity.

An echelon parking configuration was considered, however the minimum standards for safe echelon parking cannot be met without reconfiguring the road layout and moving the Santander bike hub which would result in spending all and possibly exceeding the £100,000 budget. For this reason parallel parking is being recommended.

Recommendation

Based on our investigation and conclusions, the Council is recommending that the road in front of the parade of shops on Harper Road is adopted and that the existing CPZ is extended to this road.

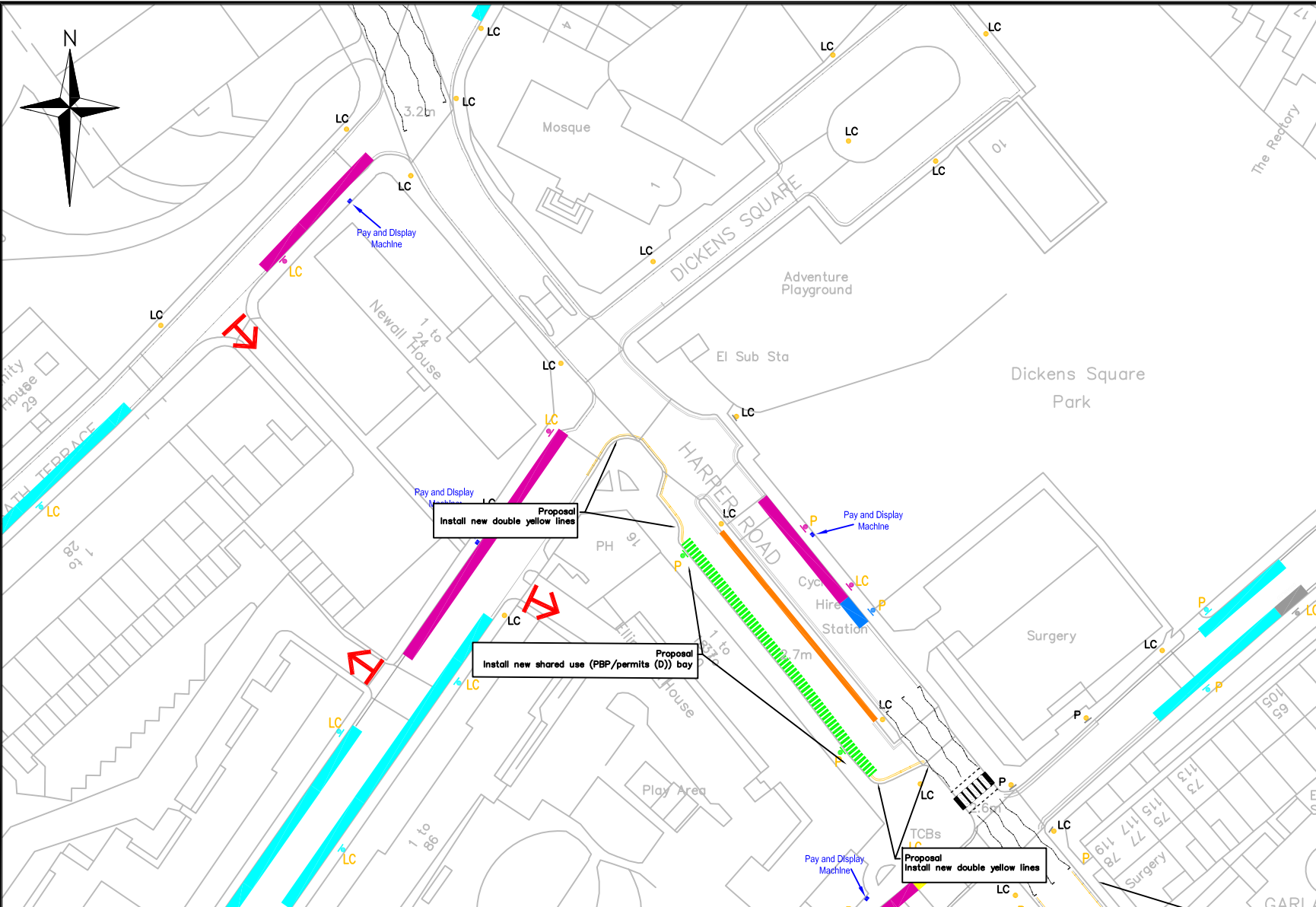
A detailed design drawing of the proposal is provided within this document.

Next steps

Should the community council approve this local parking amendment, it is expected that statutory consultation will commence in November.

Following the statutory consultation period, the council will make arrangements to install the restrictions (road marking and signage at the location).

Should objections be received during the statutory consultation period, these will be presented at the next community council meeting for determination.



Legend

- Proposed double yellow lines
- Existing double red line
- Existing single red line
- Existing double yellow lines
- Existing single yellow line
- Existing permit holders only
- Existing shared use
- Proposed shared use

**Highways
Parking Design**

Environment and Leisure
Floor 3, hub 1
Southwark Council
160 Tooley Street
PO Box 64529
London, SE1P 5LX

www.southwark.gov.uk/parkingprojects





Project
1516 LOCAL PARKING AMENDMENT

Drawing Title
HARPER ROAD
PROPOSED DOUBLE YELLOW LINES
PROPOSED SHARED USE BAY

Community Council BOROUGH, BANKSIDE AND WALWORTH					
Ward(s) CHAUCER					
Date	Scale	Drn	Chk	App	
01/07/16	1:500@A4	MH	PG	PG	
Dwg No.	1617Q2				
Status	DETAILED DESIGN				Rev
					A

Rev	Date	Description	Drn	Chk	App

		Local parking amendment	APPENDIX 2
Reference	15202-136.6	Location overview	
Location	Rodney Road near Wadding Street		
Proposal	To reduce the length of the existing parking bays by 9.0m		
Community council meeting	Borough, Bankside and Walworth		
Community council date	5 October 2016		
Ward(s) affected	East Walworth		

Local parking amendment

A local parking amendment (LPA) is small project to change an existing parking restriction or to introduce a new one.

These tend to be carried out in locations where we have had a request to look at dangerous or obstructive parking and where small lengths of restrictions could provide a solution.

Request

As part of their Road Modernisation Programme, Transport for London (TfL) has identified several locations where improvements to the highway would reduce bus journey times.

TfL have requested that a bay in the M1 CPZ is shortened to assist buses in exiting the stop.

Location

The proposed measure is at bus stop 'RU' on Rodney Road, approximately 50m west of Wadding Street.

Investigation and conclusions

TfL have reported that their data shows that the 136 bus route is experiencing delays in the northbound direction due to the bus stop's proximity to parked vehicles.

The bays would be replaced by a lengthened bus cage to assist buses exiting the stop. An additional benefit of this intervention would be to reduce the likelihood of a bus entering the opposing traffic lane.

Recommendation

Officers recommend that the Community Council approves the implementation of the proposals as shown in the attached drawing.

Next steps

Should the community council approve this local parking amendment, it is expected that statutory consultation will commence in October 2016.

Following the statutory consultation period, the council will make arrangements to implement on site.

Should objections be received during the statutory consultation period, these will be presented at the next community council meeting for determination.

LEGEND / NOTES.

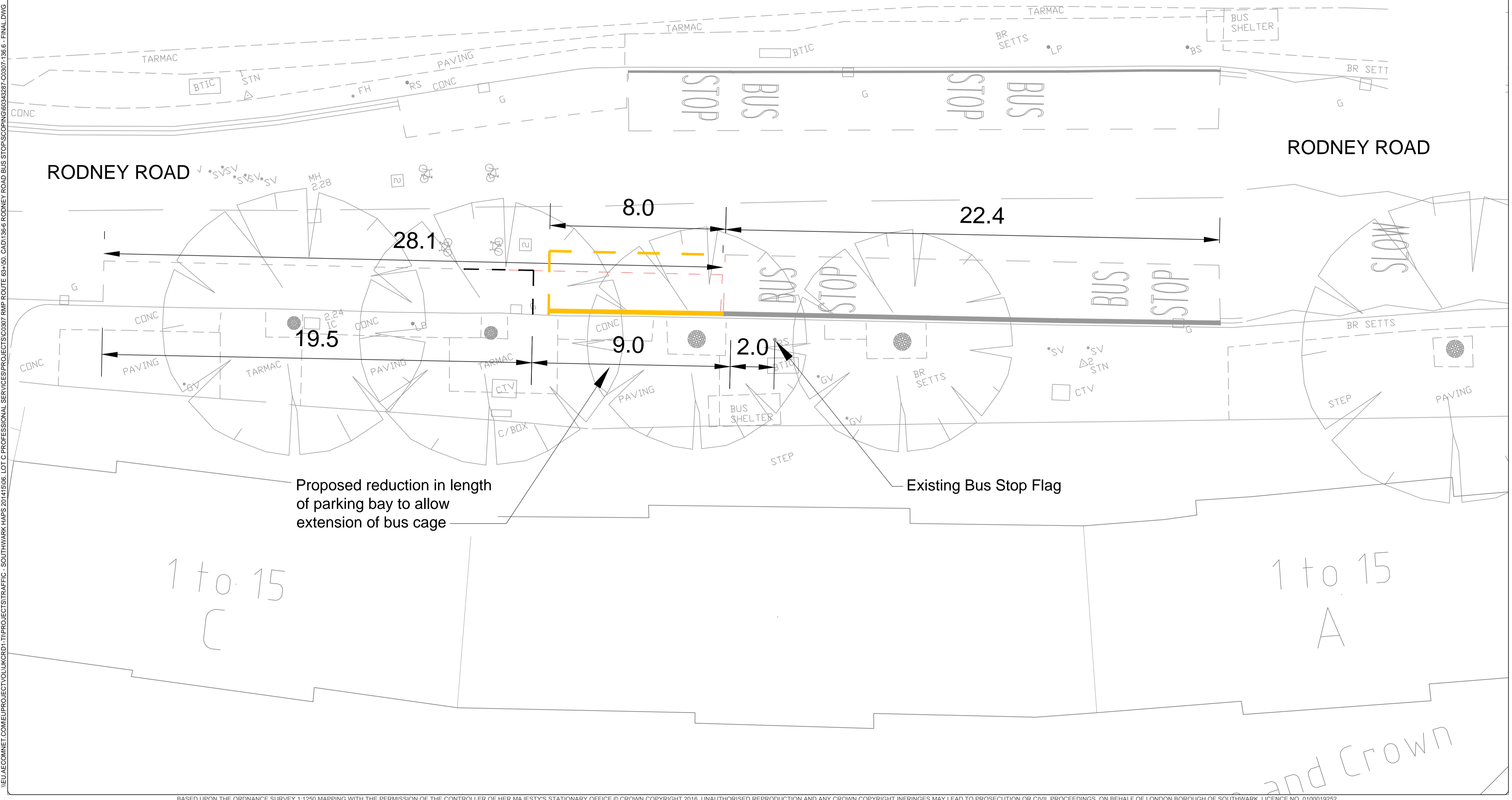
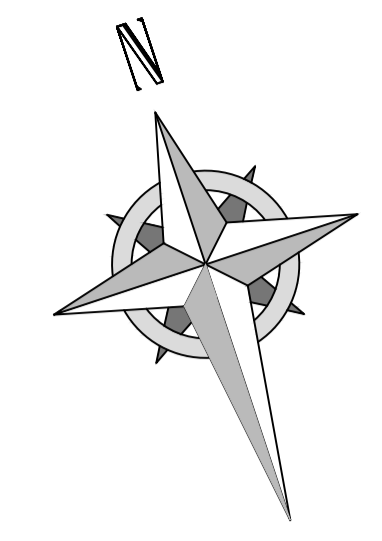
- 1. ALL DIMENSIONS ARE SHOWN IN METRES.
- 2. ALL FEATURES IN GREY ARE REMAINING UNLESS OTHERWISE STATED,
- 3. TOPOGRAPHICAL SURVEY COMPLETED IN JUNE 2016 BY DAVID WEBB.

KEY:

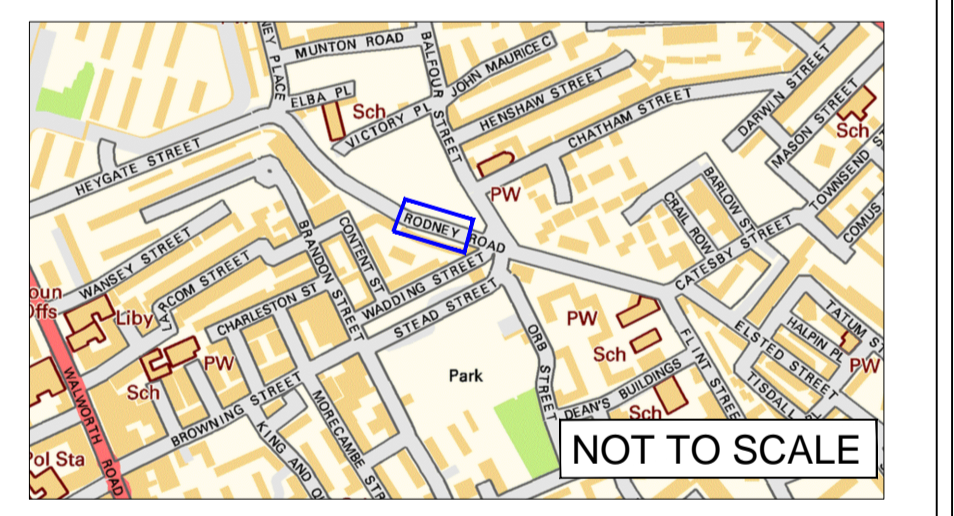
- EXISTING ROAD MARKINGS
- EXISTING ROAD MARKINGS TO BE REMOVED
- PROPOSED ROAD MARKINGS

DESIGN NOTE:

THE RECOMMENDED EXIT TAPER LENGTH FOR A BUS STOP IS 9m
(REFER TO TIL ACCESSIBLE BUS STOP DESIGN GUIDANCE, PAGE 27)



LOCATION PLAN



NOT TO SCALE



REV	DATE	REVISION DESCRIPTION / DETAILS	DRN BY	CHKD BY	APRVD BY
1	19-08-16	FINAL	YA	MB	AGB
0	09-08-16	INITIAL DESIGN	YA	MB	AGB



PROJECT:
RMP BUS ROUTE 63, 136, 185 & 343 SCOPING DESIGN

TITLE:
INTERVENTION 136.6 : RODNEY ROAD REDUCTION IN LENGTH OF PARKING BAY

CONTRACT NO:	60343287-C0307	DRAWN	YA
SCALE:	1 : 100 @A1	DESIGNED	YA
DRAWING NO:	60318870-C0307-136.6-SC-001	CHECKED	MB
DATE DRAWN:	JULY 2016	APPROVED	AGB
DATE ISSUED:	19-08-2016	REV:	1

		Local parking amendment Determination of statutory objection	APPENDIX 3
Reference	15/16_Q1_001	Location overview	
Location	Rockingham Street		
Proposal	To Install double yellow lines adjacent to junctions with Bath Terrace, Tiverton Street and off street parking areas to improve traffic flow and access at any time. To install new permit holder bay and extend existing shared use bay.		
Community council meeting	Borough, Bankside and Walworth		
Community council date	5 October 2016		
Ward(s) affected	Chaucer		

Background

At the community council meeting held on 29 June 2016, Members approved his proposal subject to the outcome of statutory consultation.

The proposal originates from a request from a resident of the Rockingham Tenants and Resident Association raising concerns about obstructive and dangerous parking on Rockingham Street. The parking design team has been informed that a meeting has taken place with the residents association along with parking operations and police & community safety. Residents have raised concerns that parking is becoming an urgent safety issue with motorists parking dangerously and inconsiderately in Rockingham Street blocking vehicular access.

Statutory consultation was carried out between 18 August 2016 and 08 September 2016. During this period, the council received two objections.

Paragraph 16 of Part 3H of the Southwark Constitution sets out that the community council will take decisions on the following local non-strategic matters:

- determination of objections to traffic management orders that do not relate to strategic or borough-wide issues

Summary of objection(s)

The objection received is attached to this report and can be summarised as:

- The proposal will potentially result in an increase of vehicle speeds with the existing 20mph speed limit being ignored
- Increase of traffic from Elephant and Castle
- Lack of out of hours parking

Officers wrote to the objectors acknowledging receipt of their representation. They were also advised that their objection would be sent to the Borough, Bankside and Walworth community council for determination.

Recommendation and next steps

It is recommended that the objection made against the proposal to Install double yellow lines adjacent to junctions with Bath Terrace, Tiverton Street and off street parking areas to improve traffic flow and access at any time. To install new permit holder bay and extend existing shared use bay be considered and rejected.

The highway width in Rockingham Street varies between 7.7 metres and 4.2 metres and there are certain sections in the road where double yellow lines are required to improve safety for all road users.

It was noted during the visit that there is scope to increase permit parking and to provide additional resident parking spaces.

Further rationale for double yellow lines

- Ensuring adequate visibility between road users is important for safety. Visibility should generally be sufficient to allow road users to see potential conflicts or dangers in the advance of the distance in which they will be able to brake and come to a stop.
- Vehicles that are parked at a junction have the effect of substantially reducing visibility between road users and reducing stopping sight distances (SSD). This is the viewable distance required for a driver to see so that they can make a complete stop before colliding with something in the street, e.g. pedestrian, cyclist or a stopped vehicle.
- It is noted that almost two thirds of cyclist killed or seriously injured in 2013 were involved in collisions at, or near, a road junction, with "T" junctions being the most commonly involved.
- Children and those in wheelchairs (whose eyelevel is below the height of a parked car) are disproportionately affected by vehicles parked too close to a junction. The Guide Dogs for the Blind Association (Guide Dogs) strongly recommend that yellow lines are implemented at junctions as these are potentially more dangerous.
- The Highway Code makes it clear that motorists must not park within 10 metres of a junction, unless in a designated parking bay. However the council has no power to enforce this without the introduction of a traffic order and subsequent implementation of waiting restrictions (yellow lines).
- The proposal to install yellow lines at this junction is in accordance with the council's adopted Southwark Streetscape Design Manual (SSDM) design standard on Highway Visibility (DS114 – Highway Visibility)

Objection 1

Dear Sirs,

With respect to the proposed changes to the parking restrictions as referenced above, I wish to raise some objections and comments in relation to the orders covering Harper Road, Bath Terrace, Rockingham Street and Tiverton Street.

At the present time the key stakeholders, (residents and users of the area contained within a boundary demarcated by a part of Borough High Street, Newington Causeway, New Kent Road, and Gt Dover Street), are blighted by a significant increase in the volumes of traffic of all types and sizes wriggling its way southward and doing so to avoid the perceived congestion at the re-modelled Elephant & Castle circulatory system. This is mainly along Harper Road, but includes feeder roads both into and out of it leading to the New Kent Road, (so, Tiverton Street, Bath Terrace, Meadow Row, Rockingham Street, etc.).

This blight results in increased safety issues both from a health and risk to life and limb basis due to the uncontrolled excessive speed of much of this traffic, and continues virtually on a 24/7 time-frame.

Whilst I believe that there could easily be some better re-organisation of the existing line marking on Harper Road, (for example, why is there but a single line from County Street to the junction with New Kent Road, when in the other direction back to the Globe Academy, there is a double yellow line), the permitting of parking out of general daytime and peak hours provides some limited control over the speed of part of the traffic. Personally, I believe that an expansion of the number of parking bays would be of benefit.

The problem quoted in terms of Harper Road, is not the fact that parking is permitted outside of the CPZ hours, but rather the increased volume, type and speed of the traffic now using Harper Road; the speed limit of 20 mph and the assertion of the Council that from March 2016 that it would take action on all Borough roads that failed to illustrate a serious reduction in general traffic speed to below 24 mph are totally ignored, by both users and the Council, the latter who leave themselves open to judicial review for failing to act on their stated management plans and the waste of tax-payers money involved.

Yours faithfully,

Objection 2

In February I raised this issue with you on the understanding that you would endeavor to resolve the issue in a way that would benefit residents. You and your colleagues support for residents has been at best lukewarm given the

1) Lack of real resolution to traffic incidence on Harper Road

2) Lack of meaningful consultation

at worst irresponsible given the solutions

1) Double yellow lines

2) More Traffic through Harper Road

You as our representative should be able to effectively represent us and that would mean protecting what we have or enhancing what we have as a community. I do not expect council workers to represent me or understand my requirements but I do expect elected councilors to represent the community that voted for them rather than follow policies that are going to blight the lives of residents based on ideology.

The policies I mention above would include

a) Allowing TfL to blight the lives of local Residents by rerouting traffic away from Elephant castle "roundabout" experiment

b) Engaging in a life-threatening ideology about no parking in new builds when we need car parking spaces (Please note this only moves issues which could be resolved by underground parking within the footprint of new builds onto nearby roads)

c) The lazy solution of double yellow lines to resolve an issue which if some creative time was applied to the issue would result in different and varied solutions

d) Short sighted resolution of "Harper Road" issue without reference to the Borough High Street/Great Dover Street/New Kent Road triangle and the impact

e) Prioritisation of Cyclists over residents who pay council tax/rent

f) Ineffective monitoring of entertainment licences in particular the Ministry of Sound and the Coronet

I have lately not engaged in numerous emails by concerned residents about the Harper road traffic (by various residents on or around Harper Road). However the farce of consultation that is currently ongoing and having read the notices I have come to the conclusion that common sense will not prevail and I have to object

BATH TERRACE - to convert existing single yellow line restrictions to 'at any time' waiting restrictions on both sides at its junction with Rockingham Street;

HARPER ROAD - to convert existing single yellow line restrictions to 'at any time' waiting restrictions on both sides between its junction with Falmouth Road and the southern wall of Globe Academy primary school;

ROCKINGHAM STREET - to convert existing single yellow line restrictions to 'at any time' waiting restrictions (i) on both sides between its junctions with Newington Causeway and Tiverton Street, (ii) on the north-east side at its junction with Tiverton Street, (iii) on the north-east side at its junction with Tarn Street, (iv) on the north-east side at its junction with Bath Terrace, (v) on the north-east side at its junction with the vehicle access to Aird House, (vi) on both sides between its junction with Meadow Row and the vehicle access to Martin House, and (vii) to provide a new permit holders' parking place on the north-east side outside Aird House, and (viii) to extend an existing 'shared-use' parking place on the north-east side outside Rankine House and No. 15 Rockingham Street;

TARN STREET - to convert existing single yellow line restrictions to 'at any time' waiting restrictions on both sides at its junction with Rockingham Street;

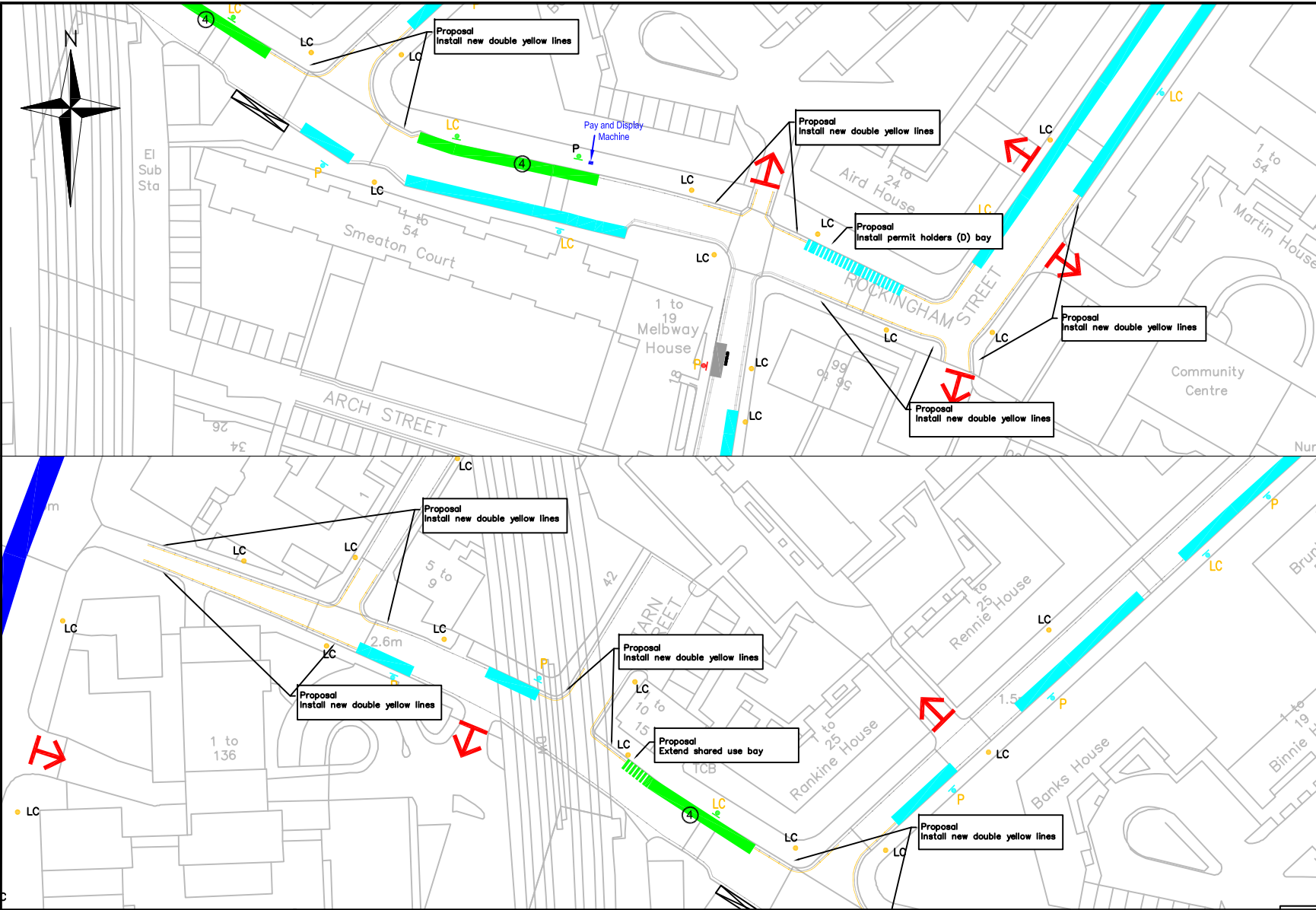
TIVERTON STREET - to convert existing single yellow line restrictions to 'at any time' waiting restrictions on both sides at its junction with Rockingham Street;

The above sounds like an attempt to create a lifeless community bounded by fast moving vehicles with limited regard for residents and the community which includes Church/Mosque attendees and after school activities at Globe and including whatever is happening to Dickens Square.

To say I am disappointed in the activity is an understatement. For other reasons but this latest design to turn the Rockingham Estate and Harper Road into a Ghetto confirms my decision.

Please note that this is an objection to all the proposed changes. I would also want to know what the cost of all the changes are going to be and please do not tell me that it is within budget as that response will only further confirm my sentiments

Thanking you in advance for your attention. I do not think I need to remind you that you have a duty to represent your residents but I will do it for completeness



Legend

	Proposed double yellow lines
	Existing double red line
	Existing single red line
	Existing double yellow lines
	Existing single yellow line
	Existing permit holders only
	Existing shared use

**Highways
Parking Design**

Environment and Leisure
Floor 3, hub 1
Southwark Council
160 Tooley Street
PO Box 64529
London, SE1P 5LX

www.southwark.gov.uk/parkingprojects


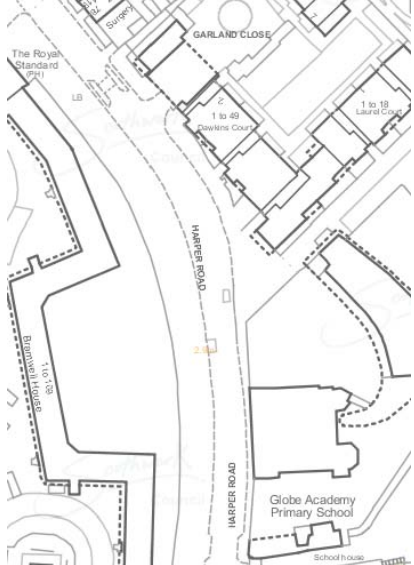


Project
1617 LOCAL PARKING AMENDMENT

Drawing Title
ROCKINGHAM STREET
PROPOSED DOUBLE YELLOW LINES

Community Council BOROUGH, BANKSIDE AND WALWORTH				
Ward(s) CHAUCER				
Date	Scale	Drn	Chk	App
15/03/16	1:1000@A4	MH	PG	PG
Dwg No.	1617Q1001			Rev
Status	DETAILED DESIGN			A

Rev	Date	Description	Drn	Chk	App

 Local parking amendment Determination of statutory objection		APPENDIX 4
Reference	16/17_Q1_002	Location overview 
Location	Harper Road	
Proposal	To Install double yellow lines on the east and northeast side and the southwest side to improve traffic flow and access at any time.	
Community council meeting	Borough, Bankside and Walworth	
Community council date	5 October 2016	
Ward(s) affected	Chaucer	

Background

At the community council meeting held on 29 June 2016, Members approved this proposal subject to the outcome of statutory consultation.

The proposal originates from a resident who raised concerns that the Academy occasionally holds functions during the evenings and at weekends, as a result more vehicles are parking in Harper Road, some of which are parking dangerously or inconsiderately on the existing single yellow line restriction.

This type of parking activity can pose a safety risk to all road users.

Harper Road is part of the Newington (D) controlled parking zone which operated Monday to Friday 8.30am – 6.30pm. It is within walking distance of music venue and a nightclub and with the CPZ not operating after 6.30pm allows vehicles to park on single yellow lines making the street an attractive parking location for non-residents.

Statutory consultation was carried out between 18 August 2016 and 08 September 2016. During this period, the council received eight objections.

Paragraph 16 of Part 3H of the Southwark Constitution sets out that the community council will take decisions on the following local non-strategic matters:

- determination of objections to traffic management orders that do not relate to strategic or borough-wide issues

Summary of objection(s)

The objections received is attached to this report and can be summarised as:

- That Harper Road is possibly being used at a main route instead of Elephant and Castle junction
- Noise and pollution
- Harper Road is used as a Truck and Bus hub
- Vehicle speeds are increasing
- Removing off peak parking

Officers wrote to the objectors acknowledging receipt of their representation. They were also advised that their objection would be sent to the Borough, Bankside and Walworth community council for determination.

Recommendation and next steps

It is recommended that the objections made against the proposal to the introduction of double yellow lines are introduced on the north and south sides adjacent to the width restriction and on the east side be considered and rejected.

The council do not consider this part of the road suitable for parking. The current single yellow lines restrictions mean that parking can only take place late in the evening and on the weekends. The double yellow line restriction will be no longer than current single yellow line.

With this section of road being on a slight bend, close to a pedestrian crossing, vehicle width restrictions, pedestrian refuges and road chevrons reduces the highway to a single carriageway in both directions, it is clearly unsuitable to accommodate parking at any time.

Objection 1

Dear team,

I'd like to express my deep concern regarding the possibility to use Harper road as a main route to Old Kent road. We have in the past months seen a substantial increase of traffic including HGV, vans, trailers, coaches and buses not in service, not only during day time but up until late at night.

The noise pollution is really inconvenient, to the point where we have to close the windows to have a conversation or watch the TV as trucks, trailers and HGV's loads rattle considerably as they drive over humps.

Even opening the windows to let fresh air has become painful.

More than often long coaches can hardly squeeze between the traffic islands parked and parked cars.

This also increases the level of air pollution and H&S issues. Indeed, there is also a high level of pedestrian traffic on Harper Road since not only there are a lots of flats, but there are also a reception, a primary and a secondary school, a surgery, two small parks with sport facility and a mosque.

As a resident of Harper road I am strongly oppose to any decision that will increase the traffic on our road and will support any decision to reduce it.

Objection 2

Dear Sir/ Madam

Good day

We do not want Harper road turned into a bus and truck Hub with its associated noise and risk to health. We are prepared and willing to fight for this position to its logical conclusion Best Regards

The email you received and any files transmitted with it are confidential, may be covered by legal and/or professional privilege and are intended solely for the use of the individual or entity to whom they are addressed. If you have received this in error please notify us immediately. If you are not the intended recipient of the email or the person responsible for delivering it to them you may not copy it, forward it or otherwise use it for any purpose or disclose its contents to any other person. To do so may be unlawful. Where opinions are expressed in the email they are not necessarily those of Southwark Council and Southwark Council is not responsible for any changes made to the message after it has been sent.

Objection 3

Dear Sir/Madam,

I am writing to protest the plan to use Harper Road as the main connection for the New Kent Road, following the recent changes at Elephant and Castle roundabout.

I bought my 1st floor property on Harper road three years ago. What attracted me to Harper Road, was that it is a quiet residential road with a school. Recently I have been constantly woken up at night and interrupted during the day by the increased number of vehicles driving down Harper road. This includes HGVs, off duty buses, coaches, articulated lorries and a significantly increased number of cars and bikes plowing down the road (often above the speed limit - especially at night!) and who fly over the speed humps directly outside my property creating loud crashing noises when they land again and disrupting my sleep and quality of living.

I have been told that the plan is to make this, once quiet road, into the main connection. I would like to protest against this plan. I am also aware that you are planning to replace the single yellow lines, with double yellow lines, removing all parking from the road at any time. I am also strongly against this. We are unable to apply for council resident parking permits, as we are a new build property. My boyfriend frequently travels from Uxbridge to visit me at my home. At the moment if he is able to park on the single yellow lines, however, if they change to double yellow lines, he will be unable to do so and public transport takes too long for him to be able to get to work on time. (At the moment he has to leave before 7am to get out of the congestion charge zone).

I am adamantly against this proposal to put Harper Road as the main connection and to replace the single yellow lines with double yellow lines. This will greatly affect my standard of living (as it has already been proven with the increased traffic noise). It will also put all the children at Globe Academy school at a greater risk of being knocked over.

Please put my name down as a protest against this H/ND/TMO1617-013 proposal.

Objection 4

Dear Southwark Council,

I live in the recently constructed Dawkins court development. We were informed that due to the changes in the Elephant and Castle round about, the intention was to use Harper Road as an alternative route to New Kent Road (H/ND/TMO1617-013).

This is a residential area with a primary and secondary school and several parks. To use Harper Road as the alternative route, will not only make more difficult, the already challenging parking situation for the residents, but more importantly it will pose a hazard to all the children commuting to and from the school and playgrounds. The speed bumps are in place for a reason.

Furthermore, the use of Harper Road is particularly strange as there is an existing alternative for the majority of the traffic via Great Dover street and New Kent Road itself.

I firmly oppose this action and will expect that should this action be approved that Southwark council will take legal and financial responsibility for all related accidents that occur on this road.

Objection 5

Dear Sir

I am writing in my capacity as Chair of the Trinity Newington Residents' Association ("TNRA"). TNRA was formed in 1976 for the residents of Newington Trust Estate in London, SE1 (now rebranded as Trinity Village). This consists of Trinity Church Square ("TCS"), Merrick Square and Bedford Row, and parts of

Cole Street, Falmouth Road, Swan Street and Trinity Street. TNRA's paid up membership each year is over 200 households, comprising around 400 individuals.

We object to the proposal in these traffic orders relating to Harper Road viz to convert existing single yellow line restrictions to 'at any time' waiting restrictions on both sides between its junction with Falmouth Road and the southern wall of Globe Academy primary school.

As you should be aware, local residents are in discussion with our councillors (copied in) and Cllr Ian Wingfield (Cabinet Member for Environment & the Public Realm) to identify measures that could slow down HGVs and other traffic and discourage them from using Harper Road and the surrounding area as a rat run.

The proposal in this traffic order will have the opposite effect – it will remove parked traffic and make Harper Road a more attractive, obstacle free route for HGVs to speed along.

Please can the proposed changes to Harper Road in this traffic order be withdrawn/put on hold until the broader strategy of how best to address heavy traffic in Harper Road and the surrounding area is resolved.

Objection 6

I would like to lodge an objection with regard to the proposed changes to Harper Road.

I am a resident of a ground floor/1st floor maisonette in Newall House in Harper Road and I am Treasurer of the Rockingham Tenants and Residents Association. I object to the proposed order on the basis of my personal experience and on the basis of discussions with other residents of my estate.

The consultation on these changes has not been adequately conducted. The order was issued on 18th August with a closing date for objections on 8th September. This is during the peak holiday period making it difficult to canvas opinions, especially from non-resident users of the area affected by the proposed double yellow lines - the Globe Academy pupils, parents and the people attending the churches and other weekend activities that take place on the site. I am also very concerned that while our Council members raised the yellow line proposals for Rockingham St at TRA meetings no mention was made of the Harper Road proposals. Further, the consultation does not seem to have taken into account ongoing discussions about the increase in traffic that has occurred since the alterations to the Elephant junction and the attendant road safety issues. It is bizarre that there has not been one process to look at the traffic conditions and safety in one road. It is even more concerning that the two processes seem to be at odds with each other - one is about easing the flow of traffic while the other is about reducing the flow.

Removing off-peak parking from the section of Harper Road nearer to the New Kent Road represents a significant loss of amenity to users of the Globe Academy at the weekend and in the evenings. In particular this affects people attending church services and related events.

Removing off-peak parking from that section of Harper Road will cause people who currently park there to move their vehicles to other parts of Harper Road and to adjacent roads and on to the Rockingham estate. Parking at the other end of the road is already under pressure due to the mosque and to the low number of parking spaces on the estate.

Adding double yellow lines will give the message to drivers that this a road through which they should be moving speedily. This is at odds with the residential nature of the road, with the presence of the school, the mosque and the three parks, and at odds with the existing, inadequate measures to reduce the flow of traffic.

The incident which seems to have given rise to the concern about road safety could equally well be resolved by the proposal to restrict the type of vehicles using the road and by the enforcement (or reduction and enforcement) of the 20mph speed limit. There were no incidents like this before the changes at the Elephant led to an increase in

commercial and heavy goods vehicles using Harper Road. Therefore it is wrong to enact a partial measure before the situation of the road as a whole has been properly considered.

I will be pleased to provide further information in support of this objection if that would be helpful.

Yours sincerely

Objection 7

For the attention of the Traffic Orders Officer, Highways, Southwark Council,

Attached is my letter covering my objections regarding the proposed changes to Harper Road.

The letter goes into some detail but as I am copying in my local councillors and MP, I feel it appropriate to provide a short summary of my objections for their information.

Considering the fact that the Traffic Management Order containing the proposed change was issued on the 18th of August and was not made known to local residents I feel that the deadline for objections set at 8th September to be unreasonable.

The three aspects of my Objections are as follows:

- There has been no proper consultation with residents and other interested parties with regard to this proposed change and the timescale employed in its implementation removes all opportunities to carry out any proper consultation therefore it must be stopped.
- Its purposes do not stand up to examination because the measure does not take into consideration the context and the range of serious issues currently being discussed regarding Harper Road as a whole. Its implementation would, at best seriously hinder other measures being discussed and would most likely add to the problems already being experienced on the road.
- Removing off-peak parking from this section of the road would constitute a major withdrawal of current amenities enjoyed by a range of local people throughout the week and would have seriously negative implications that extended well beyond the road itself.

Please contact me if you require further details regarding my Objection

Thank you

Objection 8

In February I raised this issue with you on the understanding that you would endeavor to resolve the issue in a way that would benefit residents. You and your colleagues support for residents has been at best lukewarm given the

1) Lack of real resolution to traffic incidence on Harper Road

2) Lack of meaningful consultation

at worst irresponsible given the solutions

1) Double yellow lines

2) More Traffic through Harper Road

You as our representative should be able to effectively represent us and that would mean protecting what we have or enhancing what we have as a community. I do not expect council workers to represent me or understand my requirements but I do expect elected councilors to represent the community that voted for them rather than follow policies that are going to blight the lives of residents based on ideology.

The policies I mention above would include

- a) Allowing TfL to blight the lives of local Residents by rerouting traffic away from Elephant castle "roundabout" experiment
- b) Engaging in a life-threatening ideology about no parking in new builds when we need car parking spaces (Please note this only moves issues which could be resolved by underground parking within the footprint of new builds onto nearby roads)
- c) The lazy solution of double yellow lines to resolve an issue which if some creative time was applied to the issue would result in different and varied solutions
- d) Short sighted resolution of "Harper Road" issue without reference to the Borough High Street/Great Dover Street/New Kent Road triangle and the impact
- e) Prioritisation of Cyclists over residents who pay council tax/rent
- f) Ineffective monitoring of entertainment licences in particular the Ministry of Sound and the Coronet

I have lately not engaged in numerous emails by concerned residents about the Harper road traffic (by various residents on or around Harper Road). However the farce of consultation that is currently ongoing and having read the notices I have come to the conclusion that common sense will not prevail and I have to object

BATH TERRACE - to convert existing single yellow line restrictions to 'at any time' waiting restrictions on both sides at its junction with Rockingham Street;

HARPER ROAD - to convert existing single yellow line restrictions to 'at any time' waiting restrictions on both sides between its junction with Falmouth Road and the southern wall of Globe Academy primary school;

ROCKINGHAM STREET - to convert existing single yellow line restrictions to 'at any time' waiting restrictions (i) on both sides between its junctions with Newington Causeway and Tiverton Street, (ii) on the north-east side at its junction with Tiverton Street, (iii) on the north-east side at its junction with Tarn Street, (iv) on the north-east side at its junction with Bath Terrace, (v) on the north-east side at its junction with the vehicle access to Aird House, (vi) on both sides between its junction with Meadow Row and the vehicle access to Martin House, and (vii) to provide a new permit holders' parking place on the north-east side outside Aird House, and (viii) to extend an existing 'shared-use' parking place on the north-east side outside Rankine House and No. 15 Rockingham Street;

TARN STREET - to convert existing single yellow line restrictions to 'at any time' waiting restrictions on both sides at its junction with Rockingham Street;

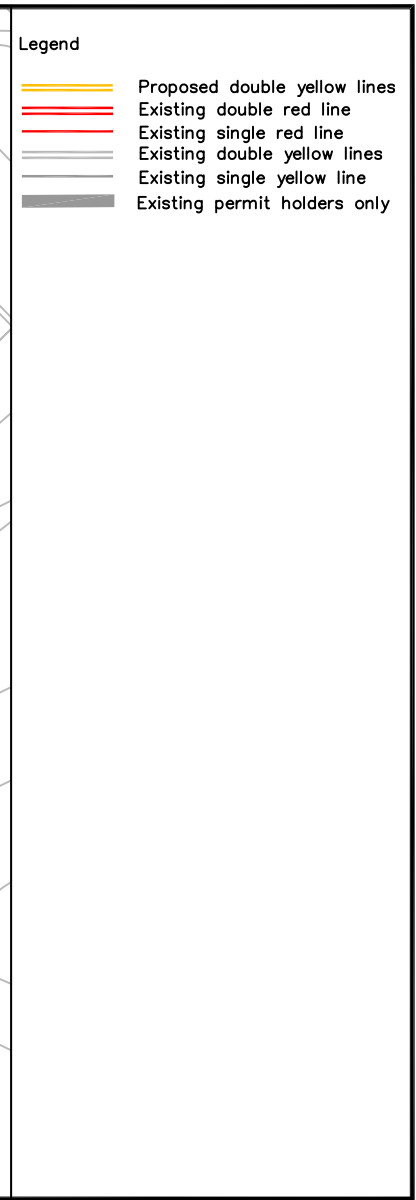
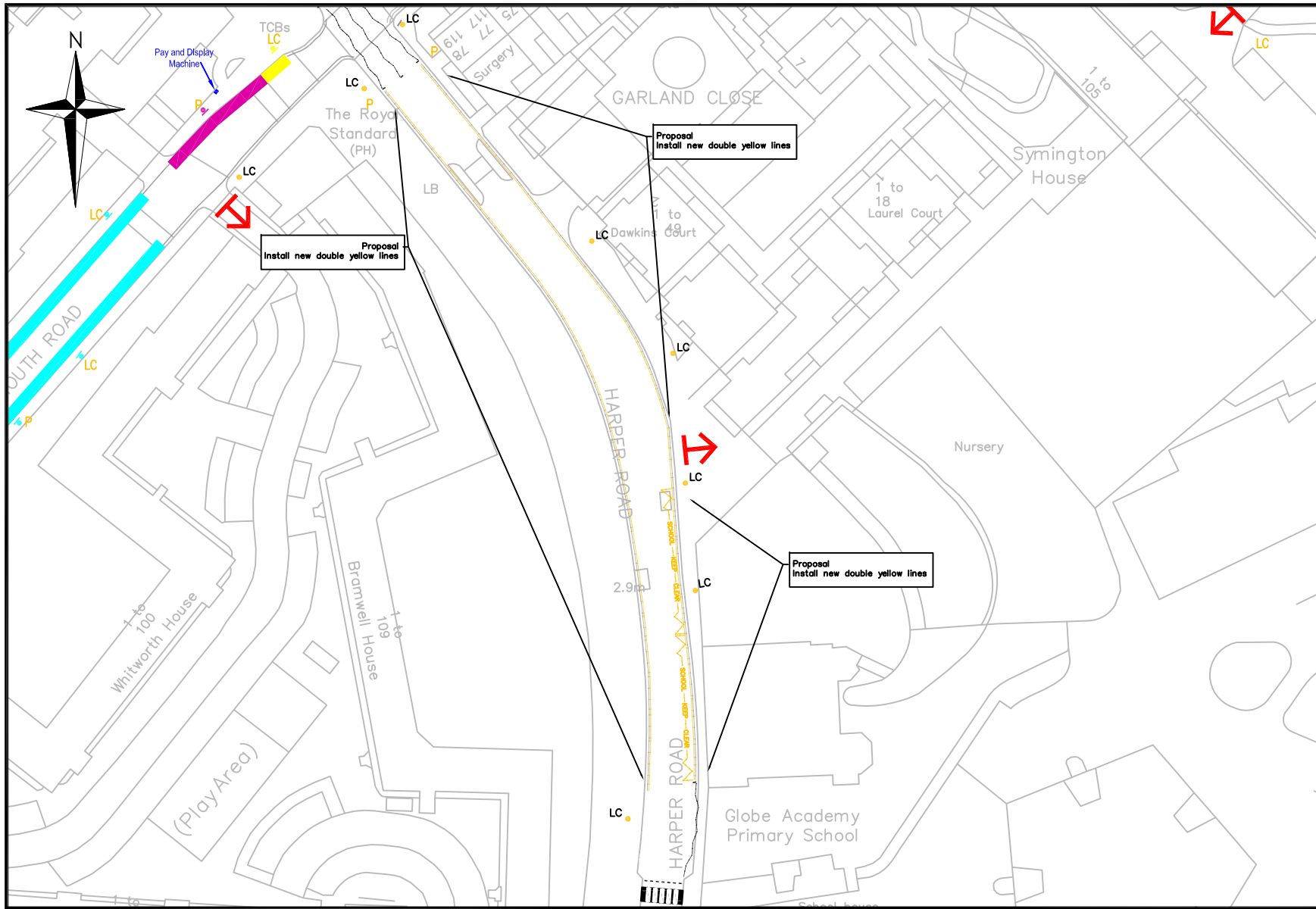
TIVERTON STREET - to convert existing single yellow line restrictions to 'at any time' waiting restrictions on both sides at its junction with Rockingham Street;

The above sounds like an attempt to create a lifeless community bounded by fast moving vehicles with limited regard for residents and the community which includes Church/Mosque attendees and after school activities at Globe and including whatever is happening to Dickens Square.

To say I am disappointed in the activity is an understatement. For other but this latest design to turn the Rockingham Estate and Harper Road into a Ghetto confirms my decision.

Please note that this is an objection to all the proposed changes. I would also want to know what the cost of all the changes are going to be and please do not tell me that it is within budget as that response will only further confirm my sentiments

Thanking you in advance for your attention. I do not think I need to remind you that you have a duty to represent your residents but I will do it for completeness



**Highways
Parking Design**

Environment and Leisure
Floor 3, hub 1
Southwark Council
160 Tooley Street
PO Box 64529
London, SE1P 5LX

www.southwark.gov.uk/parkingprojects



Project
1516 LOCAL PARKING AMENDMENT

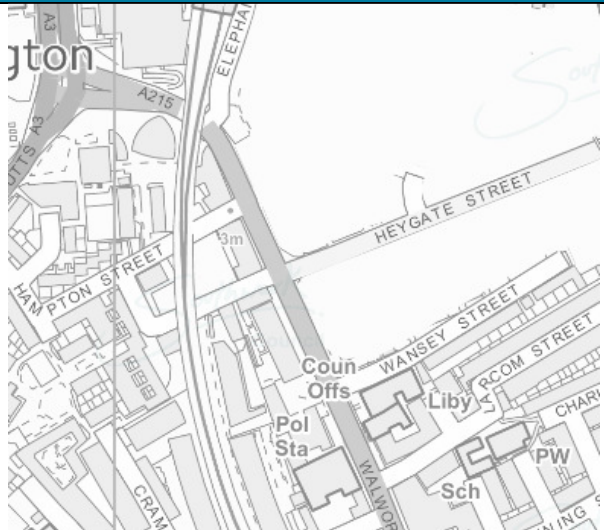
Drawing Title
HARPER ROAD
PROPOSED DOUBLE YELLOW LINES

Community Council
BOROUGH, BANKSIDE AND WALWORTH

Ward(s)
CHAUCER

Date	Scale	Drn	Chk	App
04/04/16	1:500@A4	MH	PG	PG
Dwg No.				Rev
1617Q1002				A
Status				
DETAILED DESIGN				

Rev	Date	Description	Drn	Chk	App

Reference	16/17_Q3_006	Location overview
Location	Walworth Road j/w Heygate Street	
Proposal	To install a yellow box marking on Walworth Road at the junction with Heygate Street	
Community council meeting	Borough, Bankside and Walworth	
Community council date	5 October 2016	
Ward(s) affected	Newington, East Walworth	

Local parking amendment

A local parking amendment (LPA) is small project to change an existing parking restriction or to introduce a new one.

These tend to be carried out in locations where we have had a request to look at dangerous or obstructive parking and where small lengths of restrictions could provide a solution.

However, in this case, the LPA relates to offences relating to moving traffic.

Request

As part of their Road Modernisation Programme, Transport for London (TfL) has identified several locations where improvements to the highway would reduce bus journey times.

A potential intervention was identified at the above location, install a yellow box at the junction of Heygate Street and Walworth Road, to prohibit the blocking of right-turning vehicles out of Heygate Street.

Location

The proposed measure is at the junction of Heygate Street and Walworth Road.

Investigation and conclusions

TfL have reported that their data shows that the 136 and 343 bus routes are experiencing delays due to queuing northbound traffic blocking the right turn from Heygate Street into Walworth Road.

Officers believe that this intervention would also improve egress out of Steedman Street, as well as for cyclists entering Steedman Street.

Recommendation

Officers recommend that the Community Council approves the implementation of the yellow box junction.

A detailed design drawing of the proposal is provided within this document.

Next steps

Should the community council approve this local parking amendment, the council will make arrangements to install the yellow box junction.






Statutory consultation is not required for yellow box junctions.

LEGEND / NOTES.

NOTES

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL CONWAY AECOM DRAWINGS FOR JOB REF. C0306 AS LISTED ON THE SCHEME DOCUMENT ISSUE SHEET.
3. TRAFFIC MANAGEMENT IS TO BE IN ACCORDANCE WITH CHAPTER 8 OF THE TRAFFIC SIGNS MANUAL AND SAFETY AT STREET WORKS AND ROAD WORKS.
4. CONTRACTOR TO MAINTAIN ACCESS TO ALL PROPERTIES AND BUSINESSES AT ALL TIMES.
5. ALL ROAD MARKINGS AND SIGNS ARE TO BE INSTALLED IN ACCORDANCE WITH THE DFT TRAFFIC SIGNS MANUAL - CHAPTER 5: 2003.
6. ALL ROAD MARKINGS AND SIGNS ARE TO BE IN ACCORDANCE WITH THE TRAFFIC SIGNS REGULATIONS & GENERAL DIRECTIONS (TSRGD) 2016.
7. ALL PROPORTIONS AND FORM OF LETTERS, NUMERALS, AND OTHER CHARACTERS ARE TO BE IN ACCORDANCE WITH SCHEDULE 17 OF THE TSRGD 2016

KEYS:

-  Existing road markings to be removed.
-  Proposed road marking.
-  Road marking reference. Refer to road marking schedule in Table 1.
-  Existing manhole cover
-  Existing gully



REV	DATE	REVISION DESCRIPTION / DETAILS	DRN BY	CHKD BY	APRVD BY



PROJECT:		RMP ROUTE 12 -12.2 (DETAILED DESIGN)	
TITLE:		1200 SERIES -ROAD MARKINGS AND SIGNS 12.2 (WALWORTH ROAD /HEYGATE STREET JUNCTION)	
CONTRACT NO:	60343287-C0306	DRAWN	MD
SCALE:	1 : 200 @ A3	DESIGNED	MD
PURPOSE:	FOR COMMENT	CHECKED	KC
DRAWING NO:	60343287-C0306-12.2-1200-01	APPROVED	AGB
DATE DRAWN:	28 JUNE 2016	REV:	-
DATE ISSUED:	08 JULY 2016		

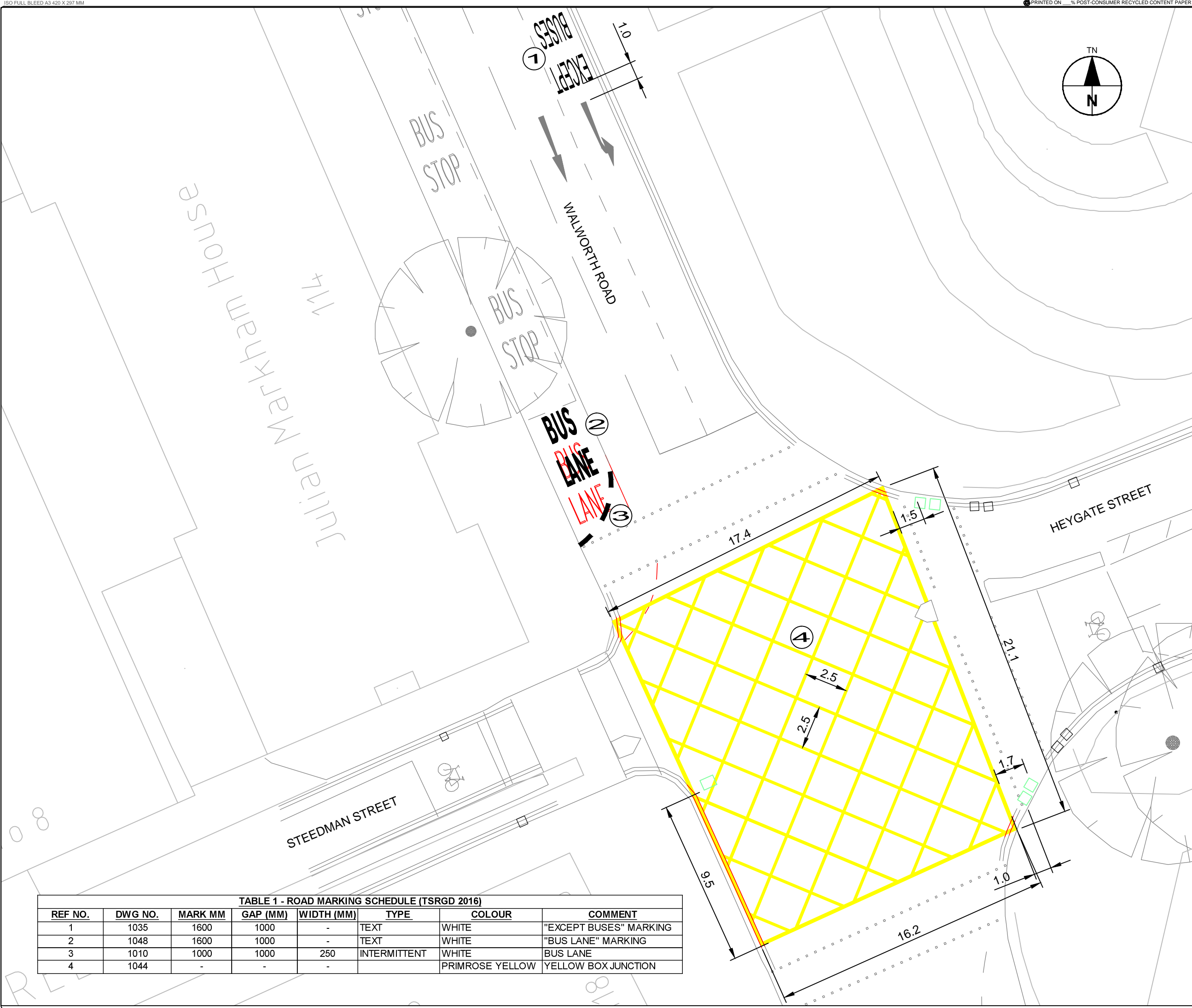


TABLE 1 - ROAD MARKING SCHEDULE (TSRGD 2016)

REF NO.	DWG NO.	MARK MM	GAP (MM)	WIDTH (MM)	TYPE	COLOUR	COMMENT
1	1035	1600	1000	-	TEXT	WHITE	"EXCEPT BUSES" MARKING
2	1048	1600	1000	-	TEXT	WHITE	"BUS LANE" MARKING
3	1010	1000	1000	250	INTERMITTENT	WHITE	BUS LANE
4	1044	-	-	-		PRIMROSE YELLOW	YELLOW BOX JUNCTION

Item No. 4.4	Classification: Open	Date: 5 October 2016	Meeting Name: Borough, Bankside and Walworth Community Council
Report title:		Review of parking controls in the existing C2 parking zone	
Ward(s) or groups affected:		Cathedrals	
From:		Head of Highways	

RECOMMENDATION

1. It is recommended that Borough, Bankside and Walworth Community Council comment upon the consultation findings and the following recommendation:
 - Make no changes to the existing operational times (Monday to Friday, 8.30am to 6.30pm) of the Borough (C2) parking zone.

BACKGROUND INFORMATION

2. In accordance with Part 3H paragraph 23 and 25 of the Southwark Constitution, community councils are to be consulted on the detail of strategic parking/traffic/safety schemes. In practice this is carried out following public consultation.
3. In accordance with Part 3D paragraphs 22 and 24 of the council's constitution the decision to implement a new or amended strategic transport scheme lies with the individual cabinet member for environment and public realm.

KEY ISSUES FOR CONSIDERATION

4. The strategic parking project programme included a review a section of the Borough (C2) parking zone to assess the times of operation of that part of the zone, in response to concerns that the new Castle Centre may have the potential to increase parking demand in nearby streets outside of the existing zone hours.
5. Following approval of the programme but in advance of public consultation, a report was presented to Borough Bankside and Walworth Community Council¹ on 30 January 2016. This report set out the proposed consultation methods and boundaries. At the meeting, councillors stated their preferred option was for a full review of the C2 CPZ, to include the whole CPZ area.
6. Full details of the consultation strategy, results, options and analysis can be found in the "Borough (C2) parking review consultation report" (Appendix 1) but the key issues are summarised in the following paragraphs.
7. Informal public consultation took place with all residents and businesses within the C2 parking zone from 4 July 2016 until 5 August 2016.

¹ <http://moderngov.southwark.gov.uk/ieListDocuments.aspx?CId=350&MId=5253&Ver=4>

8. The informal public consultation yielded 221 returned questionnaires from within the consultation area, representing a 3.6% response rate.
9. Figure 1 details the overall response to the headline questions.

Area	Response rate	During what times would you like C2 parking zone to operate?		
		Monday to Friday	Saturday	Sunday
Borough (C2) CPZ	3.6%	71% - No change	55% - No change	56% - No change
		21% - Evening	11% - Morning	9% - Morning
		9% - Other	28% - All day	24% - All day
			6% - Other	6% - Other

Figure 1

Conclusions

10. There was no widespread support to change the times of operation on weekdays (Monday to Friday) in the Borough (C2) parking zone.
11. There was no widespread support to change the times of operation to include Saturdays in the Borough (C2) parking zone.
12. There was no widespread support to change the times of operation to include Sundays in the Borough (C2) parking zone.
13. The review identified some locations within the zone where modifications are considered necessary to improve parking layouts. Officers will review the existing waiting and parking restrictions within the zone and will consider comments made through the informal consultation.
14. The aim will be to increase parking where safe to do so and upgrade existing single yellow lines to double yellow lines where parking is unsafe. Any proposals will be presented to a future community council meeting through the local parking amendments process.

Policy implications

15. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011, particularly
 - Policy 1.1 – pursue overall traffic reduction
 - Policy 4.2 – create places that people can enjoy
 - Policy 8.1 – seek to reduce overall levels of private motor vehicle traffic on our streets.

Community impact statement

16. The implementation of any transport project creates a range of community impacts. All transport schemes aim to improve the safety and security of vulnerable groups and support economic development by improving the overall transport system and access to it.
17. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.

18. There is a risk that new restrictions may cause parking to be displaced and, indirectly, have an adverse impact upon road users and neighboring properties at that location. However this cannot be entirely preempted until the recommendations have been implemented and observed.
19. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate affect on any other community group.
20. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
 - Providing improved access for key services such as emergency and refuge vehicles.
 - Improving road safety, in particular for vulnerable road users, on the public highway.

Resource implications

21. All costs arising from implementing the recommendations will be fully contained within the existing public realm budgets.

Legal implications

22. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
23. Should the recommendations be approved the council will give notice of its intention to make a traffic order in accordance with the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996.
24. These regulations also require the council to consider any representations received as a result of publishing the draft order for a period of 21 days following publication of the draft order.
25. Should any objections be received they must be properly considered in the light of administrative law principles, human rights law and the relevant statutory powers.
26. By virtue of section 122, the council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway.
27. These powers must be exercised so far as practicable having regard to the following matters:
 - a) the desirability of securing and maintaining reasonable access to premises;
 - b) the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity;
 - c) the national air quality strategy;

- d) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers; and
- e) any other matters appearing to the council to be relevant.

Consultation

- 28. The community council was consulted prior to commencement of the study.
- 29. Informal public consultation was carried out in July and August 2016, as detailed above.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council Environment and Leisure Highways 160 Tooley Street London SE1 2QH Online: http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011	Paul Gellard 020 7525 7764

APPENDICES

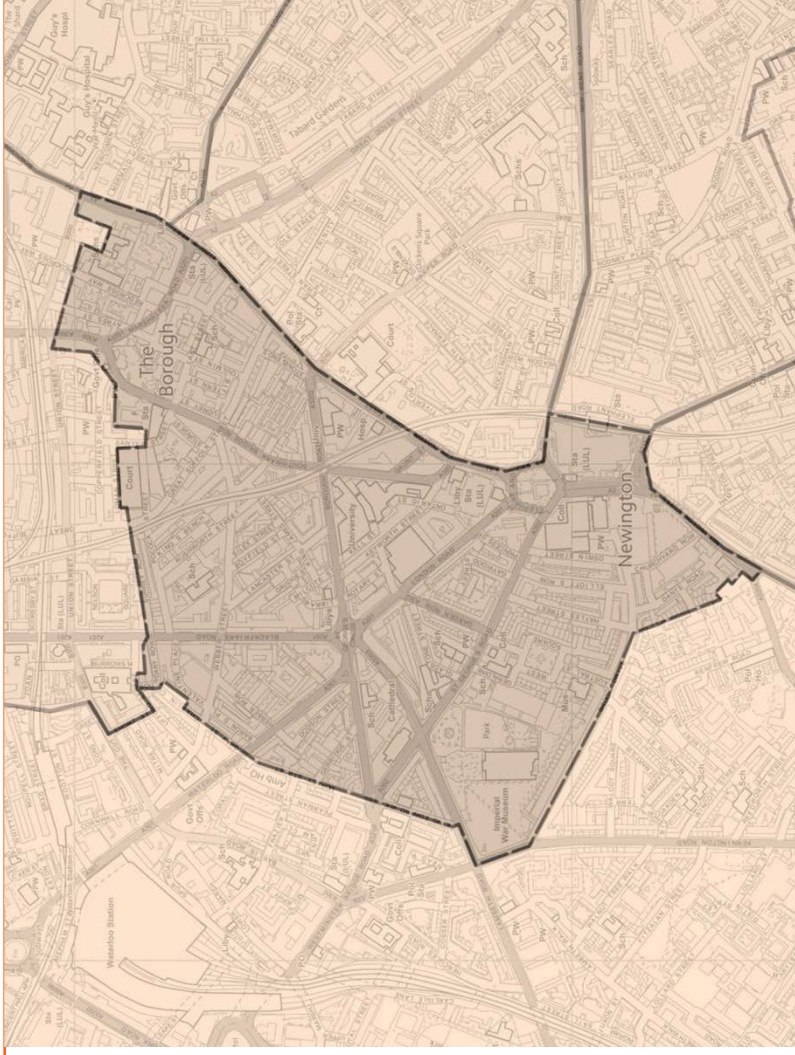
No.	Title
Appendix 1	Borough (C2) parking zone review consultation report

AUDIT TRAIL

Lead Officer	Matthew Hill, Highways Programme Manager	
Report Author	Jonathan Fish, Project Engineer / Paul Gellard, Senior Engineer	
Version	Final	
Dated	16 September 2016	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Director of Law and Democracy	No	No
Strategic Director of Finance and Governance	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team	16 September 2016	

Borough (C2)

Parking review



In response to feedback from local residents, the Council consulted within the Borough (C2) CPZ area to determine if changes should be made to meet local need

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Appendix C – Comments received during consultation	
Appendix D – Pre-consultation feedback	

Executive summary

The primary aim of the review is to determine if there is a need to extend the existing operational times of the CPZ.

The Borough (C2) zone currently operates between Monday and Friday, from 8.30am to 6.30pm. Outside of these times, i.e. in the evenings and at weekends, any motorist can park in the street.

Summary of key consultation findings

The parking review study yielded a low response rate of 3.6%. This in itself does not provide the Council with a strong mandate to make operational changes to the zone.

A street-by-street review of the consultation responses shows that only 3 streets merit further consideration for extended operational times: Brook Drive, Hayles Street and Oswin Street. However as these streets are not geographically connected, there is no logical boundary for a proposed new sub zone. It is also not good parking practice to have streets within a zone operating at different times as this could cause confusion amongst motorists.

The C2 zone is continuing to see pressure for parking space. This is due to a combination of new developments, increasing business and resident population, as well as visitors and deliveries to the area. While there has been a substantial change to the demographics in the area, the available kerbside space has remained the same.

Although there is clearly little support to change the operational times of the zone, a large number of design comments were received during the informal consultation requesting that the council maximise parking wherever possible, to increase the chances of residents finding a parking space.

Within the C2 parking zone all kerbside space has been allocated and prioritised with either parking bays or yellow line restrictions. The council will review the layout of the parking and will extend existing parking places and introduce new ones wherever is safe. In some areas, it may be necessary to upgrade existing single yellow lines to double yellow (no waiting at any time) where there are safety concerns (for example at junctions).

Recommendations

- To make no changes to the operational times of the C2 CPZ
- To consider the comments made relating to the existing parking layout and make proposal to increase parking spaces wherever possible safe to do so. Any proposals will be presented to a future community council meeting through the local parking amendments process.

Introduction

Background

The introduction of the new Castle Centre facilities is likely to increase the amount of parking in the area. An initial proposal was made to Borough, Bankside and Waiworth Community Council to consult in the area of the Borough 'C2' CPZ to the south of St George's Road to determine if residents in the area close to the new leisure centre felt that changes to the operation of the CPZ would be needed.

Following review by Community Council, Southwark Council made the decision to extend the consultation boundary to include the whole 'C2' CPZ area.

Consultation commenced at the start of July 2016. A5 post cards including contact details for the Southwark Project Officer and a link to the consultation via the Council website were distributed to 6215 properties in the 'C2' CPZ area (addresses obtained from the Local Land and Property Gazetteer (LLPG) for Southwark). The website link led to an online questionnaire asking respondents if they wanted to change the hours of operation for their zone.

A copy of the post card and additional consultation materials made available on the Southwark website is included in Appendix A, including a list of the questions included in the on-line questionnaire.

The original end date for the consultation was 29 July 2016. This was extended by one week to 5 August.

A timeline showing previous reviews and indicative dates for further activities is shown in Figure 1.



Figure 1 – Borough 'C2' timeline

Consultation results

Summary

The following summarises the key results of the consultation, including the response rate and a breakdown of whether changes to the operational times of the Borough (C2) CPZ are wanted

Response rate	... the overall response rate
3.6%	<ul style="list-style-type: none">95% of these responses were received from residentsOnly 11 out of 96 streets achieved a >10% response rateNo responses were received from 48 out of 96 streets consulted
During what times would you like C2 parking zone to operate? – Monday to Friday	...of respondents would like to see no change to the parking restrictions during Monday to Friday
71%	<ul style="list-style-type: none">21% of respondents supported evening controls during Monday to FridayNo individual street showed substantial support for the C2 parking zone to operate in the evenings
During what times would you like C2 parking zone to operate? – Saturday	...of respondents would like to see no change to the parking on a Saturday , i.e. remain free and unrestricted.
55%	<ul style="list-style-type: none">11% of respondents would like Saturday morning controls introduced27% of respondents would like Saturday controls to be introduced operating all-dayOnly Brook Drive, Oswin Street and Hayles Street showed moderate support for Saturday controls
During what times would you like C2 parking zone to operate? – Sunday	...of respondents would like to see no change to the parking on a Sunday , i.e. remain free and unrestricted
56%	<ul style="list-style-type: none">9% of respondents would like Sunday morning controls introduced24% of respondents would like Sunday controls to be introduced operating all-dayOnly Brook Drive and Oswin Street showed moderate support for Sunday controls

Response rate

The consultation closed on 5 August 2016. Public access to the online form was removed at close of play on this date.

Officers then verified the data for the questionnaire responses to ensure that only one response per household was received and that all responses received were from an address within the project area. As a result 22 responses have been omitted from the data.

Consultation returns	Result
Number of properties consulted	6215
Number of responses	244
Number of duplicate responses	17
Number of responses received from outside the consultation boundary	6
Number of responses included in the analysis	221
Response rate	3.6%

Table 1 – consultation returns

A table showing a complete list of responses by street is shown in Appendix B.

A total of 221 valid review responses have been received, representing a 3.6% response rate. This is an average response rate for a CPZ review when compared with similar consultations in the borough and across London.

The overall response rate is partially skewed by low response levels from the high density main arterial routes with extensive parking controls (Transport for London Route Network (TLRN), Strategic Route Network (SRN) and Principal Borough Roads (PBR)) with large numbers of property addresses.

The council gives significant weighting to the consultation return when the response rate exceeds a threshold of 10%. Where the response rate does not reach this 10% threshold, a lower weighting is given to the consultation results, with other local information sources, such as future development, parking studies, the likely impact of surrounding parking controls and community council opinion, given additional weight.

It is not clear as to how the low level of response may be attributed. It could be that residents' are overall satisfied with the local parking provision and existing council or private housing permit schemes, satisfaction with the proposals, apathy towards the proposals that may not directly affect them or problems associated with communication.

Comments

Respondents were also given the opportunity to provide feedback on the current design of the Borough (C2) CPZ area in question 4. These responses (with any identifying information redacted) are provided in Appendix C. In question 3, consultees were asked to state if they would like to see new bicycle hangers, car club bays or trees introduced into their road. Responses are included in the tables in Appendix B. Some design changes are to be made based on these comments – these will be put forward to a future Community Council meeting.

Key question - headline responses

Question 2 'During what times would you like the C2 parking zone to operate?' is considered to be the key question for this study.

A summary of the results from the eleven streets where the response rate was higher than ten per cent is given in Table 2 including the most common responses to question 2'

Road name	No of properties	No of responses	Response rate	Monday to Friday	Saturday	Sunday
Austral Street	32	9	28%	No change	No change	No change
Barkham Terrace	12	2	17%	No change	<i>All day (100%)</i>	No clear majority
Clennam Street	6	1	17%	<i>Evening (100%)</i>	<i>Morning (100%)</i>	No change
Davidge Street	4	1	25%	No change	No change	No change
Gladstone Street	44	6	14%	No change	No clear majority	<i>All day</i>
Harmsworth Mews	7	3	43%	No change	No change	<i>All day</i>
Hayles Street	71	11	15%	No change	<i>All day (55%)</i>	No change
Milcote Street	35	5	14%	No change	No change	<i>All day</i>
Oswin Street	71	14	20%	No clear majority	<i>All day (64%)</i>	No change
Trundle Street	28	4	14%	No change	No change	No change
West Square	68	18	26%	No change	No change	No change
TOTALS	378	74	20%	No change	No change	No change

Table 2 – Most popular responses to question 2 from streets with a response rate higher than ten per cent

Only Clennam Street responded in favour of changes between Monday and Friday. However, this represents only one response and should not be considered sufficient for action. While there were streets that did respond in favour of Saturday or Sunday controls, these either represent a low number of responses, or do not form a logical geographic boundary suitable for inclusion as a sub-zone within the C2 boundary.

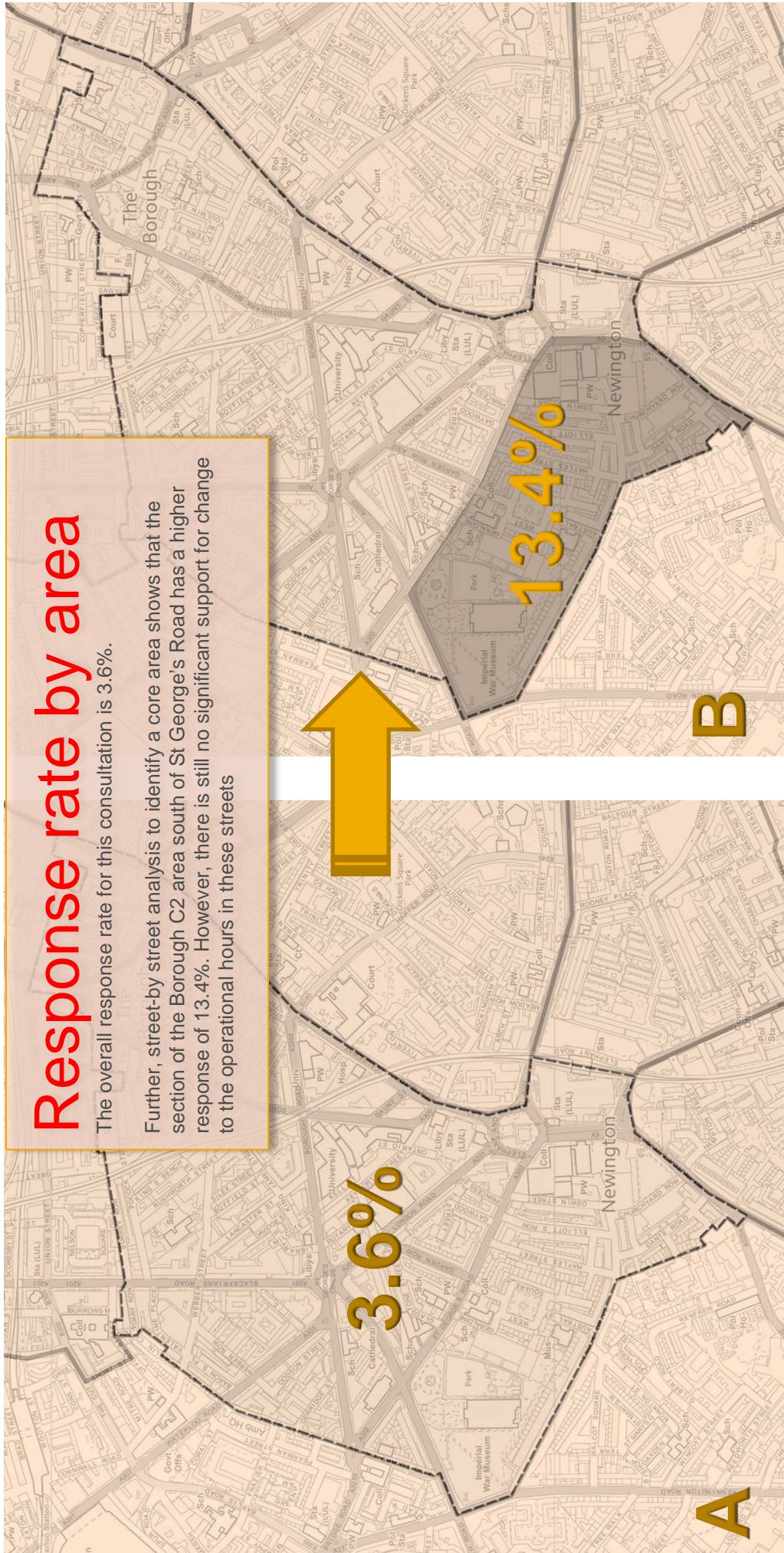


Figure 2 – Core area

Area bounded by Lambeth and St George's Road

The detailed analysis showed the higher response rates come from a network of streets to the south of the zone. The results for these streets have been further analysed to determine if there is any justification for changes to the operational times for this section of the Borough (C2) CPZ.

The eight roads shown in Figure 2, plan B, form a logical core area and demonstrate a response rate of 13.4%.

No road responded in favour of changes in zonal operating times during weekdays.

Oswin Street and Hayles Street both have a response rate of higher than ten per cent and show a majority in favour of all day Saturday and all day Sunday controls

However, when looked at as a group of roads in geographic proximity, there is no majority in favour of changes to the times of operation.

Road name	No of properties	No of responses	Response rate	Monday to Friday	Saturday	Sunday
Austral Street	32	9	28%	No change	No change	No change
Brook Drive	215	19	9%	No change	All day (53%)	All day (53%)
Elliotts Row	135	7	5%	No change	No clear majority	No clear majority
Harmsworth Mews	7	3	43%	No change	No change	No change
Hayles Street	71	11	15%	No change	All day (55%)	All day (55%)
Orient Street	11	1	9%	No change	No change	No change
Oswin Street	71	14	20%	No clear majority	All day (64%)	All day (64%)
West Square	68	18	26%	No change	No change	No change
TOTALS	610	82	13.4%	No change	No clear majority	No clear majority

Comments

A majority (78%) of respondents provided additional comments in response to question 4. Some of these comments included suggestions for improvement or modification to the existing parking layout. These are presented in Appendix C.

Comments received outside the informal consultation

Councillor Noakes recorded comments from residents in the Borough (C2) area. These comments are presented in Appendix D. Although these do not give significant weight to our recommendation, we will be considering design comments as we realise the importance of maximising parking space wherever safely possible.

Conclusions and Recommendations

Conclusions

The overall low response rate of 3.6% provides the Council with no mandate to make changes to the operational times of the Borough C2 zone.

Street-by-street analysis does show that a number of streets demonstrated a response rate of higher than ten per cent, with a generally higher response rate from streets to the south of St George's Road. However, even for these streets, there is no substantial majority in favour of change to the operational times of the zone.

Recommendations

No changes should be made to the operating times of the Borough (C2) CPZ.

Comments regarding the design and layout of parking have are being reviewed by Southwark Council officers.

Any proposed parking amendments aim to:

- Maximise parking where we can;
- Upgrade single yellow lines to double yellow lines, where it is unsafe to park;
- Review the provision of specialised parking places such as disabled bays, car club bays etc.
- Address specific concerns raised during consultation

Any proposed parking amendments based on these comments, engineering best practice and officer judgement will be presented to a future community council meeting through the local parking amendments process.

Appendix A - Consultation

Distribution

A5 post cards providing notice of the consultation, a link to the location of the questionnaire on the Southwark Council website and contact details for the parking project team were sent to some 6215 addresses by second class post.

Thumbnails of the front and back of the post card are shown in Figure A1.



Street notices

The council put up street notices, shown as Figure A2, on street lighting columns at over 60 locations across the Borough (C2) CPZ area.

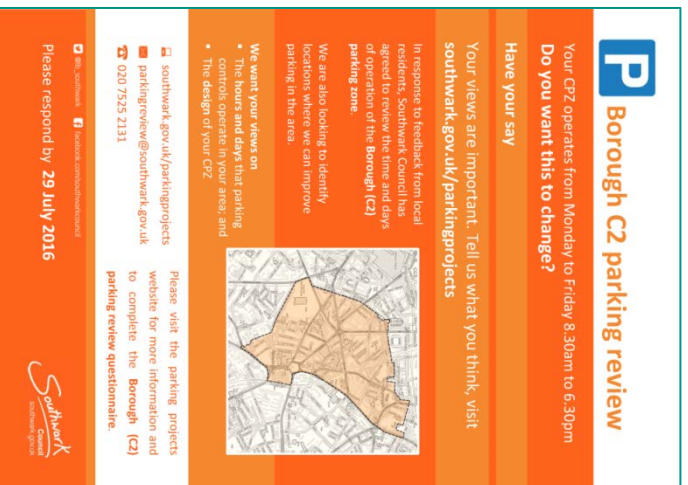


Figure A2 – Street notice

On-line questionnaire

The survey was undertaken using an on-line survey, with questions as shown below.

1 Are you a resident or business? *(Required)*

Resident
 Business

Name *(Required)*

House / flat number and street name

House number *(Required)*

-- Please Select --

Other

Postcode *(Required)*

Email

2 During what times would you like C2 parking zone to operate?
Please tick all that apply

	No change (8.30am to 6.30pm)	Evening (e.g. 8.30am to 11pm)	Other
Monday to Friday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Saturday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sunday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If you have ticked "Other" for any of the above, please provide more detail in your comments in question 4

3 Would you like us to consider replacing existing parking bays with any of the following?
This will help us plan future projects in your area. Tick all that apply.

On street bicycle parking
 Car club bay
 Trees

If you have ticked any of these responses please provide more detail in your comments in question 4

4 Do you have any comments about the existing Borough (C2) parking zone?
Please use this page to make any comments on the consultation process and/or suggestions for how we can improve the parking layout (position and type of parking bay) in the parking zone.

Figure B1 – On-line form

Appendix B – Analysis of consultation returns

The tables included in this appendix consist of an analysis and summary of the consultation returns to the Borough (C2) parking study. Note that streets from which no responses were received are not listed.

Responses to Question 1 'Are you a Resident or a Business?'

Response	No of responses	% of Total
Business	12	5%
Resident	209	95%
TOTALS	221	100%

Responses to Question 2 – “During what times would you like C2 parking zone to operate?”

This table details street-by-street what times they would like the C2 parking zone to operate Monday to Friday.

Road name	No of properties	No of responses	Response rate	Monday to Friday			Most popular result
				No Change	Evening	Other	
Austral Street	32	9	28%	89%	22%	0%	No change
Barkham Terrace	12	2	17%	0%	50%	0%	No change
Blackfriars Road	336	7	2%	100%	0%	0%	No change
Borough High Street	194	2	1%	100%	0%	0%	No change
Borough Road	289	1	0%	0%	100%	0%	Evening
Borough Square	15	1	7%	100%	0%	0%	No change
Boyfield Street	36	1	3%	100%	0%	0%	No change
Brook Drive	215	19	9%	63%	32%	0%	No change
Glennam Street	6	1	17%	0%	100%	0%	Evening
Colnhrook Street	24	1	4%	100%	0%	0%	No change
Davidge Street	4	1	25%	100%	0%	0%	No change
Dodson Street	56	1	2%	100%	0%	0%	No change
Elephant And Castle	215	2	1%	100%	0%	0%	No change
Elliotts Row	135	7	5%	57%	29%	0%	No change
Gaywood Street	111	2	2%	100%	0%	0%	No change
Gerridge Street	68	1	1%	100%	0%	0%	No change
Gladstone Street	44	6	14%	67%	17%	0%	No change
Glashtill Street	21	1	5%	100%	0%	0%	No change
Gray Street	37	1	3%	0%	0%	100%	Other
Great Suffolk Street	286	10	3%	80%	10%	10%	No change
Harmsworth Mews	7	3	43%	100%	0%	0%	No change
Hayles Street	71	11	15%	64%	45%	0%	No change
Isaac Way	33	2	6%	50%	0%	50%	No change
King Edward Walk	11	1	9%	100%	0%	0%	No change
King James Street	63	2	3%	100%	0%	0%	No change
Kings Bench Street	29	2	7%	100%	0%	0%	No change
Lambeth Road	29	1	3%	100%	0%	0%	No change
Lancaster Street	124	4	3%	100%	0%	0%	No change
Lant Street	259	5	2%	60%	20%	0%	No change
London Road	153	2	1%	100%	0%	50%	No change
Marshalsea Road	227	4	2%	75%	25%	25%	No change
Milcote Street	35	5	14%	80%	0%	20%	No change
Morley Street	66	1	2%	100%	0%	0%	No change
Orient Street	11	1	9%	100%	0%	0%	No change
Oswin Street	71	14	20%	29%	50%	21%	No clear majority
Pocock Street	397	12	3%	83%	8%	8%	No change
Princess Street	119	3	3%	67%	33%	0%	No change
Redcross Way	91	2	2%	100%	0%	0%	No change
Rushworth Street	81	3	4%	67%	33%	0%	No change
Sanctuary Street	50	1	2%	100%	0%	0%	No change
Southwark Bridge Road	268	12	4%	67%	25%	8%	No change
St Georges Road	208	5	2%	100%	0%	0%	No change
Trundle Street	28	4	14%	75%	25%	0%	No change
Waterloo Road	125	2	2%	100%	0%	0%	No change
Webber Row	143	8	6%	25%	50%	38%	No clear majority
Webber Street	383	15	4%	80%	20%	13%	No change
Weller Street	22	2	9%	50%	0%	50%	No clear majority
West Square	68	18	26%	72%	17%	17%	No change
TOTALS	5308	221	4%	71%	21%	9%	No change

Responses to Question 2 – “During what times would you like C2 parking zone to operate?”

This table details street-by-street what times they would like the C2 parking zone to operate on a Saturday.

Road name	No of properties	No of responses	Response rate	Saturday				Most popular result
				No change	Morning	All day	Other	
Austral Street	32	9	28%	56%	33%	22%	11%	No change
Barkham Terrace	12	2	17%	0%	0%	100%	0%	All day
Blackfriars Road	336	7	2%	86%	0%	14%	0%	No change
Borough High Street	194	2	1%	100%	0%	0%	0%	No change
Borough Road	289	1	0%	0%	0%	100%	0%	All day
Borough Square	15	1	7%	100%	0%	0%	0%	No change
Boyfield Street	36	1	3%	100%	0%	0%	0%	No change
Brook Drive	215	19	9%	42%	5%	53%	0%	All day
Clennam Street	6	1	17%	0%	100%	0%	0%	Morning
Colnbrook Street	24	1	4%	100%	0%	0%	0%	No change
Davidge Street	4	1	25%	100%	0%	0%	0%	No change
Dodson Street	56	1	2%	0%	0%	100%	0%	All day
Elephant And Castle	215	2	1%	100%	0%	0%	0%	No change
Elliotts Row	135	7	5%	43%	14%	43%	0%	No clear majority
Gaywood Street	111	2	2%	50%	0%	50%	0%	No clear majority
Gerridge Street	68	1	1%	0%	0%	100%	0%	All day
Gladstone Street	44	6	14%	17%	50%	33%	0%	No clear majority
Glasshill Street	21	1	5%	100%	0%	0%	0%	No change
Gray Street	37	1	3%	0%	0%	0%	100%	Other
Great Suffolk Street	286	10	3%	70%	20%	10%	0%	No change
Harmsworth Mews	7	3	43%	67%	33%	0%	0%	No change
Hayles Street	71	11	15%	27%	18%	55%	0%	All day
Isaac Way	33	2	6%	50%	0%	50%	0%	No clear majority
King Edward Walk	11	1	9%	0%	0%	0%	100%	Other
King James Street	63	2	3%	100%	0%	0%	0%	No change
Kings Bench Street	29	2	7%	50%	0%	0%	0%	No clear majority
Lambeth Road	29	1	3%	0%	100%	100%	0%	No clear majority
Lancaster Street	124	4	3%	75%	25%	0%	0%	No change
Lant Street	259	5	2%	40%	0%	40%	0%	No clear majority
London Road	153	2	1%	100%	0%	0%	50%	No change
Marshalsea Road	227	4	2%	75%	25%	0%	0%	No change
Milcote Street	35	5	14%	80%	0%	20%	0%	No change
Morley Street	66	1	2%	100%	0%	0%	0%	No change
Orient Street	11	1	9%	100%	0%	0%	0%	No change
Oswin Street	71	14	20%	0%	14%	64%	21%	All day
Pocock Street	397	12	3%	67%	0%	8%	17%	No change
Princess Street	119	3	3%	33%	0%	33%	0%	No clear majority
Redcross Way	91	2	2%	100%	0%	0%	0%	No change
Rushworth Street	81	3	4%	67%	0%	33%	0%	No change
Sanctuary Street	50	1	2%	100%	0%	0%	0%	No change
Southwark Bridge Road	268	12	4%	67%	0%	33%	0%	No change
St Georges Road	208	5	2%	60%	40%	0%	20%	No change
Trundle Street	28	4	14%	100%	0%	0%	0%	No change
Waterloo Road	125	2	2%	100%	0%	0%	0%	No change
Webber Row	143	8	6%	38%	13%	38%	0%	No clear majority
Webber Street	383	15	4%	60%	7%	13%	7%	No change
Weller Street	22	2	9%	100%	0%	0%	0%	No change
West Square	68	18	26%	67%	6%	22%	11%	No change
TOTALS	5308	221	4%	55%	11%	28%	6%	No change

Responses to Question 2 – “During what times would you like C2 parking zone to operate?”

This table details street-by-street what times they would like the C2 parking zone to operate on a Sunday.

Road name	No of properties	No of responses	Response rate	Sunday					Most popular result
				No change	Morning	All day	Other		
Austral Street	32	9	28%	67%	33%	11%	11%	No change	
Barkham Terrace	12	2	17%	50%	0%	50%	0%	No clear majority	
Blackfriars Road	336	7	2%	86%	0%	14%	0%	No change	
Borough High Street	194	2	1%	100%	0%	0%	0%	No change	
Borough Road	289	1	0%	0%	0%	100%	0%	All day	
Borough Square	15	1	7%	0%	0%	100%	0%	All day	
Boyfield Street	36	1	3%	100%	0%	0%	0%	No change	
Brook Drive	215	19	9%	42%	0%	53%	5%	All day	
Clennam Street	6	1	17%	100%	0%	0%	0%	No change	
Colnbrook Street	24	1	4%	100%	0%	0%	0%	No change	
Davidge Street	4	1	25%	100%	0%	0%	0%	No change	
Dodson Street	56	1	2%	0%	0%	100%	0%	All day	
Elephant And Castle	215	2	1%	100%	0%	0%	0%	No change	
Elliotts Row	135	7	5%	29%	29%	43%	0%	No change	
Gaywood Street	111	2	2%	50%	0%	50%	0%	No change	
Gerridge Street	68	1	1%	0%	0%	100%	0%	All day	
Gladstone Street	44	6	14%	33%	50%	0%	0%	No change	
Glasshill Street	21	1	5%	100%	0%	0%	0%	No change	
Gray Street	37	1	3%	0%	0%	0%	100%	Other	
Great Suffolk Street	286	10	3%	80%	10%	10%	0%	No change	
Harmsworth Mews	7	3	43%	100%	0%	0%	0%	No change	
Hayles Street	71	11	15%	27%	18%	55%	0%	All day	
Isaac Way	33	2	6%	50%	50%	0%	0%	No clear majority	
King Edward Walk	11	1	9%	0%	0%	0%	0%	No clear majority	
King James Street	63	2	3%	100%	0%	0%	0%	No change	
Kings Bench Street	29	2	7%	50%	0%	0%	0%	No clear majority	
Lambeth Road	29	1	3%	0%	0%	0%	0%	No clear majority	
Lancaster Street	124	4	3%	75%	0%	0%	0%	No change	
Lant Street	259	5	2%	40%	0%	40%	0%	No clear majority	
London Road	153	2	1%	100%	0%	0%	50%	No change	
Marshalsea Road	227	4	2%	50%	25%	0%	0%	No clear majority	
Milcote Street	35	5	14%	80%	0%	20%	0%	No change	
Morley Street	66	1	2%	100%	0%	0%	0%	No change	
Orient Street	11	1	9%	100%	0%	0%	0%	No change	
Oswin Street	71	14	20%	0%	14%	64%	21%	All day	
Pocock Street	397	12	3%	58%	0%	0%	17%	No change	
Princess Street	119	3	3%	33%	0%	33%	33%	No clear majority	
Redcross Way	91	2	2%	100%	0%	0%	0%	No change	
Rushworth Street	81	3	4%	67%	0%	33%	0%	No change	
Sanctuary Street	50	1	2%	100%	0%	0%	0%	No change	
Southwark Bridge Road	268	12	4%	67%	0%	33%	0%	No change	
St Georges Road	208	5	2%	60%	20%	0%	20%	No change	
Trundle Street	28	4	14%	100%	0%	0%	0%	No change	
Waterloo Road	125	2	2%	100%	0%	0%	0%	No change	
Weber Row	143	8	6%	25%	13%	38%	13%	No clear majority	
Weber Street	383	15	4%	60%	7%	13%	0%	No change	
Weller Street	22	2	9%	100%	0%	0%	0%	No change	
West Square	68	18	26%	67%	6%	17%	11%	No change	
TOTALS	5308	221	4%	56%	9%	24%	6%	No change	

Responses to question 3 'Would you like us to consider replacing existing parking bays with any of the following?'

The following table shows where respondents indicated that they would like cycle parking, a car club bay or trees installed on their street. These responses will be included in our records of requests for these features and considered for inclusion in the Council's programme, subject to feasibility and Council policy and procedures.

Street name	No. of properties	No. of responses	Response rate	On street bicycle parking	Car club bay	Trees
Austral Street	32	9	28%	33%	0%	22%
Barkham Terrace	12	2	17%	50%	0%	0%
Blackfriars Road	336	7	2%	14%	0%	14%
Borough High Street	194	2	1%	0%	50%	0%
Borough Road	289	1	0%	0%	0%	0%
Borough Square	15	1	7%	0%	0%	0%
Boyfield Street	36	1	3%	0%	0%	0%
Brook Drive	215	19	9%	11%	11%	11%
Clennam Street	6	1	17%	0%	0%	0%
Colnbrook Street	24	1	4%	0%	0%	0%
Davidge Street	4	1	25%	0%	0%	0%
Dodson Street	56	1	2%	0%	0%	0%
Elephant And Castle	215	2	1%	0%	0%	0%
Elliotts Row	135	7	5%	14%	0%	0%
Gaywood Street	111	2	2%	0%	0%	0%
Gerridge Street	68	1	1%	0%	0%	0%
Gladstone Street	44	6	14%	0%	0%	0%
Glasshill Street	21	1	5%	0%	0%	0%
Gray Street	37	1	3%	0%	0%	0%
Great Suffolk Street	286	10	3%	10%	20%	20%
Harmsworth Mews	7	3	43%	0%	0%	0%
Hayles Street	71	11	15%	9%	27%	27%
Isaac Way	33	2	6%	50%	0%	50%
King Edward Walk	11	1	9%	0%	0%	0%
King James Street	63	2	3%	0%	0%	0%
Kings Bench Street	29	2	7%	0%	0%	0%
Lambeth Road	29	1	3%	0%	0%	0%
Lancaster Street	124	4	3%	0%	25%	0%
Lant Street	259	5	2%	0%	0%	20%
London Road	153	2	1%	0%	0%	0%
Marshalsea Road	227	4	2%	0%	0%	0%
Milcote Street	35	5	14%	20%	20%	20%
Morley Street	66	1	2%	0%	0%	0%
Orient Street	11	1	9%	0%	0%	0%
Oswin Street	71	14	20%	29%	7%	21%
Pocock Street	397	12	3%	33%	8%	33%
Princess Street	119	3	3%	0%	0%	0%
Redcross Way	91	2	2%	50%	0%	50%
Rushworth Street	81	3	4%	0%	0%	0%
Sanctuary Street	50	1	2%	0%	0%	0%
Southwark Bridge Road	268	12	4%	17%	17%	8%
St Georges Road	208	5	2%	0%	0%	0%
Trundle Street	28	4	14%	0%	0%	0%
Waterloo Road	125	2	2%	0%	0%	0%
Webber Row	143	8	6%	13%	0%	13%
Webber Street	383	15	4%	13%	13%	20%
Weller Street	22	2	9%	0%	50%	50%
West Square	68	18	26%	17%	6%	22%
TOTALS	5308	221	4%	13%	8%	14%

Appendix C – Comments received during consultation

Respondents were invited to provide comments in question 4 of the online form. These comments are listed by street. Note that not all respondents provided a comment.

Street Name	Comment
AUSTRAL STREET	I would like one of the pay-parking places on Austral Street to be changed into a bike-locker, not the residential parking as there is not enough of them. The pay-parking bays, which account for all of the parking places on one side of Austral Street, are used often, but are rarely fully used—except at weekends when they are free.
	I would like some of the single yellow line areas to be dug up and for trees to be planted there.
	I would like residential visitor passes to be valid in the pay-parking bays.
	This area suffers from considerable air pollution. Two of the three suggestions would begin to alleviate that.
	Additionally, Austral Street and a West Square are used as cut-throughs by vehiclesoften drives too fast. Please introduce barriers to control this.
AUSTRAL STREET	Lastly, I support the proposal to introduce barriers that would prevent over-sized vehicles, such as lorries and buses, from entering Brook Drive.
AUSTRAL STREET	need moor parking bays in austral street as moor residents than bays
AUSTRAL STREET	Already a big squeeze on residents parking, very few residents bays on Austral Street, and visitor bays very underused. No residents bays to be replaced at all with bike or car club parking.
	Yellow lines to be ok to park on weekends.

Street Name	Comment
AUSTRAL STREET	<p>Please could you leave the zone exactly how it is. (It's already very difficult for friends and family to visit us. It is very convenient to be able to park Friday evening through to early Monday morning.</p> <p>I for one see no reason what so ever to make any changes. I am strongly against this.</p> <p>If you must provide for residents than provide us with more resident bays reducing double yellow and single lines. The times has nothing to do with shortage of parking bays.</p> <p>It is unneccasery changes like this which make life difficult for us residents.</p> <p>Take for the shambolic modernisation of the elephant castle round about. Totally unneccasery. Traffic jams everywhere, usless bike lanes which are hardly used.</p> <p>I strongly detest the changes to C2 CPZ.</p> <p>Regards.</p>
AUSTRAL STREET	<p>Austral Street - there was a consultation for on street bicycle parking. This was rejected. However, the reason was not objection to bicycle parking per se, but its location i.e. removing a residents parking space. We recommend a new consultation for on street bicycle parking replacing one of the Austral Street visitor parking spaces.</p>
AUSTRAL STREET	<p>Leave the parking zone as it is.</p>
AUSTRAL STREET	<p>It is hard enough to find a parking bay in the daytime , I see this as another way of the council trying to make money out of the people that live there. And what about the old people in the area that have families that can only get to visit them at the weekends. You do not even care about the residents, it all about making money</p>
BARKHAM TERRACE	<p>The biggest problem in our area - Lambeth Road is coaches parking in residents and car bays - neither paying nor caring. They also leave engines idling and cause chaos.</p>
BLACKFRIARS ROAD	<p>You changed the layout a few years back removing our car bays and giving more to coaches, all this has done is encourage coaches to park anywhere they like.</p>
BLACKFRIARS ROAD	<p>You have removed parking spaces for residents or visitors by changing single yellows to double on Webber street. Stop reducing C2 parking bays as there are now more flats being built but not anymore parking bays! Ludicrous! Stop widening the pavement, there are more cars than pedestrians. Where are residents suppose to park? The cycle route has removed parking for visitors to the Peabody estate on Blackfriars road by installing double red lines on Blackfriars road and Webber street/row is always packed with cars. You are lucky to get a space to park! Please put more C2 parking bays.</p>
BLACKFRIARS ROAD	<p>I need more disabled parking bays as there are very few in the area that I live, near my church (Short Street), near the shops (The Cut), our community Centre (Scovill Road), near my doctor surgery (Colombo Street)</p>
BLACKFRIARS ROAD	<p>Webber Street needs parking only on one side of the road as it is blocked most days with cars parked on both sides.</p>
BLACKFRIARS ROAD	<p>When the street works were done, the lines outside our building on Webber Street were changed from single yellow to double yellow without consulting us. This is making things difficult for deliveries etc. Please make sure this is changed back to single yellow.</p>
BLACKFRIARS ROAD	<p>There are not many parking place and we have to park miles away from home.</p>
BLACKFRIARS ROAD	<p>Thank you</p>
BLACKFRIARS ROAD	<p>There is nothing wrong with the operating times now. the cycle change on Blackfriars road means less spaces so Changing the operating hours to weekend will make it even more difficult for residents.</p>

Street Name	Comment
BOROUGH HIGH STREET	Increasing the car club bays, and also the number of electric charging points, would be good for the future. No great numbers needed, but a few.
BOROUGH SQUARE	I live at the top end of the Borough Road, Borough high street, Newington Causeway end. Could we have more parking this end as at times there is no parking in the area and I have to park in St Georges Circus and carry shopping which is difficult as I'm 74 years old
BOYFIELD STREET	My main concern is the inability of other drivers who cannot park properly. People who take up two spaces by not using the bay's correctly. If the bay's were marked into car lengths this would ensure there is enough space for other users to park.
BROOK DRIVE	I often work from home and if I have to leave the house with the car during the day it is usually impossible to get a parking space on returning during the controlled hours - in which case I have to pay in Austral Street.
	I prefer to park in Austral street and finding a space has become steadily more difficult during the last 10 years (I'm a resident here since 2002).
	With the increased success of the War Museum since re-opening, at weekends we see non resident cars parked in the side streets which is why I would support extending the hours of operation to Saturday and Sunday.
	(Although not part of this survey, Brook Drive is used as a "rat run" by traffic coming from Kennington Road to avoid congestion at Newington Butts; at times there is a steady stream of traffic. Brook Drive is not wide enough for 2 way passing and so this causes delays, frustrations and increased pollution. It would be very good if something could be done about this).
BROOK DRIVE	The parking times work well and do not need changing it allows for freedom for visitors and deliveries to be made
BROOK DRIVE	HI
	I have been living in the area for nearly 25 years.
	Over the course of the last few years I've noticed that it's becoming more and more difficult for us the residents to park in our street specially when we are paying our residence parking on the monthly bases that goes up every year.
	Sometime we end-up parking our cars streets away and we are becoming very frustrated when we trying to find a bay to park our cars.
	The area is getting very populated with the high-rises going up, the people that are parking to visit the gym in the afternoons and all the church goers that are feeling the parking spaces on Sundays.
	I hope you'll be able to do something to resolve the problem and been able to park our cars without difficulty.

Street Name	Comment
BROOK DRIVE	The recent building of the leisure centre and the new blocks of flats, and, the impending shopping centre mean that there will be an increased volume of visitors to the area. these visitors are likely to come to the area on evenings and weekends meaning that residents will lose many parking spots. in addition, there are many people who attend church on a sunday morning and a vast number of cars and minibuses park in resident bays. Many residents also use rubbish bins to "block" parking spaces - the reason for this, I believe, is because weekend and evening visitors park in spaces that residents would like to use (i.e. within a walking proximity to their houses). If the C2 zone was extended to the evening and weekends, then the parking bays would be utilised by residents in the best way
BROOK DRIVE	I enjoy this area because my relatives can come visit me during the weekends and park their car.
BROOK DRIVE	No changes please
BROOK DRIVE	Parking restrictions desperately needed on Sunday's on Brook drive the worshippers attending the metropolitan tabernacle prevent residents parking all day on Sunday's. I am afraid to leave my house on Sunday as I can never find space until late into the night and need to remember to come out and move the car, twice I forgot and suffered a parking ticket when I have had a valid permit but fell asleep whilst the car was on a yellow line until Monday morning, because all of the resident spaces had been occupied by non residents. If this change is enforced I can finally use my car during the weekend and go to bed at a reasonable time without waiting for a space to become free again.
BROOK DRIVE	In addition to my worry about more people parking in the area when the new leisure centre and residential buildings are completed, the parking along Brook Drive and Austral Street is currently particularly difficult at weekends, when many visitors to the IWM use the residents parking bays to park. I would like to see more parking restrictions at weekends for non-residents.
BROOK DRIVE	I do not want the times extended this would mean using vouchers when family and friends stay we get 12 a year for this a workman after that the vouchers are very expensive.
BROOK DRIVE	i have lived here for 20 years and not had a problem parking the leisure centre has been open a couple of months and there has been no increase in demand.
BROOK DRIVE	I understand the concerns of some neighbours at the increasing pressure on parking at the Elephant & Castle end of Brook Drive. For this reason I think it would be reasonable for Oswin Street to have a 24/7 CPZ. However, evening and weekend visitors to the area (and particularly some of those who attend the Metropolitan Tabernacle on Sunday, need to drive and cannot find space within its own boundaries) need some facility for local parking and it is for this reason that I have selected no change in the CPZ timing overall.
BROOK DRIVE	Late Sunday evening restriction would be useful to prevent residents being forced to park elsewhere and getting ticketed on Monday morning. I have found it to be the most difficult time to find parking currently and this would make it possible for the church attenders to use the facility during the day.
BROOK DRIVE	Parking in Brook Drive is a particular problem for a couple of reason. Firstly as the road is a borough dividing line between Southwark and Lambeth it means that we are unable to park on both side of the road only the side for Southwark residents which reduces the spaces in which we can park. Secondly there is a pub at the end of the road and the Imperial War museum which means in the evenings and at weekends it can be very difficult to find a space to park even though we can park on both sides of the roads as the parking restrictions don't apply during these hours. Therefore it would be of great benefit to have the parking restriction hours extended to include evenings and weekends.

Street Name	Comment
BROOK DRIVE	The street is currently a complete mess: with renegade construction traffic and rat running mixing with a huge volume of cyclists on the cycle superhighway. There's also a lot of adult and child cycle training and school groups walking to the new leisure centre and the Imperial War Museum. They are all endangered by the fast moving and aggressively driven vehicles using Brook Drive. The road is urgently in need of proper traffic management and calming, including part pedestrianisation, a properly marked and segregated cycle lane, more trees planted so as to slow vehicles. Brook Drive is very close to central London and so is an ideal base from which to cycle into town. More cycle storage and cycle parking would be great. Brook Drive is a conservation area blighted by traffic, but it is also a part of the Green Links consultation and could easily be transformed into a desirable place to live, walk, cycle and breath cleaner air.
BROOK DRIVE	Brook Drive has several disabled bays which reduces the number of bays for residents to park in significantly. If further changes are made - trees / cycle bays / car clubs, the number of bays for residents almost becomes none existent, never mind the remote chance of parking anywhere near your home, despite us paying a fee to park in the zone each year. The other issue about Brook Drive is that it is often used as a 'rat run' or cut through for lots of traffic. This has been particularly evident in recent times with all the E&C development works and changes to the roundabouts. Outside of restricted parking hours (weekends for example), vehicles parked between bays on the yellow lines. Since Brook Drive is a 2 way road and can only fit cars going in one direction at a time, with all the pull in / passing gaps filled in by vehicles parked in these areas, the whole street frequently became jammed up and angry drivers refusing / finding it difficult to manoeuvre to allow flow of traffic.
BROOK DRIVE	I'm in favour for permits to include Saturday's as I can never get parked near my house resulting in my elderly parents having to walk sometimes the whole of brook drive when they come for a visit, and I would like to go food shopping and know I can park somewhere near my house on my return. Brook Drive is used for parking at weekends from people visiting the Imperial War Museum or popping over to The West End. Also cars park freely on both Southwark and Lambeth side's at the weekends. This causes traffic jams as no one wants to give way. People then start to shout at each other, honking their horns, use threatening behaviour. While all this is going on there is always the threat of your cars being scraped or the wing mirrors being knocked off which has happened to my car and my neighbours.
CLENNAM STREET	I would like to recommend a change to the boundary line between C1 and C2. Due to the one way system in place in this area, either all three streets (Union, Ayers & Redcross) should be in C1 or all three streets in C2.
	As it stands, if you turn into Ayers Street to park (C2 permit), and find no parking on a residents bay (which often happens), one is forced to drive through the one way system as Union street is in C1. With traffic being what it is, can take up to 10-15, to bring yourself back into the C2 zone again. That is an additional 10 minutes of unnecessary pollution!
	Due to the increased traffic from restaurants opening in the area (around Union Street/Flat Iron Square) and spillage from Borough Market weekend visitors which has occurred since the last review, I would suggest that Marshalsea Road and the additional two streets (Red Cross Way / Ayers Street) be added to C1.
	It would also be good to have additional bays be added in the area!

Street Name	Comment
COLNBROOK STREET	<p data-bbox="1380 450 1404 1659">On Colnbrook Street there are very strict parking controls already. The parking tariffs per hour are very steep during the day.</p> <p data-bbox="1281 450 1342 2107">We have operated as a Church and Community Centre for over 12 years in the area and do not see how restricting parking further is justified legally and reasonable taking into account the whole community in the area not just a minority.</p> <p data-bbox="1217 450 1241 1951">We would like to be kept informed of any public meeting were we can voice our concerns. We provide a vital service to many members of the community.</p> <p data-bbox="1121 450 1177 2078">The parking bays next to our Church are rarely used. We believe due to cost and the congestion charge are sufficient to discourage causal use of cars during the current parking restriction times.</p>
ELEPHANT AND CASTLE	<p data-bbox="1026 450 1082 2089">I do not live in the Controller Parking Zone under review but frequently park near the church which I attend, the Metropolitan Tabernacle. It is for this reason that I have responded to the survey.</p> <p data-bbox="730 450 986 2107">On Sundays I have responsibility for organizing the parking of the cars driven by those who attend the church. Although some in our congregation travel by public transport, there are also those who drive, some coming a considerable distance. The church is attended by a large number of families and many of these stay all day and bring food with them in their vehicles. We accommodate as many of these vehicles as we can around the church building, but this space is by no means enough to provide for everyone. We have an arrangement with the University of the Arts, London, whereby we use parking next to St George's Road in a car park for which planning permission was given to the Metropolitan Tabernacle, following the 'calling in' of the original scheme to build what was then the London College of Printing. We are concerned about the loss of these places when redevelopment of the University buildings takes place. We rent 20 spaces from the National Car Park in the Shopping Centre (which is, we believe, the most they will give us), but there are still many who need to park in the vicinity on the streets. Parking is needed especially during the morning and evening services and many remain at the church all day.</p> <p data-bbox="571 450 691 2107">In addition we run a large Sunday School in the afternoon with a fleet of nearly 20 minibuses. There are hundreds of children attending the Sunday School whom we collect with these buses from the estates in the area: Rockingham, (Heygate), (Aylesbury), Ethelred, China Walk, Oval, etc. These buses also need to be parked on the streets at different times during the day. At the moment, the parking restrictions in Brook Drive setup to facilitate building work next to the Tabernacle have been relaxed at weekends for our sake, and it is difficult to know how we would cope without this.</p> <p data-bbox="472 450 528 2096">We have a lesser need for parking during the week for those attending various mid-week meetings, but these are generally in the evening when parking is not in force on the streets at the moment. A change to this free evening parking would also affect us adversely.</p>

Street Name	Comment
ELEPHANT AND CASTLE	<p>I am writing on behalf of the Sunday School that operates at the Metropolitan Tabernacle Baptist Church.</p> <p>For over 40 years we have been transporting children into the church on a Sunday afternoon, making use of a fleet of minibuses and private cars. These vehicles are primarily parked on Tabernacle premises but some are parked on the local streets. Currently over 300 children are brought in and taken home each week using 13 minibuses and 8 cars as well as walking routes.</p> <p>The Sunday School is staffed by over 100 members of the Church, many of whom drive as this is the only practical way of travelling in and out of the area on Sundays. We have tried hard not to inconvenience local residents by renting space in the shopping centre car park and negotiating space with the next door college, however some local street parking is still required to operate the Sunday school work.</p> <p>The Sunday School has influenced 1000s of children and young people in our area over the past decades providing spiritual and moral instruction to a whole generation. The Sunday meetings are supplemented by midweek games meetings providing a focus for many teenagers and aiming to keep them away from undesirable and antisocial activities.</p> <p>To maintain this vital Sunday and mid week ministry to the local area we would request that the C2 CPZ is not extended to the weekends or evenings</p> <p>Yours sincerely</p> <p>██████████ - Tabernacle Sunday School</p>
ELLIOTTS ROW	<p>far too many disabled parking bay in Elliotts Row reduce them also parking pay meter would help visitors to park in Elliotts row when visiting friends relative.</p> <p>introduce double yellow line on the left hand side next to the small park as you enter Elliotts Row from St Georges Road (far too often cars parked on left next to traffic light makes turning difficult into Elliotts Row Or if you are waiting on the traffic light next to estate agent and cars parked opposite causes problems for cars turning left from St Georges Road.</p> <p>also other end of Elliotts Row junction with Brook Drive near Lamdash Street I've notice on the single yellow line opposite the two disabled parking bay people tend to park cars after the control zone time and mainly Saturday and Sunday causing problems.</p>
ELLIOTTS ROW	<p>There cannot be parking on both sides of Elliotts Row as it has prevented access for emergency vehicles on several occasions in the past year. The junction of Elliotts Row and Brook Drive is also problematic with large vehicles having difficulty making this turn. There must also be better enforcement especially on Sunday's when cars are regularly parked on the double yellow lines - this is mostly people attending the Metropolitan Tabernacle.</p>

Street Name	Comment
ELLIOTTS ROW	<p>Current times work well. Any extension would make it very difficult to have visitors - there are very few parking options in the area. Current times also mean those of us who do not have cars are more able to hire cars for the odd evening / weekend (if we had no place to park them it would make hiring a car more difficult). I've not seen any problem in terms of parking space at evenings and weekends - when I have had visitors there has always been a space or two in Elliott's row or Hayles St, so I can't see that there is real demand for any change to the current times.</p>
ELLIOTTS ROW	<p>In my part of the zone there are at least two cycle parks nearby and at least one car club bay, which seems sufficient.</p> <p>It is often impossible for residents to park in the C2 parking zone where we live, particularly around the Elephant & Castle roundabout area and the Elliott's Row / Hayles Street / Oswin Street / Brook drive area, outside the restricted times. The worst time is at the weekends when many people drive in from outside the parking zone and leave their cars to presumably carry on into Central London, to go to the local shops or to go to the Tabernacle church. Often at the weekends we can drive round and round in circles for a long time before we can find anywhere to be able to park our car, and even then, we often have to leave it quite far from our house. I strongly believe that the restriction times should be extended so that local residents and business people can park in the evenings and especially at weekends. As this will affect local residents having visitors to their homes who arrive in cars or vans, I would suggest that every household is also given a free number of visitors' parking permits per year to be able to give to workmen or guests visiting their homes.</p>
ELLIOTTS ROW	<p>It's extremely difficult to get parked near our house in the C2 parking zone. The problem is particularly acute on Elliott's Row and Oswin street as they are closest to the Elephant & Castle roundabout and suffer greatly on Sunday due to the Tabernacle church (by far the greatest impact on parking to the area) when it is pretty much impossible to get parked in either street. This is particularly acute late morning to later afternoon on Sunday with cars parking on both sides of the road at the Brook Drive end of Elliott's Row, leaving only a small gap for cars to squeeze through - certainly no room for a large vehicle such as a fire engine.</p>
ELLIOTTS ROW	<p>Hayles Street is affected too and there are times when you can't get parked there but in general the further you get from the roundabout the easier it gets to park (although still extremely difficult). I would like to see residents only parking at the weekend with an allocation of free parking permits to each household (perhaps only valid at the weekend) for workmen or guests visiting the street. There is precedence for this - Islington give out a book of passes to new mothers.</p> <p>The main problems that I can identify are that too many visitors from the Tabernacle at the E and C park all over the place, making it very difficult for the residents to get around. The increase of restrictions to Saturday and Sunday mornings would go a long way to resolving this issue without going too far and restricting our area for visitors in the afternoon and evenings at weekends.</p> <p>There is also now an increased issue with cars parking on both sides of Elliott's Row, making it impossible for emergency vehicles to go down this street for many periods of time. I would seriously advise that one side of the road should be no parking at all.</p>
GAYWOOD STREET	<p>I am also concerned that some people are now using Lamdash Street to park, as the bollard keeps getting hit and not replaced properly and there are not proper restrictions in place. This should be brought into line with the rest of the area and the restrictions that are in place.</p> <p>I also believe and it not addressed here, and is probably outside of this consultation, but the Elliott's Row bike lane is a mistake and should have been routed down Oswin Street. There are many residents who are disabled with severe mobility restrictions and the bike drivers seem to pelt down this road as fast as they can. It feels like an accident waiting to happen.</p>
GERRIDGE STREET	<p>Parking is often very problematic on our street. It is not clear if some of the bays are part of the residents parking area e.g. The bays at the north end of Gaywood Street. There are insufficient parking bays in total.</p> <p>My preference would be not to change the operating times of the pay and display parking bays</p>

Street Name	Comment
GLADSTONE STREET	I find that the street have been getting busier and with the elephant and castle development and other developments I expect this will increase. The busiest day is Saturday when you cannot park on our street in the morning. Many thanks
GLADSTONE STREET	Than you for conducting this consultation. In my experience there has been a big increase over the last 5-10 years in weekend parking by non-residents in the part of the C2 area I know best (around Gladstone Street). This is particularly on Saturday mornings, when the amount of non-resident parking is considerable - and very noisy and disruptive. My preference would be for the C2 zone to be extended to operate on Saturday & Sunday mornings. Alternatively, extending the zone to operate at least on Saturday mornings would be a very welcome change.
GLADSTONE STREET	the zone and the parking times seem to work very well for me. I think we might like to have a Club Bay at some time but at the moment it is not being discussed.
GLADSTONE STREET	Re bicycles - we have many cyclists in our street and seem now to have some cycle sheds - one in the wrong place - but do not know how they work. Existing bays have been lost to the installation of cycle hoops/hangers. This in conjunction with the introduction of cycle lanes which create challenging access conditions into the street together with the School Run and Saturday music lessons in neighbouring schools makes parking on a weekend a significant challenge. Week time controls are sufficient as existing, however any change to neighbouring areas should be considered in conjunction with the impact on surrounding areas. Ultimately, recommendations should be proposed to residents for approval, not, rubber stamped without appropriate consultation.
GLASSHILL STREET	There is currently an illegally installed cycle hoop on Gladstone street which was not part of a resident consultation, ignores the Conservation Area status of the street and is proving impossible to get a coherent answer from the individuals responsible who are blaming the contractor, who has confirmed they have received no instruction from the Council. I hope this consultation will not flout democratic process in quite the same manner. Very happy with parking arrangements at the moment. It does not get overly congested on weekends, allows for friends/family to visit and provides a good and rare opportunity to park and then take public transport into central London.
GRAY STREET	I think the time should be from 8.30 in the morning until 8.30 in the evening and this should apply at weekends as well. Gray Street, Webber Street and Barons Place are popular places for people to park in the evening who are coming the local theatres, the many hotels nearby and the gym in the Travelodge in Barons Place. It can therefore be difficult for residents to find space to park until very late in the evening. Since the introduction of the cycle superhighway along Blackfriars Road, the volume of traffic on Webber Street, Gray Street and Barons Place has increased, especially at peak times. I think that the parking spaces along Gray Street close to the junction with Webber Street should be moved further along Gray Street as the junction becomes very congested. Many bikes travel along Webber Street and the visibility is not good because of the numbers of cars and this makes it a dangerous junction, especially when the pub is having deliveries. The number of parking spaces should be retained and maybe even increased along Gray Street as this prevents traffic travelling too fast along Gray Street.

All the current parking spaces in the area are used and are required

Street Name	Comment
Great Suffolk Street	In respect to Q2, I suggest Mon-Fri 9:30am to 6:00pm Also, there is a parking space for loading (1hr no return) which was created last year on Webber St (by Great Suffolk St junction) which replaced car parking spaces with usual C2 timings. HOWEVER, this new loading spot is not being used by the 'Co-operative' store for which it was created. The Lorries for the 'co-operative' park in front of their store on Southwark Bridge Rd. THEREFORE, the loading bay is ineffective and I suggest it is returned back to a parking spot without loading restrictions. The narrowing of Great Suffolk Street, by the bike hire spot, has resulted in my car being damaged by passing traffic because there is not enough space for two way traffic. I suggest that you consider making part of this road either one way or investigate whether there is adequate space for two way traffic on this stretch. The imposition of road signs and control for two way traffic could be another alternative.
GREAT SUFFOLK STREET	Is it possible to get free parking for workers from my for my housing association doing repairs they can never find a place to park and they tend to be distracted from the job at hand always thinking "Have I got a ticket for my van?". Once upon a time when social housing was run by the council I'm sure they would be able to give their council workers a place to park in the street for doing repairs. Why not make this the case now the workers can't carry all their tools half a mile to a house that I need to park outside on the street.
GREAT SUFFOLK STREET	The suspension of bays to allow building work means it's often very difficult to find a parking space. Maybe residents should be consulted or at least notified eg Suspension of bays opposite Charles Dickens school for may months, particularly when bays were suspended for road works on Great Suffolk St.
GREAT SUFFOLK STREET	There is always an issue with Parking on Great Suffolk street but at least i know I can park on a single line after 18:30. If i return home late I can still park close to my property rather than having to find a C2 parking bay. The amount of times I have popped out to the supermarket or to visit friends and I return to find no where to park on my street or Pockock street is frustrating. It is a constant issue but if you extend the parking restrictions to 20:30 or midnight i will have to keep circling until I find a space and that could be anywhere. Removing parking bays outside the RNL on Webber street and replacing it with a loading bays has not helped the parking issue at all. The loading bay needs to be turned back into C2 parking bay for residents only. I feel there is scope for more C2 residents bays. On great Suffolk street they are mainly shared use bays which isn't helpful for residents.
GREAT SUFFOLK STREET	we have enough problems parking in Great Suffolk street of a weekend without making the C2 permits longer hours. We need more parking by the shops in Great Suffolk Street not less. We have had a lot of spaces taken away for the cyclist's how about car drivers, after all we do pay car tax ect do cyclist's.
GREAT SUFFOLK STREET	Add 'residents' spaces, do not reduce them please
GREAT SUFFOLK STREET	There aren't enough bays for residents as people park and buy tickets so we can't then get in and get tickets on yellow lines park. I also think it should be one vehicle per property restricted for residents unless disabled etc.

Street Name	Comment
GREAT SUFFOLK STREET	<p>The answer that I don't think parking bays should be replaced with on street bicycle parking it based on my street and the surrounding streets. There seem sufficient spaces for bikes. There might be other areas of C2 where there is more need which I am not aware of.</p> <p>The car club bay in our street seems sufficient. It's quite often not used in so I assume there is no need for a second one. On the other hand I would support fostering the use of car sharing so I'd support we could attract additional car sharing schemes in our street (i.e. increasing competition) or car sharing in other part of the C2 area.</p> <p>Trees: it seems to me that most of the streets with parking bays are already lined by trees so I would not suggest to replace bays by trees. Streets in the area which in my view lack trees are too narrow so they don't have parking bays.</p> <p>Generally I find, as far as I can judge from my street and the surrounding area, the C2 parking zone balanced between the needs of the residents and the business owners and people working in the area, as well as occasional visitors. It is not difficult to find a parking space in the street which for me is a sign that the time the parking restriction operates works.</p>
GREAT SUFFOLK STREET	NO...MORE C2 BAYS NEEDED
HARMSWORTH MEWS	<p>Evening and weekend charges would be paid for by our visitors and we do not wish them to be subjected to this burden. The administrative need to sort out the charging on behalf of visitors would be a real inconvenience. In our area there is no pressure on parking in the evenings or weekends.</p>
HARMSWORTH MEWS	<p>As a resident who does not own a car and relies upon friends and family to visit me using their cars on evenings and weekends, I am completely against any form of charging for evenings and weekends. There is no shortage of space in the evenings and weekends so there is absolutely no reason for imposing evening and/or weekend charging.</p>
HARMSWORTH MEWS	<p>Certain streets are becoming problematic when yellow lines are not enforced. For example Brook Drive during the weekends is a problem. Cars park in yellow lines which means there are no spaces for cars to let another vehicle coming in the opposite direction to pass. The street is not wide enough for to cars driving in opposite directions with vehicles parked on both sides of the street. There have been a number of incidents in that street, people getting stuck with no space to manoeuvre.</p> <p>Another example is Geraldine Street during the weekends. If a car parks on the yellow line close to the bend, it makes the turn very tight and difficult.</p>
HAYLES STREET	<p>I have resided on Hayles street for the last 17 years, since this time on the weekends parking has been a nightmare.</p> <p>On Sundays finding a parking spot on my road or any nearby roads is next to impossible, The Tabernacle worshippers and others take on the weekend take all the spots. Simple tasks like unloading the weekly shopping becomes a absolute farce, I could leave it in the boot and unload at a later time but a lot of items are perishable.</p> <p>I am Currently a [REDACTED] on One the Elephant project which as you know is a 37 block of private apartments, and the parking in the basement is very limited and the prices for a parking spot is very expensive in excess of £50,000.</p> <p>Once this building is fully occupied this will create more car users to park on the nearby streets out of the current parking hours which are 08:30 - 18:30.</p> <p>Opposite my current job you have the Mace tower which is in works in progress, this will add another substantial amount of car users onto the current residents bays.</p> <p>I believe extending the Operating hours of the CPZ around the neighbouring area and not the whole C2 zone would be beneficial to all in the long run as once these two high rise towers are fully occupied it will be next to impossible to park our cars which we pay £125 a year to do so.</p>

Street Name	Comment
HAYLES STREET	<p>In the south of C2 parking is now very difficult during periods where no restrictions are in place, this has been exasperated by</p> <ol style="list-style-type: none"> 1. Increase in properties in the area. 2. The new leisure centre very close by. <p>Already its very busy as</p> <p>Close to buses and tube/train to the centre people park and then take public transport at weekends and evenings</p> <p>War Museum close by.</p> <p>Close to touris attractions</p>
HAYLES STREET	<p>My suggestion would be to have some bays with more restrictions then others i.e half as existing rules and half with new weekend restrictions.</p> <p>I think it would be good to have more car club access. We are in zip car and the one car on our street is never available. The next nearest spots are some walk away. I think the general appearance of the street could be improved with some small street trees.</p> <p>We have a lot of tradespeople visiting the house (we will be refurbishing it over the next 2 years) - it is difficult to get people to come and do work because there is nowhere to park - I would like to see:</p> <ul style="list-style-type: none"> - Some paid parking bays on our street or nearby - A pass I can give temporarily to tradespeople (for short visits when they have to park on the kerb / residents' bay and are just popping in to quote / drop off / collect) - More visitor permits. I only get 10 per year (and additional permits are very expensive) and so I can't just give one to every person visiting the house, especially as in most cases the visits are 20-30 mins. <p>In addition the street is very narrow (especially at the top end near the Prince of Wales pub) - we get people (usually with disabled badges) parking on the double yellows outside my house. It means cars cant get past and there is lots of beeping. I would consider looking at ways to prevent this.</p> <p>Best regards</p>

Street Name	Comment
HAYLES STREET	<p>There is a problem at the northern end of Hayles Street, which is narrow. At present, there are double yellow lines on both sides of the street from the junction with St George's Road to No 13. Those double yellow lines are often used by people using (or abusing) blue badges. When cars are parked on the double yellow lines outside 7-13 Hayles Street, cars and lorries mount the pavement to drive down the road. The houses on the west side of Hayles Street do not have front gardens. As well as being dangerous, the repeated vibrations are doing those houses no good.</p> <p>Please could you change the traffic controls to solve this problem. I have three suggestions:</p> <ul style="list-style-type: none"> i) disallow any parking on the double yellow lines outside 7-13 Hayles Street ii) install a bollard outside 12 Hayles Street (similar to that already in place outside No 40) to prevent vehicles from mounting the pavement iii) set a weight restriction for the road (it is not suitable for lorries). <p>Thank you very much for your consideration.</p>
HAYLES STREET	<p>Sundays are a nightmare for parking because of the Tabernacle minibuses</p>
HAYLES STREET	<p>The inclusion of a car club bay would be invaluable - with the increase in residents in the area recently and in the near future, and the fact that parking is already at a premium, it would be sensible to provide for those residents who want or need only irregular access to a car or van.</p> <p>There is also inadequate provision for disabled parking - we lost a disabled bay on Hayles Street with the 2006 review, and I know from personal experience this has been detrimental to disabled visitors to the street. One visitor in particular, a wheelchair user, is forced to park at the top end of Hayles Street (near Brook Drive) and travel the length of the street to his destination at the bottom end. This is not really acceptable - there should be at least two or three widely spaced out bays for the disabled on the street concerned.</p>
HAYLES STREET	<p>There is also the question of the space in between numbers 10 and 12 on Hayles Street. As I understand it, this is part of the public highway, however the residents of these houses have installed hinged bollards and are have commandeered the space as private parking. It would be useful to have clarity on this situation - is it public highway or not? - and remedial action taken if necessary.</p> <p>We have had a number of cars in our street display C2 parking permits AND "hounslow" or similar parking Permits or Housing association type permits?</p> <p>Are people in the zone buying permits for family outside the zone to use as a commuting base.</p> <p>Not sure how many permits a household can buy, but some families certainly have a lot of cars.</p>
HAYLES STREET	<p>Our main problem is Spurgeon's Tabernacle. The worshipers tend to come by car rather than using public transport.</p>
HAYLES STREET	<p>There are too many cars on Hayles street, a narrow and effectively one-way street. I would like to see the number of parking bays reduced significantly. We have excellent public transport in this area and for most people cars are not necessary.</p>

Street Name	Comment
HAYLES STREET	No Comments for this question, as I do not have a car but I do have visitors.
ISAAC WAY	Current restrictions seem adequate. I am not convinced that the cost of enforcement outside existing times would be worthwhile.
ISAAC WAY	Would be good to extend the parking restriction to 8pm during the week..
KING EDWARD WALK	I have consulted all car owners of King Edward Walk. King Edward Walk has no parking on the Southwark side of the street. Over the years we have lived here, (1971), Lambeth has installed parking meters, resident's parking bay, motor bicycle bay and Santander bicycle bay in King Edward Walk. The street is too narrow for parking on both sides. Therefore we have to park our cars in the Residents C2 Parking Bay in Lambeth Road, outside the Cambian Churchill Hospital and opposite the entrance to the Imperial War Museum. We are content with the weekday parking restrictions but we would like to extend this C2 Residents Parking Bay to 8.30am - 1.00pm on Saturday in line with Lambeth's restrictions for its parking meters adjacent to Southwark. This bay is under enormous pressure on Saturdays from Morley College staff and students. There is also much confusion on Saturdays by families who bring cars to park for visits to the Imperial War Museum. Current arrangements work well and do not need changing
KING JAMES STREET	
KINGS BENCH STREET	We have controlled parking on Kings Bench Street and we are happy with the times and parking bays, however it has been very poorly enforced with many cars parking along the street in bays but with no permits, and on yellow lines. This causes a lot of obstruction in the street and affects those who have permits.
KINGS BENCH STREET	Millennium City Garages on Kings Bench Street constantly have cars parked in the bays in Kings Bench Street without tickets or permits. This often prevents those local residents and businesses that need to use the bays from using them.
LAMBETH ROAD	Living in the north of the region - the area is basically used (like c1) as free parking on the weekends to go into town - given proximity to the increasingly popular southbank. Restrictions on Saturday to mirror C1 will help alleviate this.
LANCASTER STREET	I think car clubs should be encouraged, to give residents alternatives to owning a car. I would also like to see investment in providing charging points for electric cars, so as to encourage their use,
LANCASTER STREET	The key benefit of the current system is for allowing friends and visitors from outside London to be able to visit in an affordable manner - particular elderly relatives.
LANCASTER STREET	I am therefore strongly opposed to (i) either reducing the space or (ii) increasing the restricted hours.
LANCASTER STREET	Increasing restrictions will most strongly disadvantage the less well off in the borough.
LANCASTER STREET	I am - however - interested in increased "traffic calming" measures as more and more back streets are being used as "short cuts" for commuter traffic putting children and other pedestrians in unnecessary risk. I would ask the council to stop many back streets being through roads except where absolutely necessary. This could then be used for planting trees as suggested earlier on in the survey.
LANCASTER STREET	Parking bays are not enough and residence are increasing with new apartments being built. Replacing the parking bays with trees, car club bay, street bicycle parking will not resolve the situation . It will make it worse. The current residence bay are insufficient because of new residents moving to the area.
LANT STREET	My view is there should be temp parking spaces. Often we have deliveries or work men on site who cant park. The restrictions should be more flexible.

Street Name	Comment
LANT STREET	<p>I am a car owner and have had a resident's parking permit since 2007.</p> <p>I am experiencing problems parking and the situation has worsened considerably during the time I have been living in the area.</p> <p>There is limited residents parking in this region of the CPZ and over recent years residents bays have disappeared on Lant Street, Weller Street and Mint Street and not been replaced.</p> <p>The CPZ operates Monday to Friday from 8:30am-6:30pm but the area is popular with visitors often making it impossible to park at weekends.</p> <p>The C2 CPZ needs to be in operation seven days a week and resident bays that have been lost need to be reinstated or replaced.</p>

Street Name	Comment
LANT STREET	<p>Borough high street end of lant street. The car club (Zip car) already took 2-3 spaces that could have been used for residents parking about 5 - 6 years ago. Residents really needed these spaces. I complained at the time, but nothing came of it. The east end of lant street (borough high street end) could really use these spaces. Parking is really hard for residents. and i have often needed to drive around for 30 minutes looking for spaces - and also come across other drivers doing exactly the same - we are fighting for spaces!</p> <p>Is it possible to have a couple of spaces either side of the Zip car spaces? And maybe one along the back?</p> <p>I am a woman and do not really want to park down a dark street half a mile from my home. I do not feel safe. I play badminton and come home at 10pm on one evening and end up having to park a long way away down a dark street, this is not very nice and i feel im risk myself, when i hear of various assaults and crime. I am almost too scared of going out in my car as i cant park!</p> <p>At weekends anyone can park on the single yellows and this creates mayhem in our little "Cul-de-sac"....i do not dare pop out in my car as i most certainly cannot park it again! imagine going to B&Q or similar and having to drag plants and soil for half a mile! it is very difficult for residents to park anywhere near their home. I am almost at the point of wondering why i have a car and pay for the permit.</p> <p>I have neighbours that agree!</p> <p>I asked if we could have more residents bays and i was told no because lorries need to be able to turn around - however this is a total contraction to the weekend rules as there are cars on all of the single yellows - and lorries appear able to reverse ? turn around at weekends. Also most deliveries that require lorries are at weekends! Plus i have had a large van myself and had no problem.</p> <p>Please give residents more spaces and restrict them so residents can actually use them, as by 6- 630 I am not yet home and so they are often taken by non residents. I find myself having to get up extra early to move my car back into a space by the time the normal restrictions start, it is quite difficult.</p>
LONDON ROAD	<p>We are a small business in the area and our suppliers find it difficult deliver goods and customers find it difficult to collect large picture frames from us at the moment, so please do not remove any parking bays but if possible give extra bays to help small traders.</p>

Street Name	Comment
LONDON ROAD	<p>I have have ticked for NO CHANGE but I think the times for the weekdays should be reduced to 9am to 6pm to reflect people leaving for work after 8.30am and before 9am and returning after the Congestion Charge ends at 6pm.</p> <p>I believe Southwark are 'Consulting' in order to increase your revenue by adding evenings and weekends. You receive enough revenue from the residents at the moment and the proposed increase would restrict essential or personal evening or weekend visiting from people outside of Southwark such as health workers for the young, elderly or sick plus any family relatives that keeps social cohesion that which your proposal would dis-encourage.</p> <p>Parking should be FREE for those paying Council Tax and have seen no extra reward from this extra Tax you levy for parking.</p> <p>Keep as is, reduce or remove completely for residents.</p> <p>DO NOT INCREASE THE TIMES AND OR DAYS.</p>
MARSHALSEA ROAD	<p>There are more spaces that have been taken up for "car club" or spaces that have just been reduced for no reason at all. This leads to sometimes having to drive around for 30 minutes before being able to find a parking. Space</p> <p>Need more parking zones/bays not fewer</p>
MARSHALSEA ROAD	<p>Clearer signage, clearer marked bays, more bays around Library Street.</p>
MILCOTE STREET	<p>New builds such as ours (Muro Court) and, I hope, the new developments on Blackfriars Road have been built on the condition that residents do not get allocated parking, so we cannot get C2 permits. Naturally, there are days when you need to hire a car for one reason or another, and it can be hard to find non-C2 parking around us. I and many others in this building would be greatly in favour of more 'free for all' parking.</p>
MILCOTE STREET	<p>I currently travel 45 miles each way to work every day - leaving at 6am and returning any time from 7pm in the evening. The length of commute, poor train services and remote location of the office in which I work means that I drive every day. Due to purchasing a shared ownership home, you will not allocate me a residents parking space however, given the long hours I work, this isn't currently a major issue. If parking restrictions are extended into the evening and weekends, my current situation will no longer be tenable and I will either need a parking permit in order to continue to be able to get to work every day or a new job. Please do think very carefully about the impact this will have on ordinary, hard working people who simply want to get on in life.</p>
MILCOTE STREET	<p>as a resident our block (Muro Court) is not allowed to apply for a permit for on street parking and life would be extremely difficult if I were not allowed to park my car on the street at weekends. If the parking restrictions are to be extended I would like a different sort of permit saying we as residents are exempt from these longer hours.</p>
ORIENT STREET	<p>There are currently insufficient residents bays in West Square and Austral Street. These should be increased.</p>
OSWIN STREET	<p>The permission for the metropolitan tabernade to park dozens of minibuses all over the Oswin Street area at weekends, and on double yellow lines, is no longer tenable and should be revoked.</p>
OSWIN STREET	<p>The parking restrictions do not appear to be enforced at present. Every day lorries park outside the Metropolis building with engines idling or revving.</p> <p>There is no space for bicycle parking on Oswin Street and I doubt that any of the flats in the rest of the street have space for a bicycle. There is sure to be demand for bicycle parking with the proximity of the North-South cycle path. If more segregated paths were to be built then the demand would only rise. There is a bicycle 'shed' in the Metropolis building and it is full of bicycles and an expansion to the shed is being considered. This shows that if provision is given then there will be demand.</p> <p>The demand for car spaces will fall next year as many of the vehicles are pre-2005 and so perhaps some of the owners will sell the car and use other means of transport.</p> <p>Trees are always welcome!</p>

Street Name	Comment
OSWIN STREET	I would like oswin st to be residents parking all weekend as I very rarely use my car at the weekend as I can never get parked when I return home, Sunday is very bad due to the tabernacle church users at certain times of the day, I pay my money to enable me to park my car, they also park on double yellow lines, which I didn't think was allowed, also people use the area when they use the new leisure centre.
OSWIN STREET	I'm sorry to be pressing a special case, but find it necessary to do so. Our problem in Oswin St may be unique, not like the rest of zone C2, so that the survey is not appropriately directed to relieve our distress. Single-handed, Southwark Council has produced a situation both dangerous to civil peace and highly adverse to us, the residents of this street, to a greater degree than anywhere else in the area. Leave aside years of misery from the building work itself, the development of Elephant One and other buildings nearby has attracted people who want to, expect to, and actually do park in this street but do not live here, including commercial hire car operators. A few years ago, it was only on Sunday that we had a problem, now it is at any time. Further, I require street access to my garage at all times but entrance is frequently blocked by interlopers who not surprisingly resent being asked to move and then when they make difficulties resent being told that their action is contrary to both common and criminal law. I have moved cars myself with a trolley jack and on one occasion called upon Southwark Parking Services to deal with a particularly difficult and obstructive fellow. As things go now, this will become frequent. There is a solution. Make Oswin St. (perhaps alone or perhaps also Hayles St and Elliott's Row) permanently NO PARKING EXCEPT IF RESIDENT OR VISITING (- premises in the street or streets concerned). Note also that CSH7 runs through these previously quiet residential streets, Oswin St being much used as an alternative sub-route by cyclists. Dealing with the present epidemic of fly-parking would benefit them and increase safety.
OSWIN STREET	I would like to propose to make the residents bays on 24 hours basis. Oswin Street located close to the Elephant & Castle tube station, zone 1-2. Motorists from outside of London use Oswin Street to park their cars and jump on a bus or tube. Recently I have noticed a presence of mini cabs (with Uber system) waiting for the orders/clients. Some motorists use the building (LCC) opposite our house as a toilet, as there are hidden corners in the dark. I raised this question with a council a few years ago. There are lots of noise from the parked cars outside, often late at night with their radios on, and it is impossible to have a rest or decent sleep. The motorists love to leave unwanted packaging behind them at our street. I have asked them to take the rubbish with them and be considered to the residents. The traders, i.e. boiler engineers or plumbers or delivery services are not able to park their cars, using virtual parking ticket, due to the lack of space. It is a nightmare to live in Oswin Street and lived here for 26 years. The traffic just got worse. Every Monday afternoon and the whole of Sunday, there are services taking place at the Methodist church across from the E&C shopping centre.
OSWIN STREET	There are cars parked all along Oswin street and Brook drive, blocking entry into my garage at 1 Oswin street. It is highly frustrating. It would be really appreciated if something could be done about this.
OSWIN STREET	The parking zone hours should apply for longer but additional provision should be made for visitors. Two additional parking spaces should be introduced in Oswin Street with waiting time restricted to 2 hours. Cycle parking should be provided on the pavement opposite the LCC not on the road as there is such limited parking space available.
OSWIN STREET	There has been an increased number of mini cabs parking on our street. This has made the street more noisy and crowded. I would like to see that bays are available closer to clubs or pubs in the area and they are not allowed to park on our street which is purely residential.

Street Name	Comment
OSWIN STREET	It is becoming increasingly difficult for residents to park at various times so I would like to see the extension of the zone times to cover weekends. I would further like to see removal of bicycle to off street locations as there is no need for these to take up car space areas.
OSWIN STREET	<p>Parking times should be from 7 am to 7pm severn days a week. Oswin Street needs to be made into a one way street ,as it is already becoming a service road,for No1 the Elephant ,the Castle Leisure Centre ,The Mace building Longville Rd.</p> <p>One thing Oswin Street has to watch are the numbers of Uber taxi cars that park in the Zone waiting to pick up fares from these buildings. At the moment furniture vans are parking on double yellow lines all day as once they are issued with a parking ticket they can then stay on double yellow lines and are happyto pay the £60 as with three men sharing the fine the think that is very cheap to park in London for the whole day, this area of parking has to be sorted out as the drivers are laughing at Southwark Coucili.</p>
OSWIN STREET	OSWIN STREET NEEDS TO BE MADE A ONE WAY ONLY STREET AS THE STREET HAS BECOME A SERVICE RD FOR THE NEW APARTMENTS THAT HAVE BEEN BUILT ON NO1 THE ELEPHANT THE CASTLE SWIMMING POOL AND THE 44 FLOOR MACE BUILDING.IT WOULD ALSO HELP TO SLOW THE TRAFICK SPEED DOWN. AT THE TOP END OF OSWIN STREETTWO MORE PARKING SPACE'S COULD BE MADE. OSWIN STREET NEEDS LONGER HOURS FOR PARKING 7 AM TO 7 PM 7 DAYS A WEEK. THANK YOU
OSWIN STREET	<p>In Oswin Street there is a disabled parking bay that was, correctly, introduced outside of the house of a disabled person. That resident died several years ago and the bay is still in place. If this restriction were removed, an additional bay would be made available. (In the future another bay might be required for another disabled person and that could be placed outside their house.)</p> <p>There appears to be an increase in cars parked in resident parking bays with drivers in them and engines running. It is said that these drivers are working for Uber. It is not clear how this problem can be resolved.</p>
OSWIN STREET	change times to 7am to 7pm everyday and make more parking bays.
OSWIN STREET	<p>Parking in the (C2) zone, Oswin Street SE11 4TF has since the building on No.1 Elephant (38 floor tower block) the castle swimming pool and the Mace Tower 44 floor become a service road to these buildings, cars and vans parking at any time to deliver to No.1 Elephant and castle swimming pool and Mace Tower and parking in Brook Drive x4 all day parking just one parking fine £40 per day which they think is very cheap for all day it inner London they are taking the micky out of Southwark Council three men in a van, that's £20 each day to work in London "what is going on" also Uber cars park in Permit holders only bays. Increase the parking fine</p>

Street Name	Comment
POCOCK STREET	<p>An extension to the operating hours of residents only parking restrictions would not be equitable to large numbers of new build home owners (often young families) who are not entitled to residents parking permits.</p> <p>Increasing numbers of properties are being built which are not entitled to residents parking permits. On my street (Pocock Street) it is likely that the majority of residents are excluded from permits.</p> <p>This is a method to ensure that new building projects are acceptable to existing residents, which I accept. However, an extension of the hours where parking restrictions operate would place an inequitable burden on these residents. Free evening and weekend parking is essential to enable social calls, shopping and deliveries. There is no intermediate option for low-cost parking; if the residents parking area is in operation then the alternative is extremely high cost pay-to-park.</p> <p>I would urge the council to consider the livelihoods and wellbeing of all residents, not just those lucky enough to be entitled to residents only parking permits. I would also urge the completion of an equality impact assessment, to ensure young workers and families are being given equal consideration to older workers or families.</p>
POCOCK STREET	<p>We feel that there are too many vehicles parking in the area at uncontrolled times, they are causing disturbances with anti-social behaviour etc... I strongly suggest that the times of operation is from 8:30am to 11:00pm everyday.</p>
POCOCK STREET	<p>I strongly believe that the parking arrangements should be left the way it is because evenings and weekends are the only time friends and family can visit us living in the city and in the congestion charge zones.</p> <p>And these are the times we do large shopping and we will have to drive close to our doors to offload the items.</p> <p>Changing the parking times will only make life harder. therefore, leave it as it is please.</p>
POCOCK STREET	<p>On Pocock Street there is an Ambulance Service which (legally or otherwise) regularly parks on the single yellow lines on the street throughout the week. They have a number of vehicles which do this at the same time, generally unmarked vehicles. Of significance is the fact that they frequently block the raised crossing to the east of Blackfriars Road, before Rushworth St. As it is a raised crossing it is not permitted to block it at any time, despite the single yellow line and I am frustrated to see that an Ambulance Service, in particular, is blocking pedestrian mobility. I would like to see either allocated bays for these vehicles if there is a genuine need for them on the street, or them to be granted permits for the CPZ.</p> <p>As a general push I would like to see parking spaces re-purposed for cycle parking / pocket parks. The majority of residents in the area do not drive and improving the street for them seems fair.</p>
POCOCK STREET	<p>Zone is really really thoughtlessly drawn. I am at the top of c2 and I do not use any services hardly any services in c2. I shop get food eat out etc all in c1 but cannot park 5 mins away from my home. The lower end of c where I can park in elegant and castle is not my area, my area is borough, The Cut and Southbank. Its so careless where the lines have been drawn, with no understanding of services and facilities someone where I live would use. Only one service I use that I need my car is in C2 apart from my home, extremely frustrating. I think c1 and 2 should go back to just c or c2 should be expanded north.</p>

Street Name	Comment
POCOCK STREET	<p>Being a resident in a newly built development, I am not entitled to a resident parking permit, the current operating hours are already causing huge inconvenience for myself and my family. increasing operating times will seriously hamper our lifestyle and deprive us and other residents from normal daily necessities such as going to work and coming back home.</p> <p>I appreciate the fact that you will take our views in regards to this matter .</p> <p>Thanks</p>
POCOCK STREET	<p>Our area is congested with unnecessary motor traffic. I would like to Council do all it can to discourage private car ownership and usage in central London. Therefore I would support increasing levies on those who choose to own and park private cars on our streets.</p> <p>I would favour increased provision of car parking spaces and greening of space, in particular on Pockock Street, which is far wider than it needs to be at its western end.</p>
POCOCK STREET	<p>Yes, there is no allocated parking to globe view house which makes it difficult for deliveries, repair works etc... If the council wants to encourage residents not to use cars then they need to have adequate spaces for deliveries to arrive. At the moment most of the car park spaces on the north end of pockock street are used by the NHS ambulance cars (these are not ambulances) therefore making it hard for delivery vans to park temporarily.</p>
POCOCK STREET	<p>More Trees/ bike parking:</p> <p>Promote general principle to reduce motor vehicle numbers and usage in the Central London area with benefits for air quality, noise pollution and improve natural environment by increased tree planting.</p> <p>Recognising that car owners should not face major reductions in parking space so suggest that, at least in the first instance, a reduction of up to five percent in number of parking bays to be used for tree planting and perhaps limited bike parking too, would be reasonable.</p>
PRINCESS STREET	<p>There are currently no pay meters which is annoying when you have visitors a couple of pay by phone meters would be good</p>
PRINCESS STREET	<p>i think the way things are at the moment its great . i think you don.t need to change any thing,</p> <p>thanks</p>

Street Name	Comment
PRINCESS STREET	<p>Princess Street could do with a Loading Bay in addition to the disabled parking bays (or possibly instead of one of the disabled bays). Often delivery lorries - eg Supermarkets - are blocking the road (which is part of the Northern Cycle bypass for Elephant & Castle) and causing risk to cyclists, pedestrians and issues for other motorists.</p> <p>While I appreciate that it may be intended to have the disabled bays to help serve the Doctors practice, it's not clear that this is the use the bays are put to (and indeed it's not obvious how the people who park frequently in the bays have managed to justify their blue badge).</p> <p>I understand that one of the consultation's issues is traffic around the new Castle centre. It's clear there's an issue around the Brook Drive/ Pastor Street junction with significant parking of minibuses from the Metropolitan Tabernacle. Not only are these parked on the single yellow lines, but there are often many parked on the double yellow line area - but the enforcement is weak on Sundays. The operation/timing/enforcement around this area needs to be reviewed to prevent the risk to pedestrians and other road users from the significant levels of parking here.</p> <p>On Lant Street (south), there is scope for additional parking bays in what is currently a single-lined area opposite the Rise apartment building north of the Sanctuary Street junction. The change in the road due to the developments at Charles Dickens School mean parking provision here should be reviewed.</p> <p>Its effected as and was misled bu sarah bought on originally this is more of a disgust for the business as we have AND WILL Continue to lose trade. Residents park and hardly move their vehicles and thats your idea of shared parking</p>
REDCROSS WAY	<p>Add in some dedicated residents parking bays and/or make them 24 hour.</p>
RUSHWORTH STREET	<p>Any changes to this parking zone would have knock on effects to the neighbouring zones and by people driving round looking for parking.</p> <p>I live in a car-free development. There is never any parking pressure on my road (Rushworth Street) at any time. Extending the CPZ hours would unfairly penalise me as it would prevent me and my visitors easily parking on my (empty) road on evenings and weekends. I see no need for any change.</p>
RUSHWORTH STREET	<p>I do believe that we need more parking bays in rushworth st</p> <p>And King bench street. The bay's that are available in king bench st</p> <p>Are taken up by the garage repair service which is at the end of the street.</p> <p>On and Saturday/Sunday it is getting harder to park as the blackfriars settlement</p> <p>Have rented out the place and everyone parks in the street. Now with the new</p> <p>Block of flats that have gone up its going to be impossible to park.</p>
SANCTUARY STREET	<p>Works fine as it is for me - There is a yellow line outside my apartment (which faces onto Lant St) and it seems to work well that the area is free of parked vehicles during the working week (when deliveries come and go to the offices opposite) and available for parking in the evenings and weekends. (The building I live in has parking in the basement, as does the building opposite, so I don't think there's great pressure from residents for on-street parking)</p>

Street Name	Comment
SOUTHWARD BRIDGE ROAD	Southward Bridge Road is a large road leading nowhere on the south bank and arguably nowhere on the north either. There is a large amount of pedestrian and cycle traffic and it is used as a short cut by a disproportionate number of large building site lorries accessing sites in the locality. There are what appear to be a significant number of accidents and near misses at the junction between Great Suffolk Street and Southward Bridge road. This area has a square and a heavily used parade of shops and cafes.
SOUTHWARD BRIDGE ROAD	Could one consider making this road one way? This would massively reduce heavy traffic. It would also increase safety for pedestrians and cyclists. As the road is broad it would also give the opportunity to plant more trees along its length and give increased parking provision on the road itself ... perhaps under the trees in a chevron configuration. This would encourage the street level viability of businesses and shops building upon what is a vibrant area.
SOUTHWARD BRIDGE ROAD	I have lived here for 23 and I have definitely noticed how hard it is to park my car in the evening and weekends. I am having to constantly park in blue cycle lanes and have had so many warning tickets. The cars that park in the permit bays are vehicles that don't seem to have owners that live in the area.
SOUTHWARD BRIDGE ROAD	Parking is a real issue in the vicinity of our property and the availability of kerb side parking is being eaten into by car club, bike lanes, bike parking, electric vehicle parking(this often results in an empty bay). I see all these as being important too but I think the council should look to identify new sites for these rather than taking away existing spots.
SOUTHWARD BRIDGE ROAD	In particular the hours of operation need to be extended as parking on a weekend close to our property is near impossible as people use it as free parking for the southbank/borough market. I would support the extending of hours to include evenings and all day at weekends. I often have to park my vehicle a long way from my property and wait for the C2 to come back into force before I can park it closer.
SOUTHWARD BRIDGE ROAD	There is lots of space for parking between Lefroy House and Lake House both of which are council owned. Parking is currently not allowed on that land despite it looking like that was the original design intention. Offering residents of those blocks plus Ley House a permit to park there rather than in C2 would go some way to allivate parking issues in the vicinity of our property.
SOUTHWARD BRIDGE ROAD	I would strongly urge that any new developments have adequate parking provision in the area, particularly large developments like borough triangle. I know that there is good public transport in the area but when you have a family with small kids often travelling by car is the most practical option.
SOUTHWARD BRIDGE ROAD	Mon-Fri 8-6pm

Street Name	Comment
SOUTHWARK BRIDGE ROAD	I am very grateful that you are consulting residents on the C2 parking zone as I think change is long overdue. I regularly have to park my car some distance from my home, particularly since the number of residents bays around my building and the amount of single yellow line parking has been reduced in the last 12 months. In the evenings, this often leaves me having to park and walk along streets alone where as a single female I do not feel safe (poorly-lit streets where the majority of buildings are commercial and there is no one around at night). I would be very happy to demonstrate to someone involved in the consultation how vulnerable I feel parking on such streets late at night. During the evenings and weekends I generally cannot find a residents bay near to my home, as residents bays are taken by visitors when there is parking available to them on single yellow lines. I do not feel it would inconvenience visitors to look for single yellow line parking during the evening and weekend, but it regularly inconveniences me that I have to park on single yellow lines if I want to park near to my home; and then later move my car into a residents bay when one becomes available, so that I am legally parked for the times that parking is regulated. Like the majority of my neighbours who own cars, we have full-time jobs in central London. We mainly use and move our cars during the evening and weekends. It would make sense to protect (and increase the number of) residents only spaces that are close to where Southwark residents actually live, and extend the times of regulation, and move the pay-and-display and single yellow line parking to the back streets where the majority of the buildings are commercial. I have had a long standing problem due to the fact that my address is on boundary of C1 and 2. The nearest bays are in c1 and each year I have to go through a rigmarole to get a C1 permit. Fortunately Southwark always sort it out and I get a c1 permit. This change would make it much easier for me if C1 is extended to cover my address. Please put Southwark Bridge road into C1. It would be fantastic. Have a parking space in building, so don't use streets very often (only for visitors). From my perspective, biggest things would be to have clearer signage (so I know what on-street restrictions are) and keep cycle lanes free from parked cars. It's fine as it is. The parking around here is so bad, some days I have to park and walk for 10 minutes to get home. There definitely isn't enough parking for everyone and with all the new buildings it is just going to get worse. Rather than changing the hours re: parking can new bays or even a small car park be introduced some where? It is fine just as it is, with the exception of LONDON BRIDGE weekends and evening parking is NOT a problem.
SOUTHWARE BRIDGE ROAD	
ST GEORGES ROAD	
ST GEORGES ROAD	

Street Name	Comment
ST GEORGES ROAD	<p>Resident parking on St. George's Road, on the short stretch opposite the cathedral, has become a complete nightmare at weekends when the parking zone ceases to be operational. We fully understand that visitors to the IWM need somewhere to park, and it's great that people are visiting our local museum, but there doesn't seem to be any consideration whatsoever for resident parking during the weekend.</p> <p>It's now got to the point that to use your vehicle on a weekend pretty much guarantees not being able to park it on your return. When you consider that most people work during the week and are therefore restricted to using their cars during the day at weekends for shopping, visiting family and friends, etc, it puts us all in such a rotten position of not being able to park anywhere near our homes on our return, even having to sometimes resort to parking on a meter and paying until spaces become free again after the museum shuts. That really is poor.</p> <p>What really highlights just how poor this is, is many of my elderly neighbours now do not use their cars at weekends at all due to worries about not being able to find a parking space anywhere near their home on their return. That is awful. I particularly know of two elderly neighbours on this stretch who now spend money on taxis to take them shopping, as they just cannot be in a position of not being able to park on their return with a car full of shopping.</p> <p>On top of this, so many of us pay the council for parking allowance ticket books to allocate day parking tickets to visiting family and friends, yet the times most people visit is at weekends and there just isn't any space for them to park, rendering our books of tickets at total waste of money.</p> <p>Finally, is there anything that can be done about loitering private taxis on our road? Even during the week when the parking zone is being enforced, empty spaces are often inhabited by private taxi drivers waiting for a job. They don't seem to care that they are taking up resident parking spaces (and in fairness they probably just have nowhere else to wait) and there have already been several arguments between them and residents, with them sitting in the only spaces remaining and residents being forced to park elsewhere. What can be done? Is it something as simple as a very visible 'No Loitering' sign, with maybe the threat of a fine?</p> <p>I appreciate resolving the loitering private taxis is a tough one, but it really would be much appreciated if you could seriously consider what to do about weekend parking on our little stretch of road at the top of St. George's Road.</p> <p>Thank you very much for your time and good luck!</p>
ST GEORGES ROAD	<p>I AM QUITE HAPPY WITH THE CURRENT PARKING BAY ARRANGEMENTS. I LIVE NEAR WEST SQUARE, WHERE THERE IS THE OPPORTUNITY TO HAVE AT LEAST 2-3 ADDITIONAL RESIDENT BAYS CREATED BY REPLACING THE EXISTING SINGLE YELLOW LINES THAT CURRENTLY SERVE NO PURPOSE.</p> <p>SINCE THE CREATION OF THE CYCLE SUPERHIGHWAY ON THE ST GEORGES ROAD, THERE IS AN INCREASED AMOUNT TRAFFIC TAKING THE GERALDINE ROAD AS A 'CUT THROUGH'. IT WOULD BE GOOD IF THERE IS A 7-FOOT RESTRICTER TO STOP LARGE VEHICLES ENTERING THIS AREA AT PEAK TIMES, AS THERE ARE SCHOOL CHILDREN AT THESE TIMES.</p> <p>A SPEED RESTRICTER ON 'AUSTRAL STREET' AND 'GERALDINE STREET' WILL GREATLY ENHANCE THE SAFETY OF THE YOUNG CHILDREN AND ALSO CALM THE TRAFFIC VOLUMES IN THIS AREA.</p>

Street Name	Comment
ST GEORGES ROAD	<p>I think the current layout is a reasonable compromise between residents and space for deliveries, workmen etc. But there is a lot of competition for parking on Saturday mornings due to the sports facilities in Geraldine Harmsworth Park so extending the zone to Saturday mornings would give some additional protection for residents.</p> <p>In Geraldine Street there should be no parking near the sharp bend. Currently there is often parking right up to the bend which is very difficult to get round, especially with a work van. Consider doing a double yellow line here.</p> <p>The area around Charles Dickens school has had a clear lack of parkings spaces due to the works in the school that have closed partly tToulmin street.</p>
TRUNDLE STREET	<p>Very close to that street, there are a lot of parking spaces that are empty from Monday to Friday. They are at Pocock, Sawyer and Loman Street.</p> <p>It's key for us that we can park in these streets, so I think they should be part of C2 parking zone</p> <p>It can be difficult to park on the streets around Trundle during the week M to F, because parking enforcement is irregular. i have often seen cars/vehicles that either do not have a paper permit or a virtual one, parked. We get van/lorry drivers in the bays resting/waiting etc. Regular enforcement would prevent this.</p> <p>Can we have a few more bays on the streets local to Trundle/nearby/on it, as there have been lost bays around Mint St park at least 3 and the loss of Lant Street bays, where Charles Dickens school has permanently taken over the road. There is new development also occurring right now at this school and additional parking on Lant St at the Borough High Street end would encourage the many parents with cars to park as this end using the second entrance, that is there but hardly used.</p> <p>There is a heavily increased local population due to new developments, new build and new businesses since 1999.</p> <p>Please note the influx of additional vehicles from Sept 2017 with the new Haberdasher's secondary school on other side of Mint St park on Southwark Bridge Road. 1,000 students (inc 6th Form) plus staff/deliveries/visitors. Perhaps new bays on Southwark Bridge Rd?</p> <p>The need is only increasing not decreasing for whatever reasons.</p> <p>Thank you</p>
WATERLOO ROAD	<p>I think it's fine as it is.</p>
WEBBER ROW	<p>Parking has become very hard in the evenings and all weekend due to the amount of new hotels in the area.If you go shopping Saturday or Sunday mornings it is almost impossible to even park in Webber Row and surrounding streets due to tourists and hotel guests taking advantage of the free parking thus causing residents to walk long distances with shopping and groceries, many who live on the upper floors of the flats which is a struggle in itself.With the building of new residences the problem will only increase.Also many vehicles are getting damaged due to construction vehicles attempting to access Webber Row.</p>
WEBBER ROW	<p>We need many more parking bays in and around the Webber Street and Webber Row areas, there are so many flats being built, there will not be enough bays to accommodate the amount of people that will soon be living in this area. We have three hotels in the area of Waterloo Road and a Gym in Barons Place and people visiting them at weekends are using C2 as free parking, so much so that when a resident goes shopping in their car on Saturday or Sunday, when we return, we cannot get a parking space.</p>
WEBBER ROW	<p>Webber Row parking bays could do with extending or review of what spaces could be added as some bays were removed when the road was redone last year or the year before.</p>

Street Name	Comment
WEBBER ROW	mon friday no change
WEBBER ROW	sundays - permit become necessary at 6:30pm On Webber Row and street. We get all the hotels parking here. There are several building works and rs works going in. Im always having to park 5- 10 minutes away from my house. I feel that the single yellow line needs to be taken away so that I can see my car from my household.
WEBBER ROW	I have been asked to make these comments as Chair of the Webber and Quentin TRA and have consulted on them by email and at a public drop in session on our estate on July 9th. The following points have been made by residents: 1. Evening C2 restrictions to be extended to 8pm on weekdays - we are impacted by Theatre and Restaurant parking 2. Extend the C2 restrictions start time the same as Lambeth to 8 am not 8:30am 3. Review taxi drop off outside Hilton Hampton Hotel on Gray Street as too close to the junction with Waterloo road and causing cars to swerve to avoid open taxi car doors when turning into Gray Street , sometimes into the path of oncoming traffic as two way or pedestrians crossing. 1 car already recorded swerving and hitting Quentin House. 4. Add new restricted C2 zone spaces on Gray Street where C2 parking bays were previously sited by removing filled in pavement area. 5. Install some Motorbike road locks on Webber Street to allow illegally parked motorbikes to move out of courtyards .

Street Name	Comment
WEBBER ROW	<p data-bbox="1313 443 1406 2132">I have lived at for 26 years and have always owned a car and paid for a C2 parking permit. We have always had a shortage of C2 parking spaces but after I approached the Council several years ago an extra 8 spaces were created, which was really helpful. In the past three years, however, it has been quite a struggle to get a space due to the following:</p> <ol data-bbox="1182 443 1276 2132" style="list-style-type: none"> 1. Building developments (e.g. Hilton Hotel on Gray Street, Valentine Place) which have involved lots of C2 bays being suspended with no advance notice whatsoever from the Council and nothing provided as an alternative. There is a live example of this right now where for C2 spaces were suddenly suspended last week on Webber Street outside the bakery building at Valentine Place. I often have to drive across to Pocock Street to find a space for my car. <p data-bbox="1086 443 1145 2132">I would like to see the Council taking a more organised approach to this type of suspension of bays. We all pay for our permits and should be entitled to being informed in advance when C2 bays will be suspended and to have some alternative C2 bays created in the vicinity.</p> <ol data-bbox="991 443 1050 2132" style="list-style-type: none"> 2. A number of C2 permit vehicles here are people carriers as they are private taxis - these are longer than a standard car so this often reduces the amount of cars that can fit into a bay. <p data-bbox="927 443 954 1731">I would like to see the Council carry out more regular reviews of how longer vehicles impact on the availability of C2 parking spaces.</p> <ol data-bbox="699 443 885 2132" style="list-style-type: none"> 3. For a number of years several parking spaces that had parking meters outside the betting shop on Webber Street (near the junction with Blackfriars Road) became 'free' bays where anyone who had the luck to be there at the right time could park completely free of charge. I questioned this with the Council and asked if the spaces could be converted into C2 ones, but was that the situation had arisen because one of the meters was faulty and motorists could claim the spaces as free parking - this seemed to me to be an absolutely ridiculous piece of legislation which created a highly unfair situation where people could park there for free when C2 permit holders were paying for their permits and struggling to find C2 bays. The Council told me that nothing could be done because it would require a review of the entire C2 area but then suddenly the bays did end up being converted into C2 ones without any major review of the entire C2 area. <p data-bbox="603 443 662 2132">I would like to see the Council take much quicker action to identify such anomalies, push for a change to this very strange legislation, and ensure fair treatment of those who pay for C2 permits by converting such spaces into C2 bays.</p> <p data-bbox="539 443 566 1731">There is also a danger spot and serious congestion on Webber Street outside the Valentine Place development due to the following:</p> <ol data-bbox="343 443 497 2132" style="list-style-type: none"> 1. After C2 bays were removed from Gray Street (presumably because of the Hilton Hotel) the Council placed two C2 bays (for two and four car spaces) really close to the junction of Webber Street and Valentine Place - this has caused cars exiting Valentine Place onto Webber Street to have almost zero visibility of cyclists and cars. My partner witnessed a cyclist being knocked off his bike there, resulting in badly injured wrist. The car driver was not driving badly, however - he simply could not see the road due to the bays being too close to the junction. I raised this issue repeatedly with the Council but gave up in the end as nothing was ever done and my emails were being ignored. <p data-bbox="279 443 306 2033">I would like to see the Council carry out a proper inspection of visibility at this location and take remedial action to make it safer if the results support my concerns.</p> <ol data-bbox="84 443 239 2132" style="list-style-type: none"> 2. Ever since the Travelodge gym opened on Barron's Place there has been a huge amount of double parking by gym members on Webber Street opposite the Valentine Place bakery building. This, coupled with the above-mentioned congestion at the junction of Valentine Place and Webber Street, has turned what was once a safe section of road into a hazard and has increased the pollution in the area from exhaust fumes. I had understood from Cllr Adala Morris that when planning was granted for the hotel, one of its undertakings was to not allow its members to create congestion from parking - but this has not been the case at all and the Council seems completely disinterested in taking any remedial action. <p data-bbox="19 443 46 1977">I would like the Council to place double yellow lines on Webber Street opposite the bakery building so that no one can park their cars on that stretch of road.</p>

Street Name	Comment
WEBBER STREET	The residents parking provision in Webber street has been reduced since the road improvement was carried out. For those of us not entitled to residents permits because the new development didn't allow it, being able to park at weekends without a permit is essential.
WEBBER STREET	I am very happy with the parking regulations at present. Please no changes.
WEBBER STREET	I think there should be more residents parking (my building is not allowed to apply for residents permits which i think is appalling.). I also think all new buildings should be forced to include underground parking to ease pressure on on-street parking bays.
WEBBER STREET	I don't see that increasing the hours will benefit residents with cars. The benefit to the council is that you will increase our parking permit costs and you are only looking to increase revenue. Replacing existing parking bays is a definite NO-NO. You have already put a bike shed in Silex street sacrificing a parking bay, that shed should be moved onto the pavement on the corner of webber and silex where there is ample room to place it and give residents that lost parking bay back!!!!!! With the increased building of apartments and conversion of existing buildings to residential, the council should be planning to increase availability of parking for residents not restricting or removing parking!!!! It is enough that car owning residents have been disadvantaged by cyclists due to the disproportionate politically driven priority given to them. More consideration should be given to eliminating diesel engines and encourage petrol and hybrid/ electric cars in your policy making to reduce pollution in the area. All private cars should be discouraged as much as possible (except in extenuating circumstances e.g; disability). We have an air pollution crisis that is primarily caused by selfish people speeding along in toxic deathtraps. The less parking available, the fewer cars. The fewer cars, the more liveable our area becomes. We have superb public transport, new, excellent cycling facilities and very walkable streets. We don't need cars. Get rid of them.
WEBBER STREET	I am very happy with the parking restrictions as they are and do not wish them to change.
WEBBER STREET	I understand there has been an aspiration by the Council to include more 'green' space along this middle section of Webber Street, and indeed there are currently tree zones which have been created as part of the roadworks, however no trees have yet been planted (there are just weeds).
WEBBER STREET	I believe the area would significantly benefit from more quality 'green' space to combat the surrounding buildings/concrete jungle, both in the already allocated tree areas and/or in the existing parking bay zones.
WEBBER STREET	I dont think it is nessasary to have such strict rules, it is inconvenient for us residents, we also would like to be able to park our cars, living in a newish block absouletly no thought has been given to us so i feel round the blocks we should have some right to park our cars through the day and evenings, we are being penalised for living here and the right to be able to have a car.
WEBBER STREET	Over the last few years there has been a lot of change in the availability of the parking spaces in the area. You have significantly reduced the number of pay and display bays, single yellow lines and resident parking. This makes it impossible for our visitors to park and it is very frustrating. My suggestion is to make NO more changes.

Street Name	Comment
WEBBER STREET	I would like to respond as a non-car owner and a local resident that would like to stay in the immediate area. We have had 3 issues in the last month where service providers / suppliers have had trouble parking on Webber St. Due to proliferation of permit parking, it is really difficult for service providers to access our flat. One provider drove for about 40 minutes before finding a space (admittedly within a permit bay), the other had to leave without being able to come to do the job we had paid for. There is a need to provide short term parking (1 hour slots) for service vehicles (electricians, plumbers etc). Otherwise businesses will suffer and as a resident of zone 1, we won't be able to access appropriate services. I would be grateful if you could take this into account during your consultation.
WELLER STREET	We do not own a car but are members of Zipcar and sometimes rental cars so sometimes use the digital 'voucher' service. Initially I found that quite worrying to operate (i.e. I couldn't believe that we wouldn't get a ticket and that the car would be 'recognised' by the parking superintendent.) However, it seems to work! I don't see any reason to change but I don't live near a big attraction like the Tate. It seems more logical to tie the parking times with yellow lines ie. Start t at 9 finish at 6. And it is so expensive!!
WEST SQUARE	There is insufficient parking space for residents - over time we have lost spaces in Geraldine Street and some in West Square itself. At weekends the current residents parking bays are often filled by visitors to the Imperial War Museum.. Getting very busy. Please make residents parking 24 hours a day. Please do not replace car spaces with bikes or trees. Please remove unused disabled bays such as the one near 14 West Square.
WEST SQUARE	Parking should be made easier for visitors eg tradesmen or social visitors while continuing to have sufficient controls to prevent all day parking by people who are not residents. The hours of restrictions during weekdays could be reduced and should not be extended, and parking at weekends should continue to be unrestricted.

Street Name	Comment
WEST SQUARE	<p>I no longer have a car myself and I would like Southwark Council to encourage more people who live in these areas with such good public transport links, to think of the health benefits and cost benefits of NOT owning a car.</p> <p>I feel residents parking, for which there should be a higher charge (ie both annual and visitors parking should be more expensive, to reflect the huge benefit of being able to park a car at all times close to home, and also to encourage them to consider not having a car at all, see earlier)</p> <p>I feel that it would be easier if residents parking spaces were only for residents use only so the timing notices would say 'at all times'.</p> <p>I would like more TREES and plants in Austral Street to try to make this very well used walking route leading tonWest Square, more obviously 'green' and pleasant to walk along.</p> <p>ON STREET BICYCLE PARKING (but bicycle 'hangers' should not be sited near Listed buildings)</p> <p>CAR CLUB BAYS, are a good idea as they encourage people to get rid of their own cars.</p>
WEST SQUARE	<p>In West Square there is space for more residents bays. This should be considered.</p>
WEST SQUARE	<p>It would be sensible to combine the present exercise with a rigorous review of "blue badge" entitlement. Anecdotal evidence from traffic wardens passing through West Square suggests that abuse is rife around Southbank University, at the Elephant.</p>
WEST SQUARE	<p>Satisfied with parking zones as they currently are.</p>
WEST SQUARE	<p>There is a serious traffic problem in Brook Drive, which is on the Southwark/Lambeth boundary. Because of the barrier across the Sullivan Street junction with Brook Drive, coupled with the (inevitable) density of parking in Brook Drive itself, the entire length of Brook Drive is effectively single carriageway but suffers a very considerable amount of traffic, with consequent severe delays and blockages. The problem would be greatly eased and reduced by the removal of the Sullivan Street barrier, and the resumption of through traffic to Kennington Road via Walcott Square and St Mary's Gardens. The alternative solution, of reducing the available parking in Brook Drive by the imposition of double yellow lines at suitable intervals, would be unfair on the already hard-pressed residents of Brook Drive. The barrier, presumably, falls within Lambeth's jurisdiction. Please could Southwark make representations to Lambeth for the removal of the barrier.</p>
WEST SQUARE	<p>Secondly, please could additional residents' parking spaces be restored in Geraldine Street. The half of Geraldine Street closer to St George's Road has been lost to cycle bays, but there is no reason why parking spaces should not be restored in the further half, beyond the cycle bays.</p>
WEST SQUARE	<p>We are in great need of a few extra resident parking bays at West Square. Some of the single yellow lines could give space to a few extra bays, as well as a couple of disabled space that are rarely used, and also a couple of the Pay&Display bays could be turned into residents bays.</p>

Street Name	Comment
WEST SQUARE	<p data-bbox="1378 450 1406 1133">Thank you for allowing us to comment on the parking in C2 Southwark</p> <p data-bbox="1315 450 1342 1861">My first three comments relate to the residents parking scheme across the borough. They could be used to bring in more revenues to the council</p> <ol data-bbox="1251 450 1278 898" style="list-style-type: none"> 1. number of residents permits per household. <p data-bbox="1155 450 1214 2063">A permit for a second car should be considerably more expensive than one car, and not simply double the price. It should be significantly more expensive to cover the emissions damage/environmental impact.</p> <ol data-bbox="959 450 1114 2119" style="list-style-type: none"> 2 Residents should be charged for the length of their car. Increasingly we see large vehicles that are taking up considerably more than one average car space and this needs to be accounted for. There could be a scale of length and corresponding cost of residents permit. 3. More parking tickets should be allocated to cars that are blocking spaces by bad parking. If spaces were marked out in the residents bays, then this would be much easier to police. <p data-bbox="863 450 922 2119">There is nothing more frustrating than someone leaving 2 meters between them and the car in front, when there is 0.5m too short a space to the rear, where I am hoping to park, and cannot fit because of inconsiderate drivers.</p> <p data-bbox="799 450 826 775">West Square/specific suggestions</p> <p data-bbox="735 450 762 1301">There is space to create more bays at the end of the spaces that are currently allocated.</p> <p data-bbox="603 450 694 2074">Residents who have garages, should not have access to residents bays. This was a pre-requisite of the planning application for one side of the street to have private garages. This has not been enforced by Southwark council. This would free up a lot of space. Residents in the Mews also have private parking spaces to the rear of their houses. Ditto for access to street parking permits.</p> <p data-bbox="507 450 566 2119">Please would you approach the Imperial War Museum annex to have a bike storage/locker in the front of the building? There is little space on the road, but there is unused space at the front of the annex in Austral Street.</p> <p data-bbox="443 450 470 1559">The access to West Square gardens is exposed onto the road and it is worrying that cars speed through the square.</p> <p data-bbox="379 450 406 1827">It might be helpful to have a planter/trees planted flanking both entrances to the square, to reduce the width of the road and slow down cars.</p> <p data-bbox="316 450 375 2074">Residents visitor permits should work in the paid parking bays. These tend not to be full, while the residents' bays are generally full during the working day. As a result, visiting tradesmen eg builders spending a whole day cannot currently use the visitor permits.</p> <p data-bbox="210 450 269 2119">We do NOT find that there is a problem with parking at evenings/ weekends, so long as visitors and residents alike can park both in bays and on yellow lines. Extending the controlled parking hours would make things more difficult for residents rather than less so. NO changes please.</p>

Street Name	Comment
WEST SQUARE	<p>Further to Qu.2 : A consideration of extending the residents parking to 8:30pm Monday to Friday</p> <p>Further to Qu 3: Some more trees would be welcome, although not at the expense of existing residents parking bays.</p> <p>I also think we need a few more dedicated residents parking bays in my immediate area.</p> <p>Sometimes there is no available parking space even though I live here.</p> <p>I then need to go quite some distance from West Square, ie follow the one way system the other side of St George's Road to find somewhere to leave my car.</p> <p>I am an able bodied retired person, but if this was not the case it would be a bigger inconvenience/problem.</p>
WEST SQUARE	<p>There is no provision for bicycles in the West Sq micro environment</p> <p>Any new trees would be welcome, especially if they came with street calming or home zone arrangements for the Square and the connecting streets.</p>

Street Name	Comment
WEST SQUARE	<p data-bbox="1347 450 1404 2107">I am Chair of West Square Residents Association (WSRA), which covers Austral Street, Orient Street, Austral Street & West Square. I emailed our residents to ask for their views and to encourage them to reply to you. I reported the 17 replies to our Committee, which decide that WSRA's views are:</p> <ol style="list-style-type: none"> <li data-bbox="1281 450 1310 1335">1) WSRA does not want any change to the hours or days that residents only parking applies <li data-bbox="1185 450 1246 1980">2) More residents only parking bays should be provided as there is considerable pressure on them and the number of bays have been reduced over the years. Opportunities exist to provide more bays as follows: <ul style="list-style-type: none"> <li data-bbox="1120 450 1147 853">- outside 17/18 and 52/53 West Square <li data-bbox="1054 450 1082 1379">- by converting the disabled bay outside number 11 West Square as it appears not to be used. <li data-bbox="959 450 1019 2040">- while we recognise that the yellow lines in the corners of West Square are there to allow larger vehicles to turn the corners, the positioning of the yellow lines is inconsistent. More space could be provided by extending the bays outside 20/21, 31 and 47 West Square <ul style="list-style-type: none"> <li data-bbox="893 450 920 1525">- by converting some of the pay & display bays on the west side of Austral Street as they are rarely fully used <li data-bbox="766 450 858 2107">- by converting some of the yellow lines in Austral Street into residents only bays, in particular at the side of 24 West square & outside 5, 11/13 on the east side and outside 2, 4, 6 & between no.2 & entrance to IWM All Saints building on the west side. However, we would like some yellow lines in Austral St to be converted into planted areas as part of the Green Links walk from Elephant & Castle to GMH Park (Southwark Living Streets) <ul style="list-style-type: none"> <li data-bbox="700 450 727 1391">- in Orient Street either outside 4, 6 & 8 or on the other side outside part of the Respite Home. <li data-bbox="604 450 665 2107">3) Passing bays of double yellow lines needed in Brook Drive at regular intervals because during the weekday rush hours and at weekends, vehicles often cannot pass each other without difficult reversing manoeuvres. <li data-bbox="467 450 560 2107">4) Much better signing is required at the entrance to Brook Drive from Kennington Road and at the entrance to Austral Street from Brook Drive in order to discourage large lorries and coaches from driving down Brook Drive into Austral Street and through West Square. The turn at the entrance to Austral Street from Brook Drive should be squared off & planted and a width restriction placed there. Currently large lorries and coaches often get stuck trying to get into and around West Square.

Appendix D – Pre-consultation feedback

C2 CPZ Consultation Review-Pre-Consultation feedback and comments and consultation responses from Cathedrals residents received by Cllr David Noakes, Cathedrals Ward Councillor

Street Name	Date	Pre-consultation (PCR) or consultation response (CR)	Comment
Austral Street	28/01/2016	PCR	Yes it has got slightly worse, in particular visitors parking at the weekend. On Austral Street there is also a proposed cycle shed, which I support but not at the expense of a residents space. My recommendation would be to maintain the same level of parking for residents and locate the proposed cycle parking on a visitors bay.
Austral Street	28/01/2016	PCR	I don't own a car so have no view whether parking is difficult however as an observer, it seems that Brooke Drive in particular is a difficult place to park and is overly parked currently. As a pedestrian, often it is very difficult to find places to adequately cross this road as cars are always parked bumper-to-bumper on both sides along its entire length. The over-parking along here also makes it dangerous for cyclist as there is not adequate room for cars to pass in both directions thus on coming traffic often takes up the centre of the road which narrows access for cyclists. Other comments: Lamdash Street, included in the list should naturally be removed or recorded as having a different status (pedestrian and cycle only). The space is a community garden. Ideally we would also like to see parking restricted / removed adjacent to the two entrances to the street. Parking facilities could also be reduced further along Elliotts Row as this is now a busy and well used cycle route. In general I would be very happy to see parking radically reduced/restricted within the whole area.
Borough Road	23/01/2016	PCR	I am a Borough Road resident and we have a car. we have a C2 parking permit. My husband (the driver of this household) and myself support the review being extended to cover the whole of the C2 parking zone. We experience a lot of difficulties in finding a parking space close to our block specifically on the weekends, when there are no restrictions in place. It would be ideal if times could be extended into the weekend.
Borough Road	28/01/2016	PCR	Borough Road gets particularly busy in the evenings at weekends with people parking to visit ministry of sound around the corner and taxis dropping off/picking people up.

Street Name	Date	Pre-consultation (PCR) or consultation response (CR)	Comment
Brook Drive	6/9/2015	PCR	Parking near to the house has become increasingly difficult in the last year. The zone does seem to be a large one (extending almost to the Old Vic) and perhaps if it could be split into several smaller ones this would help. More locally, parking in Austral Street is difficult during the week; there are several pay spaces which seem to be rarely used - perhaps these could be converted to residents' bays?
Brook Drive	29/10/2015	PCR	I really think that all of this could be considerably bettered by parking restrictions being extended to the weekend. For guests who want to attend the Imperial War Museum, there is a car park (I believe), and for guests who want to use the new leisure centre – surely it is more important to ensure that your residents are content and happy rather than people who are coming for one hour to use facilities that are in easy access to both bus and tubes?
Brook Drive	22/01/2016	PCR	review parking on Friday evening or Saturday's in brook drive area is nearly an impossible task
Brook Drive	25/01/2016	PCR	The parking on Brook Drive was already difficult for residents outside of the restricted times due to large numbers of church visitors at the weekend particularly causing congestion. I am disappointed that this was not something that was flagged as an obvious potential problem earlier in the process when the leisure centre was being built. It is essential that something is done for local residents and then extended to other areas within the zone, as all residents are likely to feel the effect.
Brook Drive	29/01/2016	PCR	Yes, it has got worse on Brook Drive, finding a spot at any time has got more difficult, and especially at weekends with people parking for the War Museum and the Tabernacle church. Extending the hours to cover weekends would seem sensible.

Street Name	Date	Pre-consultation (PCR) or consultation response (CR)	Comment
Glennam Street (3)	14/11/2015	PCR	The northern boundary seems odd to say the least. Either end it at Marshalsea Road or continue it up to Southwark Street. Union Street (given the one way traffic nature of the area) means that if we can't find parking on our streets if the bays are full (Redcross or Ayers) we have to circle a very long way around to bring us back into the C2 Zone again (i.e. going all the way up to Union, down onto Borough High Street, down back on to Marshalsea Road to try and find parking again. There is little parking in this area as it is (as we have lost reachable bays when Mint Street was closed).
	22/01/2016	PCR	I am a car owner (with resident's permit) who is required to park in Ayers Street or Marshalsea Road (closest bays to my residence). The issue is that the Northern end of the C2 CPZ needs to be extended to include Union Street (presently in C1 CPZ). We have lost several bays recently due mainly to construction. I recently was towed off a residence bay - when no sign cessation of bay sign was present, on Marshalsea road by the police and deposited in the pay and display bay outside the Old Firestation. It was only by luck when I went to go get my car, some builders told me that the police had moved it. Further lucky still, as I was about to be issued a ticket for not paying and displaying (when I didn't even know my car had been moved!). Several other local resident were impounded.
			Ayers Street is often full so we need more bays (or the zone be extended). It is difficult for those residents who live in Red Cross Way or Ayers Street as this is the northern boundary line, however it is also a one way system. Surely everyone living within the one way system which filters everything into Union Street should be in C2 CPZ (and the Boundary line should be Southwark Street for C1 to C2) not the present boundary line. Furthermore with gentrification of the area more people seem to have cars all competing for the same limited bays.
			In regards to the hours, they are fine as they are Monday - Friday but it is the boundary lines which need review.
	15/07/2016	CR	Will the committee consider changing the boundary lines? The madness and I have mentioned before, is the one way system found around Ayers, Redcross & Union fall in two different areas. If residents can't find parking in Ayers or Redcross (which often happens), they are forced to drive a long way around back out of the one way system (which can take up to 10 min and all that added unnecessary pollution) to navigate back to where they then are back in to C22. There isn't really room to add additional bays in these streets.
			My hope is that they either make Marshalsea Road or Southwark Street the boundary, which would be far more logical.

Street Name	Date	Pre-consultation (PCR) or consultation response (CR)	Comment
Gaywood Street	24/02/2016	PCR	<p>We often have problems parking close to our address. This is worsened by the fact the area is largely one way, so it's often very time consuming to try other available parking if our primary zone is full. We have lived in the area for around 18 months. I think the situation has worsened recently with all the road works in the area, but it has always been relatively difficult. Clearer communication on where we are able to park as permit holders would be very helpful i.e. a map of all the relevant zones.</p> <p>Although there may be benefits to extending the hours of the restrictions and increasing the number of parking spaces, there are also some costs. E.g. it is much harder for visitors or workmen to park. Perhaps increasing the number/reducing the costs of visitor passes at the same time as any new restrictions are brought into place would help.</p>
Gladstone Street	25/01/2016	PCR	<p>As to the second reason mentioned above, over the past several years we have noticed a significant increase in weekend parking traffic in Gladstone Street. We would welcome a review (and the introduction of weekend controls) to address this. Most noticeably, there has been a big increase in the use of Gladstone Street as a Saturday morning parking spot for visitors to the area, so that between about 9.00 and 13.00 on Saturdays the street is often completely filled with parked cars. This coming and going of parking traffic over a relatively concentrated period of time is disruptive in what is otherwise a quiet street, but of course it also causes considerable parking problems for residents and their visitors, and difficulties with deliveries. Since the introduction of the Cycle Superhighway this parking traffic has increased – this may be because people who previously parked on Lambeth Road between St George's Road and St George's Circus now use Gladstone Street instead. There is also increased parking traffic at other times of the weekend – for example, people attending St Jude's Church/Community Centre on Sundays are now prevented from parking on St George's Road (as they used to) and so park on Gladstone Street instead.</p> <p>The area around St George's Circus and the C2 Zone more generally is changing rapidly as a result of increases in the business and residential population and changes to the road system.</p> <p>We often have difficulty parking on Saturdays due to music school visitors to Notre Dame School and this will be worsened if not properly considered.</p>
Gladstone Street	30/01/2016	PCR	

Street Name	Date	Pre-consultation (PCR) or consultation response (CR)	Comment
Gladstone Street	30/01/2016	PCR	<p>I have been resident and home owner for over 8 years now and have found it increasing more difficult to park in the street . I am a resident permit holder and renew every year.</p> <p>It is frustrating the amount of local business's that have been allowed to obtain residents permits and that more development has also put pressure on parking positions within the area.</p> <p>At weekends it is almost impossible to park or move my car as people come to park and use buses to gain access to west end .</p> <p>People will also be coming in from other areas to use swimming baths etc putting further pressure on spaces</p>
Gray Street	28/01/2016	PCR	<p>In recent years the northern part of the Borough has seen increased parking at weekends due to the growth in visitors to the Southbank and Borough Market.</p> <p>More specifically in Waterloo, there has been an increase in parking at weekends from hotel guests (there are now 3 new hotels in Waterloo Road alone since the 2004 review) and in the evening from people attending the Old Vic.</p> <p>This does mean that it can be difficult to find a parking space at weekends and in the evenings.</p> <p>I also think that where there are narrow roads with wide pavements that recessed parking bays are preferable.</p>
Hayles Street (2)	16/11/2015	PCR	<p>Ideally I would like controls Mon-Sun 08:30-18:30</p>
	29/01/2016	PCR	<p>PARKING HAS GOT MORE DIFFICULT IN THE PAST YEAR. WEEKENDS ESPECIALLY BECAUSE OF THE TABERNACLE SUNDAY SCHOOL. I PERSONALLY WOULD LIKE TO SEE RESTRICTIONS 7 DAYS PER WEEK.</p>

Street Name	Date	Pre-consultation (PCR) or consultation response (CR)	Comment
Hayles Street	28/01/2016	PCR	<p>We have lived in Hayles Street for 17 years. The availability of parking spaces over recent years has become a problem particularly at weekends. If we take our car out of the street at weekends it is impossible to park again until either late evening or the next morning. We normally have to park in West Square. We also see cars with two residents parking permits on display for other London boroughs in addition to Southwark. There are also residents with more than one car and a number of vehicles with licensed mini cab drivers and we can't have that many taxi drivers in our street. There are also commercial vehicles with C2 permits, approximately three vans. There is no "policing" of the double yellow lines. When we first moved in, tickets were issued to parking offenders, but not this is not as frequent as it was some years ago. The Tabernacle take spaces over the weekend and with the leisure centre opening in April, the problem will become intolerable.</p> <p>We need to move to the same approach as other London boroughs where parking is also restricted at weekends so the people who live in the street and pay to park, can actually do so.</p>
King Edward Walk	25/01/2016	PCR	<p>It is impossible to park on the Southwark side of King Edward Walk outside our terrace, due to the fact that Lambeth put in parking meters/residents parking bay /motorbike park/ Santander bike rack over a period of time since we have lived here - 1972. The road is too narrow for parking on both sides.</p> <p>Therefore, the four car owners in our terrace always have to park on Lambeth Road opposite the Imperial War Museum and walk back home. This is not difficult when the parking restrictions are in operation. However, it is impossible to find a parking space in this C2 Residents Parking Bay, or in St George's Road, or Gerridge Street, or Morley Street, on Saturdays or Sundays if I take the car to do my weekly shop at Tesco or visit my daughters who live in Clapham and Oxted. This is due to cars belonging to Morley College staff and visitors to the Imperial War Museum. Personally, I have an informal arrangement to park in the Cambian Mental Hospital private road at weekends if I cannot find a space, and then I walk back to the Cambian Mental Hospital after 6:30pm on Saturdays and/or Sundays to drive my car back onto the C2 Residents Parking Bay on Lambeth Road.</p> <p>5. The pressure at weekends is enormous, partly because Lambeth has different parking restrictions. Lambeth Parking is only free after 1.00pm on Saturdays, (free on Sundays) and in the Resident Bays restrictions from 8.30am – 8.30pm every day except Sundays. This causes total confusion to visitors to the Imperial War Museum, that they cannot park in one part of Lambeth Road (from the Kennington Road traffic lights to King Edward Walk – Lambeth) yet they can park in 'our' C2 Resident Bay on Lambeth Road – Southwark, all day Saturday, if Morley College hasn't got there first! Visitors can also park on the Lambeth meters after 1pm in King Edward Walk but not in Resident Bays. It is the only day of the week that we see the Lambeth Tow Lorry cruising around to pick up unwary visitor's cars and take them to the pound. It would be much easier if Southwark and Lambeth came into line.</p>

Street Name	Date	Pre-consultation (PCR) or consultation response (CR)	Comment
King Edward Walk	2/02/2016	PCR	Without being repetitive, we endorse all the concerns outlined to you in her email to you dated 25 January. These include the virtual impossibility of parking on the Southwark side of King Edward Walk, and the pressure on residents' parking spaces in C2 in designated bays opposite the Imperial War Museum, St George's Road, Morley Street and Gerridge Street when parking restrictions are not in operation (mostly weekends). As she indicated, it is also totally ludicrous that Southwark and Lambeth have set different and therefore confusing parking restrictions over the weekend in King Edward Walk, catching out many unwary but responsible people trying to park their cars.
Lant Street	14/11/2015	PCR	The Northern area of C2 is extremely congested now all the way down to Borough Rd and either requires more parking bays or a more disciplined review of how permits are given out
Lant Street		PCR	I'm on Lant street, Borough tube end - i cant park at all at the weekend for all the other cars coming to the area and parking all over the single yellows. (I realise the resident bays are not active at the weekends - however it would be good if some were-)...i would like to be able to use my car and deliver things to close to my front door, that is why i am a resident and what i pay the resident parking fee for. But i cant for all the non resident cars outside my flat on weekends. I cant do a simple trip to B&Q for plants, as i cant carry heavy things for a mile to get to my front door. Plus i cant drop anything off as while I'm away for 30 minutes trying to park the things would not be there when i got back! To summarise: More bays Extend bays to later evenings and the weekend - so residents have some ability to park Stop suspending bays for long period, for no reason
Lant Street	23/01/2016	PCR	Yes, it is sometimes difficult to find parking bays. 5) As more families move into the area the number of available parking bays becomes less and less. Also seems crazy that so many flats have empty car parks underneath them. Was wondering why there could not be more residents bays on Marshalsea Rd, Disney Place or Vine Yard?

Street Name	Date	Pre-consultation (PCR) or consultation response (CR)	Comment
Lant Street	26/01/2016	PCR	There are probably only 4-6 local spaces available for the entire east side of Lant Street. Marshalsea Road has a few more available but these have been denuded by the bus stands... and obviously serve the residents along that stretch of road, including properties on Sanctuary Street and Disney Place opposite.
Lant Street	29/01/2016	PCR	<p>I am experiencing problems parking and the situation has worsened considerably during the time I have been living in the area.</p> <p>There is limited residents parking in this region of the CPZ and over recent years residents bays have disappeared on Lant Street, Weller Street and Mint Street and not been replaced.</p> <p>The CPZ operates Monday to Friday from 8.30am-6.30pm but the area is popular with visitors often making it impossible to park at weekends.</p> <p>The C2 CPZ needs to be in operation seven days a week and resident bays that have been lost need to be reinstated or replaced.</p>
Oswin Street	16/11/2015	PCR	Oswin St is a special case, also part of a conservation area!. Parking in our street is already flagrantly abused by commercial enterprises. The only solution worth consideration is access-only parking 7 days per week with residents in a position to monitor abuse and have offending vehicles removed.
Oswin Street	17/11/2015	PCR	yes we do need to change the parking times, and make it seven day parking like they do in the Kings rd.

Street Name	Date	Pre-consultation (PCR) or consultation response (CR)	Comment
Oswin Street	4/07/2015	CR	<p>My position is to make the residents bays 24 hours. I have noticed that our street becomes increasingly noisy, especially with a warm weather. I have also noticed that there are vehicles (equipped with Uber) are waiting in our street to reach their clients and they are using our street as a base. With new high rise buildings we will have a nightmare on our street, if this situation continues.</p> <p>Also Friday and Saturday nights is a nightmare, as motorists are using parking spaces in our street (to attend the Ministry of Sound or any other venues in the West End/Covent Garden etc), often leaving rubbish/bottles behind them, with loud talks between the passengers when they are coming back to their vehicles very late at night and early morning, often using the dark corners by the opposite building as a toilet. All these must be stopped.</p>
Pontypool Place	28/01/2016	PCR	<p>We are currently experiencing problems parking: the construction traffic and subsequent closures have been problematic for months and the increased residential numbers as a result are bound to increase these pressures. The situation has worsened over the time we have been living in the area (8 years)</p> <p>5 There should be more space given over to resident's parking and the hours should be extended as we suffer from theatre traffic as we are close to The Cut.</p>
Pocock Street	23/01/2016	PCR	<p>I have lived at this address since late 2010, and usually it has been possible to park in Pocock Street quite near our house, or in Kings Bench Street round the corner. . The situation has worsened in the past year because of all the road works as your letter suggests. Hopefully this is not a permanent problem, but it is bad while it lasts. In addition to road works, there are building contractors' vehicles using spaces, and parking suspended in some areas because of building work.</p> <p>I have also experienced problems especially if I return with the car on a Saturday, and there are no spaces because many are taken by people visiting the area to attend a function, often at the Blackfriars Settlement, where rooms are often let for private functions on Saturdays. I think it may help if permits were required on Saturdays.</p> <p>5. A related problem is that 3 times in the past 3 years my small car has been damaged while parked in the road, by drivers who have just driven away without any attempt to contact me, so leaving me to foot the repair bill. In each case the nature of the damage suggested that it was a large vehicle, not an ordinary car. The congestion obviously causes problems for delivery vehicles to residential premises, and the number of contractors delivering to all the surrounding building sites adds to the problem.</p>
Princess Street	28/01/2016	PCR	<p>I am a newish resident to the area and have not experienced too much of a problem parking as yet but I would say it appears we are close to capacity as it takes a bit of a drive around to find a free bay at times.</p>

Street Name	Date	Pre-consultation (PCR) or consultation response (CR)	Comment
Redcross Way	28/01/2016	PCR	Although I have to be honest and say I hope to goodness that doesn't mean even fewer parking spaces for Redcross Way - they've halved the number
Southwark Bridge Road	26/01/2016	PCR	We own one car and have a C2 permit. Having the cpz extension, will this mean the parking in C2 will become even worse to park as 8 times out of ten I have to drive around trying to find a parking space. Most of the time I have to park 5 to 10 minutes away from my flat or park on a yellow line and move it before 8.30am as no parking spaces at all. Sometime I don't use my car because it is terrible to park easier to leave where it is???
St George's Road	24/01/2016	PCR	The CPZ outside my property, used to be operational on Saturday. This was changed (for no apparent reason) in 2006. Since then, whenever a resident uses their car on a Saturday - they will come back to find no space available, as our street is very near to both Morley College and The Imperial War Museum which are particularly busy at the weekends. On Sunday a resident 'dare not' use their car, as visitors to the museum will certainly 'usurp' any space - they will then be forced to drive around endlessly in a futile search for an alternative C2 space within a reasonable walking distance (adding to congestion and vehicle fumes/particulates). My view is that the C2 CPZ on this stretch of St Georges Road, should be Resident Permit Holders only, at all times. This would ensure that the residents have a facility (for which they have paid) available to them. My main argument for this is the close proximity of two major institutions - one of which attracts visitors during the day - the other in the evenings. It would seem common sense that some of these visitors will come by car and be looking for 'available parking' near to those institutions. Also, visitors to these institutions should not be 'encouraged' to drive there by the availability of free parking in the vicinity. In general they should be encouraged to use public transport.
St George's Road	26/01/2016	PCR	We own one car and have a C2 permit. Having the cpz extension, will this mean the parking in C2 will become even worse to park as 8 times out of ten I have to drive around trying to find a parking space. Most of the time I have to park 5 to 10 minutes away from my flat or park on a yellow line and move it before 8.30am as no parking spaces at all. Sometime I don't use my car because it is terrible to park easier to leave where it is???

Street Name	Date	Pre-consultation (PCR) or consultation response (CR)	Comment
St George's Road	28/01/2016	PCR	<p>In respect of experiencing problems parking, generally at the top end of St George's Road, there is enough parking for residents. However, when I first moved to the area in 1983, the residents parking allowed parking by non-residents in the evenings, but was not limited to weekdays.</p> <p>A few years ago, the Council did some roadworks opposite the Cathedral and, for a while, the parking signs were removed. When they were reinstated, the signs had been changed and non-resident parking was extended to the weekends. Now, if any resident moves their car at the weekend, it is very unlikely that they will be able to find a space when they return. I often avoid driving at the weekends because I am worried I won't be able to park when I return. More visitors to the area would certainly exacerbate the problem.</p> <p>If I was reviewing any part of the C2 CPZ, I would make all residents parking for permit holders only at all times, like it used to be! The residents do pay for this service, but the area attracts a lot of visitors at the weekends and, these days, the parking bays fill up from very early on, especially on a Saturday.</p> <p>There are quite a few single yellow lines (could there be more?) in the area which are available for parking at the weekends, so perhaps new visitors to the Leisure Centre will make use of these.</p>
Trundle Street	17/11/2015	PCR	<p>Since I first lived here, the parking area has been repeatedly shrunk and I can no longer park in my immediate area, as I now border C1/C2, when previously I was included in the C1 area.</p> <p>For those who do border zones, your circle of parking is much more limited than those who are in the centre of the zone.</p> <p>I used to be able to park where I live and work. That is around Borough Market and up to London Bridge, Southwark St, Southwark Bridge Road and smaller streets such as Pockock St.</p>
Webber Row	17/11/2015	PCR	<p>Here, in case it's of interest to your case re. the parking problems experienced by residents, is a rather long thread of my recent emails with the Council. As well as the ongoing chaos in our local streets for the past few years we also have to swallow the fact that some people are getting to park for free in unmarked bays. This is incredibly unfair and really gets my goat and I don't see how the Council can't designate them to C2 or paid parking.</p> <p>I do worry about extension of C2 hours here though as evenings and weekends are a welcome relief not having to worry about finding a bay.</p> <p>What I would like to see is more of the signage that is outside Travelodge, ie C2 with no specific hours which means no one but permit holders can park in them.</p>
Webber Row	29/01/2016	PCR	<p>I live in Webber Row and have even here experienced increased difficulty in parking over the last year.</p>

Street Name	Date	Pre-consultation (PCR) or consultation response (CR)	Comment
Webber Street	30/06/2016	PCR	Many thanks for your email and for the update on the CPZ consultation. I would like to respond as a non-car owner. We have had 2 issues in the last month where service suppliers have had trouble parking on Webber St. One drove for about 40 minutes before finding a space, the other had to leave without being able to come to do the job we had paid for. There is a need to provide short term parking (1-2hours) for service vehicles (electricians, plumbers etc). Otherwise businesses will suffer and as a resident of zone 1, we won't be able to access appropriate services. I will keep an eye out for the consultation.
Westminster Bridge Road	28/01/2016	PCR	I am a car owner with a resident's permit and mostly park on Gerridge Street, SE1. Parking is not normally an issue other than on Saturday afternoons when the street becomes clogged with parked vehicles taking advantage of the fact that the controlled hours finish at 12 midday or thereabouts. I am often away with work on Fridays and struggle to park on a Saturday afternoon in Gerridge Street or Morley Street on my return <ul style="list-style-type: none"> • A review after the Leisure centre is open makes sense. • Extra CPZ parking spaces would be great. • Bel and I would be very against weekend restrictions in West Sq - It is hard enough to park during the week let alone having to search for spaces on the weekend – and we really are a long way from both the Church and the Leisure Centre. • We also really appreciate that the elderly grandparents can visit on the weekends without cost. They are already penalised by the fact we are in the C Charge and have to pay £ 10 for a weekday visit to the children. • Maybe after the opening and with extra spaces we will change our minds but I doubt it. • Brook Drive still absolutely horrible...it seems to have become a new rat run...Evening rush hour and weekends are particularly bad as there are no designated non parking zones to facilitate pulling in to allow other cars to pass, thus we often get “stand offs” half way down the road...any news on who we can contact to make sense of the situation....is it a Lambeth road as you thought when we met.
West Square (2)	17/11/2015	PCR	
	29/01/2016	PCR	<p>Brook drive has become a nightmare since the the TfI work at the Elephant...it has become a significant rat run as the sat navs are sending people south and on to Newington Butts at Dante Road. At least Brook Drive need many more no parking zones so that cars can pull in to allow traffic to move. We have waited several times for 20 mins + to let people in stand offs sort themselves out, with neither being able or willing to back up...and once you have a set of 4 or five cars all in a face off it is a joke....</p> <p>Bel and I rarely get a parking spot in West Sq as we return late and most of our neighbours have multiple cars and are retired so they fill the spaces by 6.30...we accept that this is a price to pay for being the workers but so to have parking restrictions on the weekend would be a real pain...both for us, with one car that is always on a yellow line on sat am and for visits for the grandparents and friends...it is bad enough with the CC zone in the week without letting Southwark now make it even more difficult for visitors.</p>

Street Name	Date	Pre-consultation (PCR) or consultation response (CR)	Comment
West Square (2)	17/11/2015	PCR	<p>However, there is a related issue which really needs to be addressed. Partly because of all the roadworks and changes at the Elephant, Brook Drive has become a very busy rat run, used by traffic coming off Kennington Road. Cars are densely parked on both sides of the road which, as you know, is half Southwark half Lambeth, with the boundary down the centre of the road. The result is that there are almost continuous traffic jams in Brook Drive, which can only be negotiated slowly and with considerable difficulty. The obvious answer would be to remove the gate into Sullivan Road, making Brook Drive one way from Kennington Road and Sullivan Road one way to Kennington Road. I realise that this falls into Lambeth territory, but the current situation does need to be resolved.</p>
	26/01/2016	PCR	<p>Parking in West Square is frequently impossible and the situation has worsened considerably in recent years. Firstly, the residents' parking spaces in Geraldine Street were lost when the bicycle racks were introduced and no replacement provision was made. Secondly, the number of visitors to the area, especially at weekends, has greatly increased, due to the refurbishment of the Imperial War Museum and the increased shopping activity around the Elephant and Castle. The Square and surrounding roads (especially Dante Road and Brook Drive) are also used as a 'rat run' by drivers going from the Elephant to Kennington Road and vice versa. I would favour extending the controlled hours only if considerably more parking spaces were available: at present if I arrive home any time after 6.00pm it is unlikely that I can find a free parking space and have to park on a yellow line, necessitating moving the car early the next morning. During the day the parking in the Square is normally taken up and if one leave to go shopping there will be no available place on return, so heavy bags often have to be carried a considerable distance to the house.</p>
West Square	29/01/2016	PCR	<p>Yes, it is more difficult, but we only need a few more spaces to make it ok. These could easily be created by just extending the existing bays by a few feet.</p>
West Square	28/07/2016	CR	<p>I would very much like to see more residents' parking in the West Square area, such as in Geraldine Street where there used to be parking for about 6 cars. These were removed when the 'Boris' bikes appeared but there would still be plenty of room for cars as well. I would not wish to see weekend restriction introduced into West Square Best wishes,</p>

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