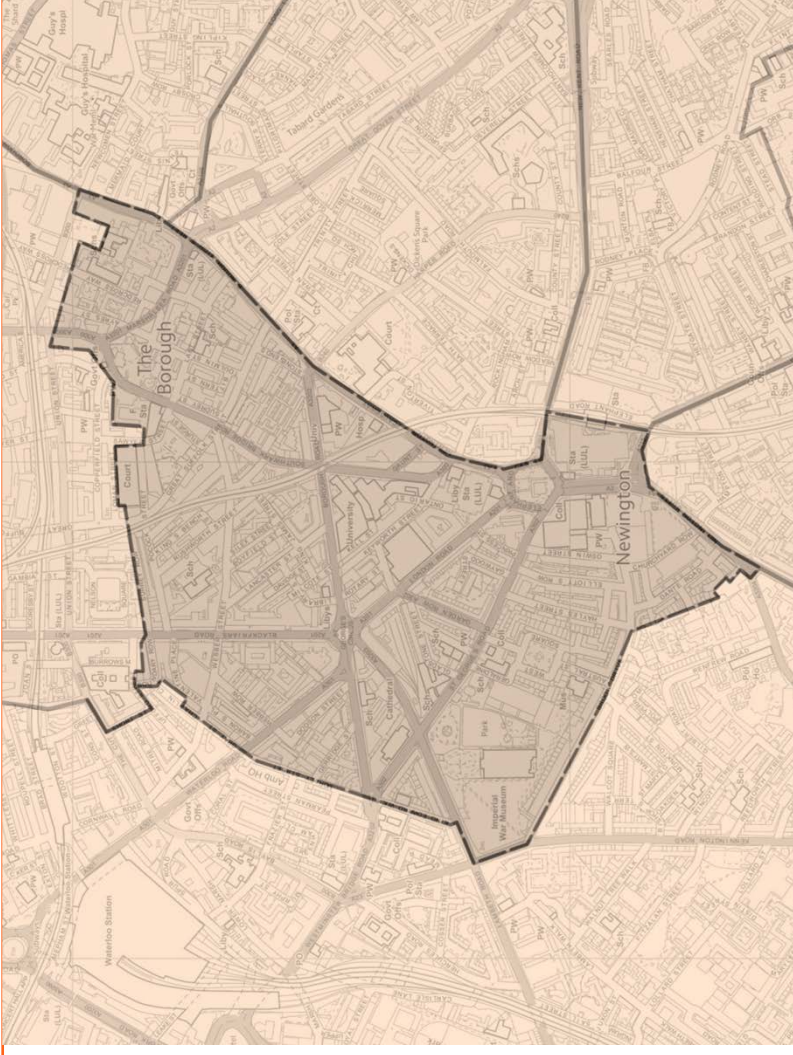


Borough (C2)

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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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 Walworth 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.

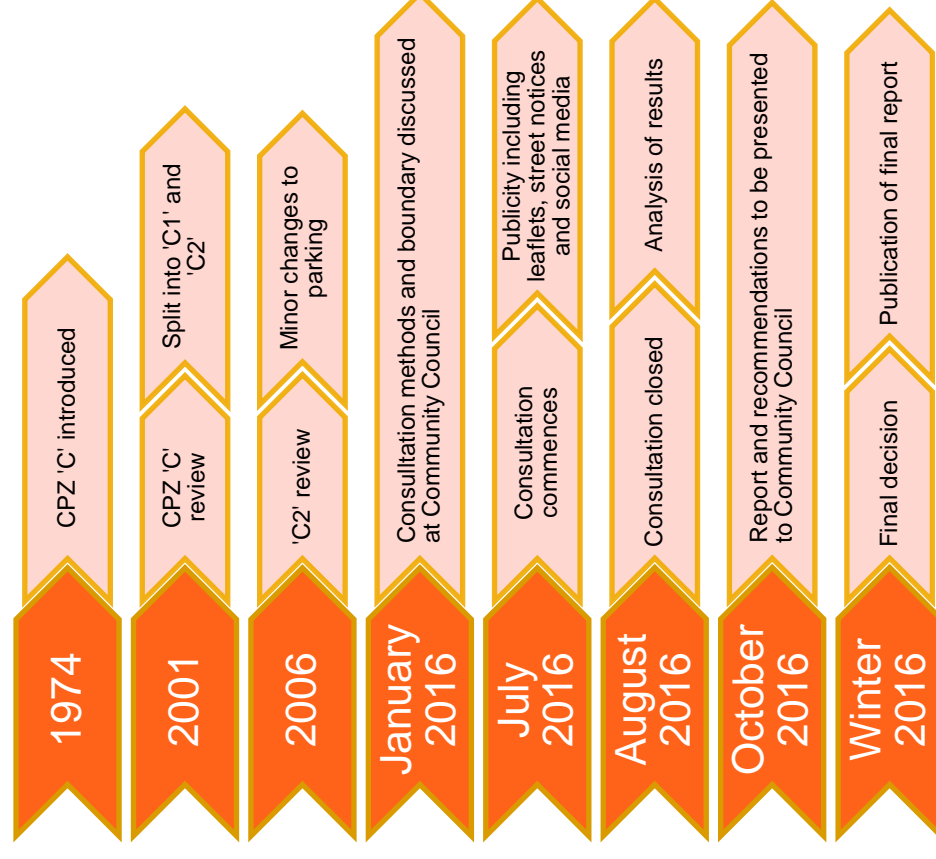


Figure 1 – Borough 'C2' timeline

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	
71%	<p>...of respondents would like to see no change to the parking restrictions during Monday to Friday</p> <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	
55%	<p>...of respondents would like to see no change to the parking on a Saturday, i.e. remain free and unrestricted.</p> <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	
56%	<p>...of respondents would like to see no change to the parking on a Sunday, i.e. remain free and unrestricted</p> <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	All day (100%)	No clear majority
Clennam Street	6	1	17%	Evening (100%)	Morning (100%)	No change
Davidge Street	4	1	25%	No change	No change	No change
Gladstone Street	44	6	14%	No change	No clear majority	All day
Harmsworth Mews	7	3	43%	No change	No change	All day
Hayles Street	71	11	15%	No change	All day (55%)	No change
Milcote Street	35	5	14%	No change	No change	All day
Oswin Street	71	14	20%	No clear majority	All day (64%)	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.

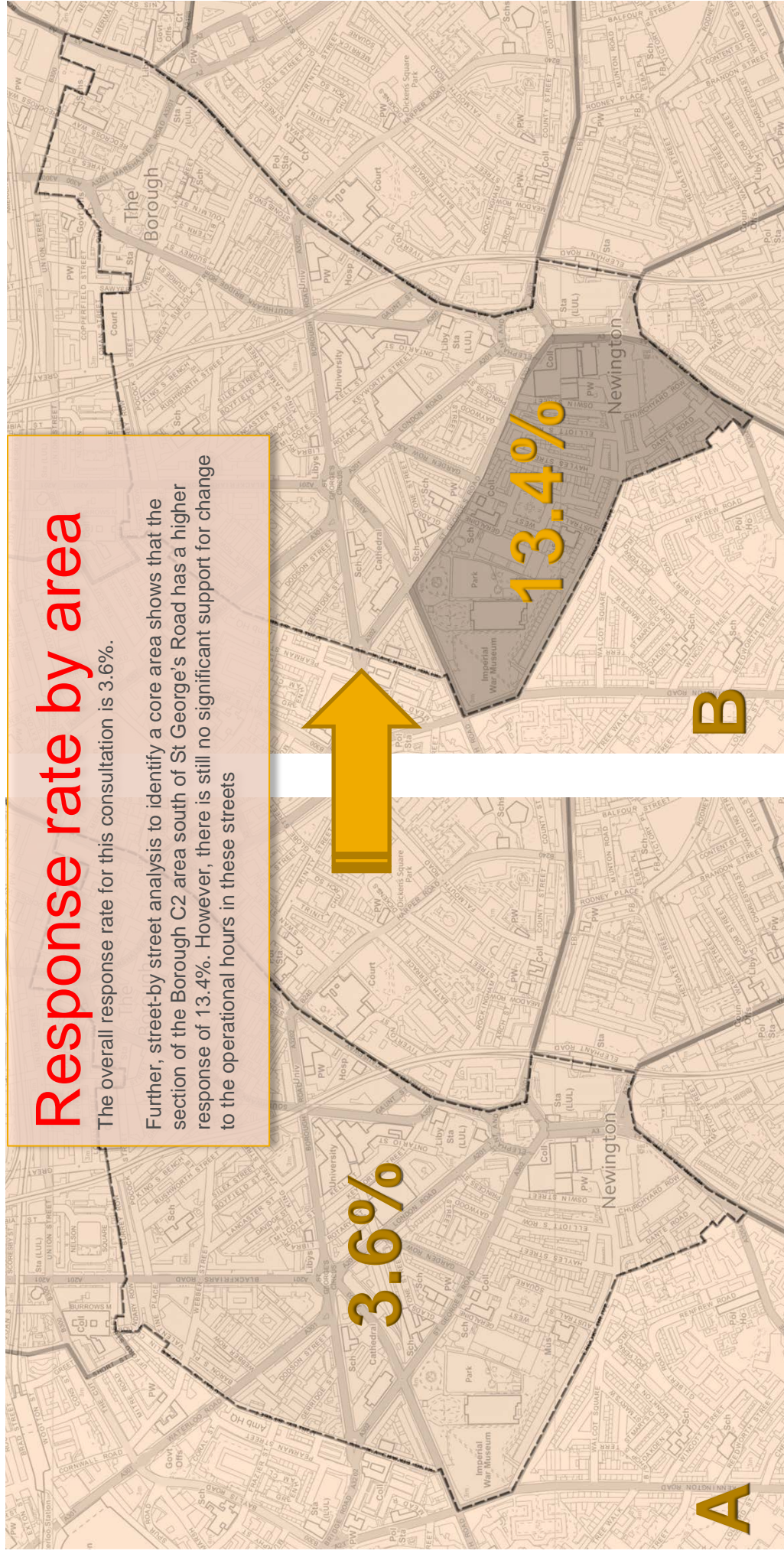


Figure 2 – Core area

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 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.

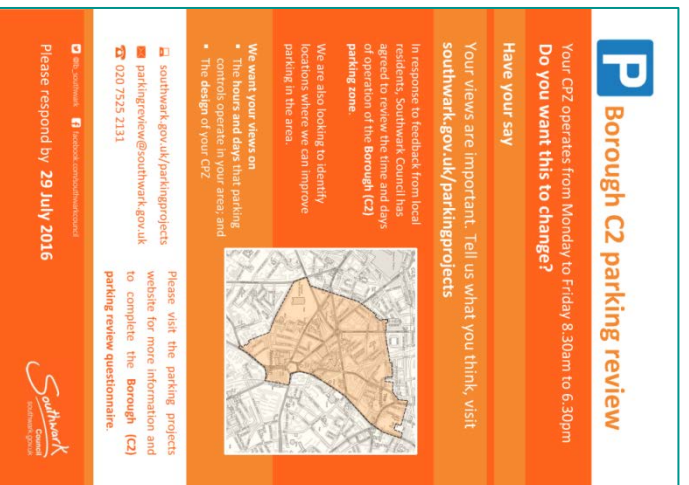
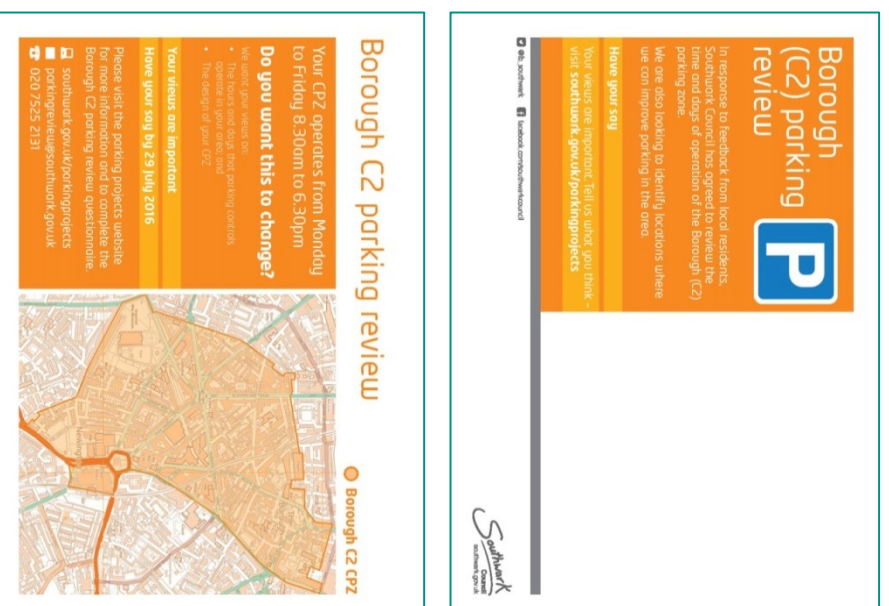


Figure A2 – Street notice

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.



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 --

▼

Postcode

(Required)

Email

2

During what times would you like C2 parking zone to operate?

Please tick all that apply

Monday to Friday

☐

No charge (8.30am to 6.30pm)

☐

Evening (e.g. 8.30am to 11pm)

☐

Other

☐

Saturday

☐

No charge (none)

☐

Morning (e.g. 9.30am to 12.30pm)

☐

All day (e.g. 8.30am to 6.30pm)

☐

Other

☐

Sunday

☐

No charge (none)

☐

Morning (e.g. 9.30am to 12.30pm)

☐

All day (e.g. 8.30am to 6.30pm)

☐

Other

☐

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
Clennam Street	6	1	17%	0%	100%	0%		Evening
Colnbrook 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
Glasshill 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	
Clenam Street	6	1	17%	100%	0%	0%	0%	No change	
Coinbrook 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. Lastly, I support the proposal to introduce barriers that would prevent over-sized vehicles, such as lorries and buses, from entering Brook Drive. 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 uneccasery changes like this which make life difficult for us residents.</p> <p>Take for the shambolic modernisation of the elephant castle round about. Totally uneccasery. 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	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.
AUSTRAL STREET	Leave the parking zone as it is. need more residents bays
AUSTRAL STREET	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
BARKHAM TERRACE	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.
BLACKFRIARS ROAD	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.
BLACKFRIARS ROAD	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.
BLACKFRIARS ROAD	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)
BLACKFRIARS ROAD	Webber Street needs parking only on one side of the road as it is blocked most days with cars parked on both sides.
BLACKFRIARS ROAD	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.
BLACKFRIARS ROAD	There are not many parking place and we have to park miles away from home.
BLACKFRIARS ROAD	Thank you
BLACKFRIARS ROAD	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.

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	<p>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.</p> <p>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.</p> <p>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).</p> <p>If the C2 zone was extended to the evening and weekends, then the parking bays would be utilised by residents in the best way</p>
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	<p>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.</p>
BROOK DRIVE	<p>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.</p>
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	<p>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.</p> <p>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.</p>
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	<p>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.</p>

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>On Colnbrook Street there are very strict parking controls already. The parking tariffs per hour are very steep during the day.</p> <p>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>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>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>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>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>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>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 Elliots 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	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.
ELLIOTTS ROW	In my part of the zone there are at least two cycle parks nearby and at least one car club bay, which seems sufficient. 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. 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.
ELLIOTTS ROW	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. 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. 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. 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. 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 pett down this road as fast as they can. It feels like an accident waiting to happen. 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. My preference would be not to change the operating times of the pay and display parking bays
GERRIDGE STREET	

Street Name	Comment
GLADSTONE STREET	<p>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.</p> <p>Many thanks</p>
GLADSTONE STREET	<p>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.</p>
GLADSTONE STREET	<p>the zone and the parking times seem to work very well for me.</p> <p>I think we might like to have a Club Bay at some time but at the moment it is not being discussed.</p>
GLADSTONE STREET	<p>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.</p> <p>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.</p>
GLASSHILL STREET	<p>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.</p> <p>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.</p>
GRAY STREET	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>All the current parking spaces in the area are used and are required</p>

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.
GREAT SUFFOLK STREET	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. 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.
GREAT SUFFOLK STREET	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> <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.</p> <p>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 exisiting 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> <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	Current arrangements work well and do not need changing
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. I am therefore strongly opposed to (i) either reducing the space or (ii) increasing the restricted hours. 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 contradiction 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	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>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	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
MARSHALSEA ROAD	Need more parking zones/bays not fewer
MILCOTE STREET	Clearer signage, clearer marked bays, more bays around Library Street.
MILCOTE STREET	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.
MILCOTE STREET	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.
MILCOTE STREET	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.
ORIENT STREET	There are currently insufficient residents bays in West Square and Austral Street. These should be increased.
OSWIN STREET	The permission for the metropolitan tabernacle 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.
OSWIN STREET	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>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.
OSWIN STREET	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	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 Lesiure Centre ,The Mace building Longville Rd.
	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 Coucil.
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	<div></div> <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.
	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

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 unequitable 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>
POCOCK STREET	<p>Changing the parking times will only make life harder. therefore, leave it as it is please.</p> <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>
POCOCK STREET	<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> <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	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. I appreciate the fact that you will take our views in regards to this matter. Thanks
POCOCK STREET	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. I would favour increased provision of car parking spaces and greening of space, in particular on Pocock Street, which is far wider than it needs to be at its western end.
POCOCK STREET	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 pocock street are used by the NHS ambulance cars (these are not ambulances) therefore making it hard for delivery vans to park temporarily.
POCOCK STREET	More Trees/ bike parking: 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. 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.
PRINCESS STREET	There are currently no pay meters which is annoying when you have visitors a couple of pay by phone meters would be good
PRINCESS STREET	i think the way things are at the moment its great . i think you don't need to change any thing, thanks

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>
REDCROSS WAY	<p>Its effected as and was mislead 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
SOUTHWARK BRIDGE ROAD	Southwark 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 Southwark Bridge road. This area has a square and a heavily used parade of shops and cafes.
SOUTHWARK 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.
SOUTHWARK 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.
SOUTHWARK 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.
	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.
	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.
	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.
SOUTHWARK 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.
SOUTHWARK BRIDGE ROAD	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Please put Southwark Bridge road into C1. It would be fantastic.</p> <p>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.</p> <p>SOUTHWARK BRIDGE ROAD</p> <p>it's fine as it is.</p> <p>ST GEORGES ROAD</p> <p>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.</p> <p>ST GEORGES ROAD</p> <p>Rather than changing the hours re: parking can new bays or even a small car park be introduced some where?</p> <p>ST GEORGES ROAD</p> <p>It is fine just as it is, with the exception of LONDON BRIDGE weekends and evening parking is NOT a problem.</p>

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> <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>
TRUNDLE STREET	<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> <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>
TRUNDLE STREET	<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	<p>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.</p> <p>The following points have been made by residents:</p> <ol style="list-style-type: none"> 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>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 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.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.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.I would like to see the Council carry out more regular reviews of how longer vehicles impact on the availability of C2 parking spaces.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.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.There is also a danger spot and serious congestion on Webber Street outside the Valentine Place development due to the following:<ol 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.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.2. Ever since the Travelodge gym opened on Baron'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.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.

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	<p>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.</p> <p>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!!!!</p> <p>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!!!!</p> <p>It is enough that car owning residents have been disadvantaged by cyclists due to the disproportionate politically driven priority given to them.</p> <p>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.</p> <p>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.</p> <p>I am very happy with the parking restrictions as they are and do not wish them to change.</p> <p>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).</p>
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 don't think it is necessary 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 absolutely 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	<p>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.</p> <p>My suggestion is to make NO more changes.</p>

Street Name	Comment
WEBBER STREET	<p>I would like to respond as a non-car owner and a local resident that would like to stay in the immediate area.</p> <p>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.</p> <p>I would be grateful if you could take this into account during your consultation.</p>
WELLER STREET	<p>We do not own a car but are members of Zipcar and sometimes rental cars so sometimes use the digital 'voucher' service.</p> <p>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!</p>
WELLER STREET	<p>I don't see any reason to change but I don't live near a big attraction like the Tate.</p> <p>It seems more logical to tie the parking times with yellow lines ie. Start t at 9 finish at 6.</p> <p>And it is so expensive!!</p>
WEST SQUARE	<p>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..</p> <p>Getting very busy.</p> <p>Please make residents parking 24 hours a day.</p> <p>Please do not replace car spaces with bikes or trees.</p> <p>Please remove unused disabled bays such as the one near 14 West Square.</p>
WEST SQUARE	<p>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.</p>

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> <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> <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>Thank you for allowing us to comment on the parking in C2 Southwark</p> <p>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 style="list-style-type: none"> 1. number of residents permits per household. <p>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 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>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>West Square/specific suggestions</p> <p>There is space to create more bays at the end of the spaces that are currently allocated.</p> <p>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>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>The access to West Square gardens is exposed onto the road and it is worrying that cars speed through the square.</p> <p>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>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>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>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> <p>1) WSRA does not want any change to the hours or days that residents only parking applies</p> <p>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:</p> <ul style="list-style-type: none"> - outside 17/18 and 52/53 West Square - by converting the disabled bay outside number 11 West Square as it appears not to be used. - 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 - by converting some of the pay & display bays on the west side of Austral Street as they are rarely fully used - 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) - in Orient Street either outside 4, 6 & 8 or on the other side outside part of the Respite Home. <p>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.</p> <p>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.</p>

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
Clennam 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	CPR	<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	Ideally I would like controls Mon-Sun 08:30-18:30
	29/01/2016	PCR	<p>PARKING HAS GOT MORE DIFFICULT IN THE PAST YEAR. WEEKENDS ESPECIALLY BECAUSE OF THE TABERNACLE SUNDAY SCHOOL.</p> <p>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	Not sure how the council can, in good conscience, issue a car parking permit when there are no local places to park your car! I suppose it depends on how far they feel it is reasonable to walk after you've parked your car. There are yellow lines directly outside our property that could be converted to parking spaces - except the school have managed to claim that segment of the road for their own 'access' (hence yellow lines) as well as the rest of Lant street that they stole from the residents. Further a car club spot (*2?) uses up another valuable space.
Lant Street	29/01/2016	PCR	I am experiencing problems parking and the situation has worsened considerably during the time I have been living in the area.
			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.
			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.
			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.
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</p> <p>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 TfL 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	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.
	26/01/2016	PCR	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.
West Square	29/01/2016	PCR	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.
West Square	28/07/2016	CR	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,