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.
## 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.

<table>
<thead>
<tr>
<th>Response rate</th>
<th>... the overall response rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.6%</td>
<td>95% of these responses were received from residents</td>
</tr>
<tr>
<td></td>
<td>Only 11 out of 96 streets achieved a &gt;10% response rate</td>
</tr>
<tr>
<td></td>
<td>No responses were received from 48 out of 96 streets consulted</td>
</tr>
</tbody>
</table>

### During what times would you like C2 parking zone to operate? – Monday to Friday

...of respondents would like to see **no change to the parking restrictions during Monday to Friday**

| 71%         | 21% of respondents supported evening controls during Monday to Friday |
|            | No individual street showed substantial support for the C2 parking zone to operate in the evenings |

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

...of respondents would like to see **no change to the parking on a Saturday, i.e. remain free and unrestricted**.

| 55%         | 11% of respondents would like Saturday morning controls introduced |
|            | 27% of respondents would like Saturday controls to be introduced operating all-day |
|            | Only Brook Drive, Oswin Street and Hayles Street showed moderate support for Saturday controls |

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

...of respondents would like to see **no change to the parking on a Sunday, i.e. remain free and unrestricted**

| 56%         | 9% of respondents would like Sunday morning controls introduced |
|            | 24% of respondents would like Sunday controls to be introduced operating all-day |
|            | Only 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.

<table>
<thead>
<tr>
<th>Consultation returns</th>
<th>Result</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of properties consulted</td>
<td>6215</td>
</tr>
<tr>
<td>Number of responses</td>
<td>244</td>
</tr>
<tr>
<td>Number of duplicate responses</td>
<td>17</td>
</tr>
<tr>
<td>Number of responses received from outside the consultation boundary</td>
<td>6</td>
</tr>
<tr>
<td>Number of responses included in the analysis</td>
<td>221</td>
</tr>
<tr>
<td>Response rate</td>
<td>3.6%</td>
</tr>
</tbody>
</table>

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.

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

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.
The overall response rate for this consultation is 3.6%.

Further, street-by-street analysis to identify a core area shows that the section of the Borough C2 area south of St George’s Road has a higher response of 13.4%. However, there is still no significant support for change to the operational hours in these streets.
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.

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

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.
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.

The council put up street notices, shown as Figure A2, on street lighting columns at over 60 locations across the Borough (C2) CPZ area.
The survey was undertaken using an on-line survey, with questions as shown below.

<table>
<thead>
<tr>
<th>Question</th>
<th>Options</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Do you have children of any age living in your household?</td>
<td>Yes</td>
</tr>
<tr>
<td>2. How long have you lived in your current property?</td>
<td></td>
</tr>
<tr>
<td>3. Which borough does your current property fall within?</td>
<td></td>
</tr>
<tr>
<td>4. Please provide your contact details.</td>
<td></td>
</tr>
<tr>
<td>5. How many rooms does your property have?</td>
<td></td>
</tr>
<tr>
<td>6. Are there any improvements you would like to make to your property?</td>
<td></td>
</tr>
<tr>
<td>7. How do you plan to fund these improvements?</td>
<td></td>
</tr>
</tbody>
</table>

The survey was conducted by borough to ensure confidentiality.
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?’

<table>
<thead>
<tr>
<th>Response</th>
<th>No of responses</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Resident</td>
<td>209</td>
<td>95%</td>
</tr>
<tr>
<td>Business</td>
<td>12</td>
<td>5%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>221</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

Appendix B – Analysis of consultation returns
<table>
<thead>
<tr>
<th>Road Name</th>
<th>Monday</th>
<th>Tuesday</th>
<th>Wednesday</th>
<th>Thursday</th>
<th>Friday</th>
<th>Saturday</th>
<th>Sunday</th>
<th>Other</th>
<th>Evening</th>
<th>Weekend</th>
<th>Total</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Borough Road</td>
<td>4%</td>
<td>6%</td>
<td>3%</td>
<td>3%</td>
<td>2%</td>
<td>0%</td>
<td>0%</td>
<td>100%</td>
<td>0%</td>
<td>0%</td>
<td>100%</td>
<td>0%</td>
</tr>
<tr>
<td>Borough High Street</td>
<td>2%</td>
<td>2%</td>
<td>2%</td>
<td>2%</td>
<td>3%</td>
<td>0%</td>
<td>0%</td>
<td>100%</td>
<td>0%</td>
<td>0%</td>
<td>100%</td>
<td>0%</td>
</tr>
<tr>
<td>Borough Road</td>
<td>2%</td>
<td>2%</td>
<td>2%</td>
<td>2%</td>
<td>3%</td>
<td>0%</td>
<td>0%</td>
<td>100%</td>
<td>0%</td>
<td>0%</td>
<td>100%</td>
<td>0%</td>
</tr>
<tr>
<td>Borough Road</td>
<td>2%</td>
<td>2%</td>
<td>2%</td>
<td>2%</td>
<td>3%</td>
<td>0%</td>
<td>0%</td>
<td>100%</td>
<td>0%</td>
<td>0%</td>
<td>100%</td>
<td>0%</td>
</tr>
<tr>
<td>Borough Road</td>
<td>2%</td>
<td>2%</td>
<td>2%</td>
<td>2%</td>
<td>3%</td>
<td>0%</td>
<td>0%</td>
<td>100%</td>
<td>0%</td>
<td>0%</td>
<td>100%</td>
<td>0%</td>
</tr>
<tr>
<td>Borough Road</td>
<td>2%</td>
<td>2%</td>
<td>2%</td>
<td>2%</td>
<td>3%</td>
<td>0%</td>
<td>0%</td>
<td>100%</td>
<td>0%</td>
<td>0%</td>
<td>100%</td>
<td>0%</td>
</tr>
<tr>
<td>Borough Road</td>
<td>2%</td>
<td>2%</td>
<td>2%</td>
<td>2%</td>
<td>3%</td>
<td>0%</td>
<td>0%</td>
<td>100%</td>
<td>0%</td>
<td>0%</td>
<td>100%</td>
<td>0%</td>
</tr>
<tr>
<td>Borough Road</td>
<td>2%</td>
<td>2%</td>
<td>2%</td>
<td>2%</td>
<td>3%</td>
<td>0%</td>
<td>0%</td>
<td>100%</td>
<td>0%</td>
<td>0%</td>
<td>100%</td>
<td>0%</td>
</tr>
</tbody>
</table>

This table details street-by-street when times they would like the C2 parking zone to operate Monday to Friday.
<table>
<thead>
<tr>
<th>Road name</th>
<th>No of responses</th>
<th>Saturday</th>
<th>Morning</th>
<th>Afternoon</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>Glasshill Street</td>
<td>119</td>
<td>4%</td>
<td>67%</td>
<td>29%</td>
<td>0%</td>
</tr>
<tr>
<td>Gerridge Street</td>
<td>37</td>
<td>12%</td>
<td>81%</td>
<td>7%</td>
<td>0%</td>
</tr>
<tr>
<td>Gaywood Street</td>
<td>27</td>
<td>10%</td>
<td>67%</td>
<td>23%</td>
<td>0%</td>
</tr>
<tr>
<td>Elliotts Row</td>
<td>36</td>
<td>11%</td>
<td>56%</td>
<td>33%</td>
<td>0%</td>
</tr>
<tr>
<td>Davidge Street</td>
<td>10</td>
<td>100%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Colnbrook Street</td>
<td>9</td>
<td>100%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Blackfriars Road</td>
<td>53</td>
<td>55%</td>
<td>44%</td>
<td>1%</td>
<td>0%</td>
</tr>
<tr>
<td>Blackfriars Road</td>
<td>32</td>
<td>32%</td>
<td>56%</td>
<td>12%</td>
<td>0%</td>
</tr>
<tr>
<td>Blackfriars Road</td>
<td>64</td>
<td>40%</td>
<td>50%</td>
<td>10%</td>
<td>0%</td>
</tr>
<tr>
<td>Blackfriars Road</td>
<td>22</td>
<td>100%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Blackfriars Road</td>
<td>11</td>
<td>100%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Blackfriars Road</td>
<td>11</td>
<td>100%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Blackfriars Road</td>
<td>11</td>
<td>100%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Blackfriars Road</td>
<td>11</td>
<td>100%</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Road name</th>
<th>6am</th>
<th>7am</th>
<th>8am</th>
<th>9am</th>
<th>10am</th>
<th>11am</th>
<th>12pm</th>
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</tr>
</tbody>
</table>

This is a table showing the results of a survey on parking zone operation times. The table provides information on the percentage of respondents who prefer different time slots for the C2 parking zone on Sundays. The table includes columns for 6am to 4am, with each column listing the percentage of respondents who prefer no change, 10% change, 20% change, or 40% change for each time slot. The data is presented in a way that allows for easy comparison of preferences across different times of the day.

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

<table>
<thead>
<tr>
<th>Street Name</th>
<th>No of Properties</th>
<th>No of responses</th>
<th>Response rate</th>
<th>On street bicycle parking</th>
<th>Car club bay</th>
<th>Trees</th>
</tr>
</thead>
<tbody>
<tr>
<td>Austral Street</td>
<td>32</td>
<td>9</td>
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</tr>
<tr>
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<td>-</td>
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<tr>
<td>Blackfriars Road</td>
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<tr>
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<td>50%</td>
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<tr>
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<tr>
<td>Weller Street</td>
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<td>-</td>
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</tr>
<tr>
<td>West Square</td>
<td>68</td>
<td>18</td>
<td>26%</td>
<td>-</td>
<td>17%</td>
<td>6%</td>
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<tr>
<td>TOTALS</td>
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<td>221</td>
<td>4%</td>
<td>13%</td>
<td>8%</td>
<td>14%</td>
</tr>
</tbody>
</table>

The following table shows which respondents indicated that they would like cycle parking, a car club bay or trees installed on their street.
Respondents were invited to provide comments in question 4 of the online form. These comments are listed by street name, provided a comment was made.

### AUSTRAL STREET

<table>
<thead>
<tr>
<th>Street Name</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>AUSTRAL STREET</td>
<td>I would like one of the pay-parking places on Austral Street to be changed into a bike locker, not the road traffic parking as there is not enough of them. The pay-parking needs more residential days in Austral Street as more residents than pay parking.</td>
</tr>
<tr>
<td>AUSTRAL STREET</td>
<td>Already a bike space 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.</td>
</tr>
<tr>
<td>AUSTRAL STREET</td>
<td>I would like some of the single yellow line areas to be dug up and for trees to be planted there.</td>
</tr>
<tr>
<td>AUSTRAL STREET</td>
<td>I would like the residential visitor passes to be valid in the pay-parking bays.</td>
</tr>
<tr>
<td>AUSTRAL STREET</td>
<td>Yellow lines to be ok to park on weekends.</td>
</tr>
<tr>
<td>AUSTRAL STREET</td>
<td>I support the proposal to introduce barriers that would prevent over-speed vehicles, such as lorries and buses, from entering Brook Drive. Additionally, Austral Street and a West Square are used as cut-throughs by vehicles on other roads too fast. Please introduce barriers to control this.</td>
</tr>
<tr>
<td>AUSTRAL STREET</td>
<td>This area suffers from considerable air pollution. Two of the three suggestions would begin to alleviate that.</td>
</tr>
<tr>
<td>AUSTRAL STREET</td>
<td>Need more parking bays in Austral Street as more residents than pay parking.</td>
</tr>
</tbody>
</table>

### Additional Comments

- I would like more parking bays in Austral Street to be changed into bike lockers, not the road traffic parking as there is not enough of them. The pay-parking needs more residential days in Austral Street as more residents than pay parking.
- Already a bike space 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.
- I would like some of the single yellow line areas to be dug up and for trees to be planted there.
- I would like the residential visitor passes to be valid in the pay-parking bays.
- Yellow lines to be ok to park on weekends.
- I support the proposal to introduce barriers that would prevent over-speed vehicles, such as lorries and buses, from entering Brook Drive. Additionally, Austral Street and a West Square are used as cut-throughs by vehicles on other roads too fast. Please introduce barriers to control this.
- This area suffers from considerable air pollution. Two of the three suggestions would begin to alleviate that.
- Need more parking bays in Austral Street as more residents than pay parking.

### Borough (C2) • southwark.gov.uk • Page 17

Consultation - Appendix C - Comments received during consultation.
AUSTRAL STREET

Please could you leave the zone exactly as it is. It is 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.

I for one see no reason whatsoever to make any changes. I am strongly against this. If you must provide for residents than provide us with more resident bays reducing double yellow and single lines. The times have nothing to do with shortage of parking bays.

It is unnecessary changes like this which make life difficult for us residents.

Take for the shambolic modernisation of the Elephant Castle round about. Totally unnecessary. Traffic jams everywhere, useless bike lanes which are hardly used.

You have removed parking spaces for residents by changing single yellow to double yellow without consulting us. This is making life difficult for us residents.

Webber Street needs parking only on one side of the road as it is blocked most days with cars parked on both sides.

Thank you.

AUSTRAL STREED

There are not many parking spaces and we have to park miles away from home.

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.

You have removed parking spaces for residents or visitors by changing single yellow to double yellow without consulting us. This is making life difficult for us residents.

Webber Street needs parking only on one side of the road.

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.

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.

You changed the layout a few years back removing out car bays and giving more to coaches. All this has done is encourage coaches to park anyway how they like.

You have removed parking spaces for residents by changing single yellow to double yellow without consulting us. This made life difficult for us residents.

I need more disabled parking bays as there are very few in the area near my church (Shorn Street), near the shops (The Cut), our community centre (Scovill Road) and near my doctor surgery (Colombo Street).

I need more disabled parking bays as there are very few in the area near my church (Shorn Street), near the shops (The Cut), our community centre (Scovill Road) and near my doctor surgery (Colombo Street).

You have removed parking spaces for residents by changing single yellow to double yellow without consulting us. This is making life difficult for us residents.

I strongly detest the changes to C2 CPZ.

Thank you.

I strongly detest the changes to C2 CPZ.

I strongly detest the changes to C2 CPZ.

Thank you.

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.

You have removed parking spaces for residents by changing single yellow to double yellow without consulting us. This is making life difficult for us residents.

Webber Street needs parking only on one side of the road.

Thank you.

Blackfriars Road

Stop reducing C2 parking bays as there are now more

You have removed parking spaces for residents by changing single yellow to double yellow without consulting us. This is making life difficult for us residents.

You could do with a few disabled parking spaces around, even a few around the school.

Stop reducing C2 parking bays as there are now more

You have removed parking spaces for residents by changing single yellow to double yellow without consulting us. This is making life difficult for us residents.

I need more disabled parking bays as there are very few in the area near my church (Shorn Street), near the shops (The Cut), our community centre (Scovill Road), near my doctor surgery (Colombo Street)

I need more disabled parking bays as there are very few in the area near my church (Shorn Street), near the shops (The Cut), our community centre (Scovill Road), near my doctor surgery (Colombo Street)

You have removed parking spaces for residents by changing single yellow to double yellow without consulting us. This is making life difficult for us residents.

I strongly detest the changes to C2 CPZ.

Blackfriars Road

There are not many parking spaces and we have to park miles away from home.

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.

You have removed parking spaces for residents by changing single yellow to double yellow without consulting us. This is making life difficult for us residents.

Webber Street needs parking only on one side of the road.

Thank you.

I strongly detest the changes to C2 CPZ.

Thank you.

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.

You have removed parking spaces for residents by changing single yellow to double yellow without consulting us. This is making life difficult for us residents.

Webber Street needs parking only on one side of the road.

Thank you.

I strongly detest the changes to C2 CPZ.
<table>
<thead>
<tr>
<th>Street Name</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Borough High Street</td>
<td>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.</td>
</tr>
<tr>
<td>Borough Square</td>
<td>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.</td>
</tr>
<tr>
<td>Boyfield Street</td>
<td>My main concern is the inability of other drivers who cannot park properly. People who take up two spaces by not using the bays correctly. If the bays were marked into car lengths this would ensure there is enough space for other users to park.</td>
</tr>
<tr>
<td>Brook Drive</td>
<td>Sometimes we end up parking on our streets away and we are becoming very frustrated when we try to find a Bay to park our car. Over the course of the last few years I've noticed that it's becoming more and more difficult for us residents to park in our street specially when we are parking our residence parking on the monthly basis that goes up every year. I have been living in the area for nearly 25 years.</td>
</tr>
<tr>
<td>Brook Drive</td>
<td>The parking times work well and do not need changing as it allows for freedom for visitors and deliveries to be made sometimes. In this hour, things are open and busy. Sometimes it's difficult to find a space.</td>
</tr>
<tr>
<td>Brook Drive</td>
<td>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 residents to park in our street specially when we are parking our residence parking on the monthly basis that goes up every year. I have been living in the area for nearly 25 years.</td>
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<tr>
<td>Borough High Street</td>
<td>I hope you'll be able to do something to resolve the problem and been able to park our cars without difficulty.</td>
</tr>
</tbody>
</table>
Parking in Brook Drive is a particular problem for several reasons. Firstly, the recent building of the leisure centre and the new blocks of flats, and, the impending shopping centre mean that there will be an increased volume of visitors to the area. These visitors are likely to come to the area on evenings and weekends, meaning that residents will lose many parking spots.

In addition, there are many people who attend church on Sunday mornings, and a vast number of cars and minibuses park in resident bays. Many residents also use rubbish bins to “block” parking spaces - the reason for this, I believe, is because weekend and evening visitors park in spaces that residents would like to use to leave their cars nearby.

If the C2 zone was extended to the evenings and weekends, then the parking restrictions would be utilized by residents in the best way.

I do not want the times extended this would mean losing our weekends when family and friends stay with us. It is a free place to park. I would like to see more parking restriction on weekends for non-residents.

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.

I understand the concerns of some neighbours at the increasing pressure on parking at the Elephant & Castle end of Brook Drive. For this reason that I have selected no change in the CPZ timing overall.

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<td>BROOK DRIVE</td>
<td>The street is currently a complete mess. With congested construction traffic and rat running mixing with a huge volume of cyclists on the cycle superhighway. There is also a necessity for better pedestrianisation, with more trees planted so as to slow vehicles. 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 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&amp;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 cars cannot go in one direction as traffic moves, this often results in drivers having to take up to 10-15 mins to bring themselves back into the C2 zone again. That is an additional 10 minutes of unnecessary pollution.</td>
</tr>
</tbody>
</table>
On Colnbrook Street there are very strict parking controls already. The parking tariffs per hour are very steep during the day. 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 weekends for our sake, and it is difficult to know how we would cope without this. 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. 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.

Parking bays next to our Church are rarely used. We believe 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.

Parking restriction harms. The parking bays next to our Church are rarely used. We believe due to the cost and the conversion charges are insufficient to discourage casual use of cars during the current construction. 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.

We have operated as a Church and Community Centre for over 12 years in this 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.
I am writing on behalf of the Sunday School that operates at the Metropolitan Tabernacle Baptist Church.

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 the Tabernacle premises but some are parked on the local streets. Currently over 300 children are brought in and taken home each week.

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.

To maintain this vital Sunday and midweek ministry to the local area we would request that the C2 CPZ is not extended to the weekends or evenings.

Yours sincerely
- Tabernacle Sunday School

To maintain the real Sunday and midweek ministry to the local area we would request that the C2 CPZ is not extended to the weekends or evenings.

The Sunday School has improved the lives of children and young people in our area over the past decades providing spiritual and moral instruction to a whole generation.

The Sunday School is attended by over 200 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.

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ELEPHANT AND CASTLE

I am writing on behalf of the Sunday School that operates at the Metropolitan Tabernacle Baptist Church.
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.

In my part of the zone there are at least two cycle parks nearby and at least one car club, which seems sufficient.

ELLIOTTS ROW
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 restrictions 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.

ELLIOTTS ROW
The main problems that I can identify are that too many visitors from the Tabernacle fill up 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.

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GAYWOOD STREET
Parking is often very problematic on our street. It is not clear if some of the bays are part of the residents parking area or the pay and display parking bays.

GERRIDGE STREET
My preference would not to change the operating times of the pay and display parking bays.
GLADSTONE STREET
I find that the street have been getting busier and with the elephant and castle development and other developments I expect this will increase. The busiest day is Saturday when you cannot park on our street in the morning.

Many thanks

GLADSTONE STREET

Thank you for conducting this consultation. In my experience there has been an increase over the last 5-10 years in weekend parking by non-residents and the number of parking spaces should be retained and maybe even increased along Gray Street as this prevents traffic traveling too fast along Gray Street.

GRAY STREET
I think the time should be from 8.30 in the morning until 6.30 in the evening and the street should apply at weekends as well.

GLASSHILL STREET
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 safe environment.

GRAY STREET

I think the days of free parking in the main town centre are numbered. I hope this consultation will not just involve a consultation process but will also look at the changes which has brought about an increase in non-resident parking.

GLASSHILL STREET

I agree with the general introduction of cycle parking spaces. I have been involved in cycle parking schemes for a long time and think there are advantages to getting people to cycle rather than drive. The introduction of the cycle superhighway along Glasshills Street has made it easier for people to cycle along Gray Street and has decreased the amount of traffic on the street.

GRAY STREET

I think the time should be from 8.30 in the morning until 8.30 in the evening and this should apply at weekends as well.

GLASSHILL STREET

I think the street feel very quiet on weekdays and the weekend parking is not an issue. However, on Saturdays there is a lot of congestion on the street and it can be difficult for residents to find space to park until very late in the evening.

GRAY STREET

Gray Street, Webber Street and Barons Place are popular places for people to park in the evenings who are coming to the theatres, the many hotels nearby and the gym.

GRAY STREET

Since the introduction of the cycle superhighway along Glasshills Street, the volume of traffic on Gray Street has decreased and there are many fewer residents and the number of parking spaces needs to be retained.

GLASSHILL STREET

There is currently an illegal installation of a cycle hoop on Glasshills Street which was part of a resident consultation. If the hoop is removed, the parking arrangements seem to work very well.

GRAY STREET

The number of parking spaces along Gray Street should be retained and maybe even increased along Gray Street. The previous traffic traveling too fast along Gray Street.

GLASSHILL STREET

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<tr>
<td>Great Suffolk Street</td>
<td>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.</td>
</tr>
<tr>
<td>Great Suffolk Street</td>
<td>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.</td>
</tr>
<tr>
<td>Great Suffolk Street</td>
<td>There aren't enough bays for residents as people park and buy tickets so we can't get into and get tickets on yellow lines park.</td>
</tr>
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| Great Suffolk Street | Great Suffolk Street

The suspension of bays to allow building work means it is often very difficult to find a parking space. Many residents should be considered at least notified. We have enough problems parking in Greater Suffolk Street and replacing it with a loading bay has not helped the parking issue at all. The loading bay needs to be turned back into a parking bay for residents only. |
| Great Suffolk Street | Add residents' spaces, do not reduce them please. |
| Great Suffolk Street | Great Suffolk Street

The suspension of bays to allow building work means it is often very difficult to find a parking space. Many residents should be considered at least notified. We have enough problems parking in Greater Suffolk Street and replacing it with a loading bay has not helped the parking issue at all. The loading bay needs to be turned back into a parking bay for residents only. |
| Great Suffolk Street | There aren't enough bays for residents as people park and buy tickets so we can't get into and get tickets on yellow lines park. |

I also think it should be one vehicle per property restricted for residents unless disabled etc. |
Street Name

GREAT SUFFOLK STREET

Comment

The answer that I don't think parking bays should be replaced with on-street bicycle parking is 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. On this building I only occupy this will create more car users to park on the nearby streets out of the current parking hours which are 3.30 - 11.00.

GREAT SUFFOLK STREET

NO MORE C2 BAYS NEEDED

HARMSWORTH MEWS

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.

HARMSWORTH MEWS

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. This is not something which we would like to encourage.
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<td>HAYLES STREET</td>
<td>In the south of C2 parking is now very difficult during periods where no restrictions are in place. This has been exacerbated by</td>
</tr>
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</table>

In addition to the street, 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. In addition, the stretches are 2–3 mins.

More visitor permits. 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 in most cases, the visits are 2–30 mins.

- A pass per car of temporary visitors who need places (for short visits when they have to park on the kerb / residents’ bay and are just stopping to do / drop off / collect)
- Some paid parking bays on our street or nearby

- nowhere to park - I would like to see

We have a lot of tradespeople visiting the house (we will be refurbishing it over the next 2 years) so I find it difficult to get people to come and do work because there is no parking. I think it would be good if there were 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 my suggestion would be to have some days with more restrictions than others. I feel it is quite busy. For example, 9-10 mins on the weekends and evenings.

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War Museum close by.

Close to buses and tube/train to the centre, people park and then take public transport at weekends and evenings.

Already very busy as.

1. The new leisure centre very close by.

2. Increase in properties in the area.

1. Increase in properties in the area.
HAYLES STREET
Our main problem is parking, traffic and the Worshipful Company of Barbers, and to come by car rather than use public transport.

Street Name
HAYLES STREET

Comment
There are too many cars on HAYLES STREET, narrow and effective 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.

Not sure how many permits a household can buy. How many families certainty have a lot of cars.

Are people in the zone using permits? I’ve noticed the zone is a commuting base.

We have an area of the space in between numbers 10 and 12 on HAYLES Street. As I understand this is part of the public highway! However the residents of HAYLES STREET are very concerned about the level of parking during Sun days or at the Tabernacle during the week. Is there any opportunity for residents to use the space as a communal resource?

Highway of note - and therefore action is not necessary.

These houses have installed bollards and are commended by the space as private parking. It would be useful to have clarity on this situation - it’s a public highway or not.

There is also the question of the space in between numbers 10 and 12 on Hayles Street. However the residents of HAYLES STREET would dearly love the space to be developed into communal spaces to provide for those residents who want or need only irregular access to a car or van.

The inclusion of a car club bay would be invaluable - with the increase in residents in the near future, and the near future and the fact that parking is already a premium. It would be sensible to provide for those residents who want or need only irregular access to a car or van.

Sundays are a nightmare for parking because of the Tabernacle minibus.

Thank you very much for your consideration.

<table>
<thead>
<tr>
<th>Date</th>
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<tbody>
<tr>
<td>2023-05-15</td>
<td>8:00 AM</td>
<td>HAYLES STREET</td>
</tr>
<tr>
<td>2023-05-16</td>
<td>9:00 AM</td>
<td>HAYLES STREET</td>
</tr>
<tr>
<td>2023-05-17</td>
<td>10:00 AM</td>
<td>HAYLES STREET</td>
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</tbody>
</table>

Please could you change the traffic controls to solve the problem. I have three suggestions:

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)

iii) set a weight restriction for the road (if not suitable for lorries)

George Street, HAYLES STREET is an effective one way street and unfortunately has lost a dependence on the double yellow lines outside 7-13 Hayles Street.

There is a problem at the junction 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 12. These double yellow lines are used by day trippers who come to use the swimming pool. It is not clear if these are public highway or not and remedial action may be necessary.

There are too many cars on HAYLES STREET, narrow and effective one-way street. We have excellent public transport in this area and for most people cars are not necessary.
HALES STREET

My view is there should be parking spaces. Given we have deliveries of work men who can park. The restrictions should be more flexible.

LANCASTER STREET

For general reasons we support the current restriction BUT would like to see enforcement of restrictions on Saturday.

LANCASTER STREET

Increasing restrictions will most strongly disadvantage the less well off in the borough.

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.

LANT STREET

Parking bays are not enough and residents are increasing with new扁ments being built. Restricting the parking bays with seas, curb, ditches becomes parking will

KING EDWARD WALK

I have consulted all car owners of King Edward Walk.

KING EDWARD WALK

I am therefore strongly opposed to (i) either reducing the space or (ii) increasing the restricted hours.

KING EDWARD WALK

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.

LAMBETH ROAD

We are concerned with the weekend parking restrictions that would like to extend this C2 Residents Parking Bay to 8.30 - 10pm on Saturday in the street and streets those who have car parks.

LANCASTER STREET

increase parking to 7pm during the week.

LANT STREET

Would be good to extend the parking restriction to 8pm during the week.

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No comments for this question. I do not have a car but I do have visitors.

HALES STREET

Current restrictions seem sensible. I am not convinced that the cost of enforcement outside existing times would be worthwhile.

ISACW WAY

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ISACW WAY

No comments for this question. I do not have a car but I do have visitors.

KING JAMES STREET

I think cars should be encourged to give residents alternatives to owning cars. I would like to see investment in providing car parking points for electric cars, so as

LAMBERT STREET

Living in the north of the area - the area is basically as free parking as it can. E2 residents parks on the weekends to go into town - 8 to 10pm. Though predominantly to the increased popular

KINGS BENCH STREET

We have controlled parking on Kings Bench Street and we are happy with the times and parking bays. However, it does very poorly compare with many car parking

KINGS BENCH STREET

Millenium City Garages on Kings Bench Street constantly have cars parked in the bays in Kings Bench Street without tickets or permits. This often prevents local

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I am a car owner and have had a resident’s parking permit since 2007.

The CPZ needs to be in operation seven days a week and resident bays
popular with visitors often making it impossible to park at weekends.

The CPZ operates Monday to Friday from 8.30am-6.30pm but the area is
street and Mint Street and not been replaced.

recent years residents bays have disappeared on Lant Street, Weller.

There is limited residents parking in this region of the CPZ and over
considerably during the time I have been living in the area.

I am experiencing problems parking and the situation has worsened

I am a car owner and have had a resident’s parking permit since 2007.
Street Name: LANT STREET

Comment:

LANT STREET

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 and regret them so residents can actually use them. By 6:00 I am not yet home and so they are often taken by non residents. I understand there are cars on all of the single yellows - and looks appear able to leave 2-3 around at weekends. Also most deliveries that require lorries are at weekends. But is there a car on all of the single yellows - and looks appear able to leave 2-3 around at weekends. However this is a total contradiction to the weekend rules.

I asked if we could have more residents days and was told no because Jones needed to be able to turn around - however this is a total contradiction to the weekend rules.

I have had a battle with my cars and had no problem.

If weekends someone can park on the single yellows and this creates mayhem in our little cul-de-sac. I do not dare put out in my car as I most certainly cannot park it. Glorious! It would be lovely to have some more residents parking spaces.

I am a woman and do not feel safe when I hear of various assaults and crime. I am almost too scared of going out in my car as I cannot park!

At weekends anyone can park on the single yellows and this creates mayhem in our little cul-de-sac. I do not dare put out in my car as I most certainly cannot park it. Glorious! It would be lovely to have some more residents parking spaces.

I have neighbours who agree!

LONDON ROAD

We are a small business in the area and our suppliers find it difficult to 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.

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Please do not remove any parking bays but if possible give extra bays to help small traders.
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<td>LONDON ROAD</td>
<td>I 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. Parking should be free for those paying Council Tax and have seen no extra reward from this extra tax you levied for parking. I believe current allowance is contributing in order to increase your revenue by addressing weekend and weekend. You receive money from the residue of the money to pay for pistol groups. There is no space for bicycle parking on London Road and I doubt that any of the bills in the East of the street have space for bicycle. That issue needs to be changed for.</td>
</tr>
</tbody>
</table>
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.

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 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 (i.e. premises in the street or streets concerned). Oswin St being much used as an alternative sub-route by cyclists. Dealing with the present explosive of fly-parking would benefit them and increase safety.

I would propose to make the residents bays on 24 hour basis. Oswin Street located close to the Elephant & Castle tube station, zone 1.

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 considerate to the residents.

There is a problem with parking zone hours apply for longer but additional provision should be made for visitors. Two additional parking spaces should be introduced in 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 to clubs or pubs in the area and they are not allowed to park on our street which is purely residential.

Street Name: Oswin Street

Comment: 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 (i.e. premises in the street or streets concerned). Oswin St being much used as an alternative sub-route by cyclists. Dealing with the present explosive of fly-parking would benefit them and increase safety.
OSWIN STREET

Parking times should be from 7 am to 7pm seven days a week. Oswin Street needs to be made one way so that there can be no double yellow lines and people can park with their doors open as there are ample spaces close to the buildings. All the moments that are discussed, the relevant council has to be involved in these discussions. The main council that needs to be involved is Southwark Council.

Parking times should be from 7 am to 7pm seven days a week. Oswin Street needs to be made into a one way street. It is already becoming a service road for No.1 Elephant. The Castle Leisure Centre, The Mace Building and Longville Road.

Parking in the (C2) zone. Oswin Street SE11 CT this since the building on No.1 Elephant (38 floor tower block) the castle swimming pool and the Mace Tower 44 floor.

change time to 7am to 7pm everyday and make more parking bay.

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.

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POCOCK STREET

We feel that there are too many vehicles parking in the area as uncontrolled drops. They are causing disembarkance with social behaviour etc...I strongly suggest that the parking times will only make life harder to the residents. Leave it as it is please.

POCOCK STREET

Changing the parking times will only make life harder to the residents. Leave it as it is please.

POCOCK STREET

Zone is really badly thought out. I live at the top of c2 and do not use any services. Handy my sister in c1 get road ends etc, all in c2 this cannot part 5

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As a general part I would like to see parking spaces re-proposed for cycle parking. Pocket parks. The majority of residents in the area do not drive and improving the streets from them seems fair.

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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.

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 support increasing car park spaces and greening of space, in particular on Pocock Street, which is far wider than it needs to be.

POCOCK STREET

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.

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 improved environment by increased tree planting.

POCOCK STREET

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 (there are not ambulance) therefore making it hard for delivery vans to park temporarily.

POCOCK STREET

POCOCK STREET

I think the way things are at the moment is great. I think you don't need to change any thing.

PRINCESS STREET

There are currently no pay meters which is annoying when you have visitors a couple of pay phone meters would be good.

PRINCESS STREET

Thanks

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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
-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.
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 it’s
not obvious how the people who park frequently in the bays have managed to justify their blue badge).
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 levels of parking here. 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.

RUSHWORTH STREET
I live in a car-free development. There is no parking pressure on my road (Rushworth Street) at any time. Extending the CPZ from Rushworth to Lant Street will solve
any problem as there’s plenty of space for cars to park (though this is a worry for businesses we have and will continue to lose residents parking and
income). The change in the road to the developments on Lant Street means parking provision here should be reviewed.

SANCTUARY STREET
Works fine as it is for me - there is a loading any outside my apartment (which faces onto Lant St) and it seems to work well that the area has free of parked vehicles during
the working week (when deliveries come and go to the offices opposite) and available for parking in weekends. The loading bay in the parking in the
street also means that there’s no queueing from vehicles for on-street parking.

RED CROSS WAY

Add in some dedicated residents parking bays and make them 24 hour.

RUSHWORTH STREET
Any changes to this parking zone would have knock on effects to the neighbouring zones and by people driving round looking for parking.

RUSHWORTH STREET
I believe we need more parking bays in Rushworth St.

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RED CROSS WAY

On Lant Street (south), there is scope for additional parking bays in what is currently a single-line road which is opposite the new commercial building on the Sanctuary Street
Block.

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RED CROSS WAY

On Lant Street (south), there is scope for additional parking bays in what is currently a single-line road which is opposite the new commercial building on the Sanctuary Street
Block.
Street Name: Southwark Bridge Road

Comment:

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 seen a heavy use of shops.

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.

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 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.

Parking is a real issue in the vicinity of our property and the availability of kerb side parking is scarce. There are already car clubs, bike lanes, bike parking and electric vehicle parking (this often results in empty bays). I see all these as being important too but I think the council should look to develop new sites for these rather than taking away existing spots.

Parking is an issue in the vicinity of our property and the availability of kerb side parking is scarce. There are already car clubs, bike lanes, bike parking and electric vehicle parking. I see all these as being important too but I think the council should look to develop new sites for these rather than taking away existing spots.

In particular the hours of operation need to be extended to parking on a weekend close to our property. I would support the extending of hours to include evenings and all day weekends.

In the vicinity of our property there are two council owned sites where residents could be granted permits to park.

Southwark Bridge Road

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ST GEORGES ROAD

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.

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. That really is poor.

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.

On top of this, so many of us pay the council for parking allowance tickets 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. Filling our books of tickets at total waste of money.

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 to go or park). By parking their taxis willing 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 to go or park. It's very frustrating as the spaces are obviously there, but they are just not being used.

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.

ST GEORGES ROAD

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.

ST GEORGES ROAD

A SPEED RESTRICTOR ON AUSTRALIAN STREET AND GEERALDINE STREET WILL GREATLY ENHANCE THE SAFETY OF THE YOUNG CHILDREN AND ALSO CALM THE TRAFFIC.

ADDITIONAL RESIDENT BAYS CREATITE BY REPAINTING THE EXISTING SINGLE YELLOW LINES THAT CURRENTLY SERVE NO PURPOSE.

ST GEORGES ROAD

These issues:

1. We would be good if there is a 7-foot restrictor to stop large vehicles entering this area at peak times. As these are large school children at school times.

2. Since the creation of the cycle superhighway on the St Georges Road, there is an increased amount of traffic passing through the Geraldine Road at a cut through to West Square. This has been mentioned to us. A speed restrictor on Austral Street and Geraldine Street would be great.

3. There is a problem with private taxis loitering in our road during peaks hours. A ‘no loitering’ sign will be great.

4. There is a lot of noise from new residents.

5. I would like to see a resident parking bay for visiting friends.

ST GEORGES ROAD

Thank you very much for your time and good luck!
ST GEORGES ROAD
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.

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.

TRUNDLE STREET
The area around Charles Dickens school has had a clear lack of parking spaces due to works in the school that have closed partly Tolman Street. 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.

It's key for us that we can park in these streets, so I think they should be part of C2 parking zone.

WEBBER ROW
Parking has become very hard in the evenings and all weekends 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. This is causing residents to work from home or leave the area.

Can we have a few more bays on the streets local to Webber Row, especially on the Borough High Street end 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.

Thank you.

WEBBER ROW
The need is increasing not decreasing for whatever reasons.

Students (inc 6th Form) plus staff/deliveries/visitors. Pensions new bays on Southwark Bridge Rd.

Please note the intake of additional vitas from Sept 2017 with the new Haberdasher's Secondary School on other side of Mint St on Southwark Bridge Road. J 000

There is a heavily increased local population due to new developments, new build and new businesses since 1999.

The borough High Street and Mint Street are experiencing much greater use of cars to park as this is the second entrance. This is there but hardly used.

When 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 prevent this.

It can be difficult to park on the streets around Trundle during the weekend due to parking enforcement. It is possible there are areas in which this enforcement is negligible. Please see car payment that other do not.

WEBBER ROW
We need many more parking spaces in and around the Webber Street and Webber Row areas. There are so many parking tickets there will be enough space to accommodate the amount of people that will soon be living in the area. We have three flats in the area of Watterford Road and a gym in Southwark Town Hall.

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WEBBER ROW
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TRUNDLE STREET
It is key for us that we can park in these streets, so I think they should be part of C2 parking zone.

WEBBER ROW
I think it's fine as it is.

TRUNDLE STREET
If you are nearby these streets, it is key for us that we can park in these streets, so I think they should be part of C2 parking zone.

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WEBBER ROW

I have been asked to make these comments as Chair of the Webber and Quentin TWG and have consulted on them by email and at a public drop-in session on our estate.

1. Evening C2 restrictions to be extended to 8pm on weekdays - we are impacted by Theatre and Residential parking.

2. Extending the C2 restrictions start time the same as Lambeth 8am not 8.30am

3. Evening C2 restrictions to be extended to 8pm on weekends - we are impacted by Theatre and Residential parking.

4. Reduce new restricted C2 zone spaces on Grey Street where C2 parking bays were previously used by removing illegal in pavement area.

5. Reduce some motorbike road looks on Webber Street to allow illegally parked motorcycles to move out of courtyards.

6. My house is feel that the single yellow line needs to be taken away so that I can see my car from my household.

On Webber Row and street. We get all the hotel parking here. There are several building works and 15 works going on. I always having to park 10 minutes away from Sunday. Permit became necessary at 6.30pm.

mon - Friday no change.

Comment: WEBBER ROW
I have lived at WEBBER ROW 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:

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 C2 bays 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 C2 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 provision made.

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 told 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.

There is also a dangerous spot and serious congestion on Webber Street outside the Valentine Place development due to the following:

1. After C2 bays were removed from Gray Street (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 Gray Street. This resulted in traffic congestion near the bottom of Webber Street and reduced the visibility of vehicles turning right from the bottom of Webber Street.

I would like to see the Council carry out an 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 pollution in the area from exhaust fumes. I had understood from Cllr Adele Morris that when planning was granted for the hotel, one of its undertakings was to ensure no parking problems were created on the road, but this has not been the case at all and the Council seems completely disinterested in taking any remedial action.

I would like to see the Council take deliberate action to designate that stretch of road (near the junction) as a no-parking zone.
WEBBER STREET

I am very happy with the parking regulations at present. Please no changes.

WEBBER STREET

I think there should be more residents parking (my building is not allowed to apply for residents permits which I think is appalling.) I also think all new buildings should be forced to include underground parking to ease pressure on on-street parking bays.

WEBBER STREET

I don't see that increasing the hours will benefit residents with cars. The benefit to the council is that you will increase our parking permit costs and you are only looking to increase revenue.

WEBBER STREET

I believe the area would significantly benefit from more quality green space, to combat the surrounding building/concrete jungle. Both in the already allocated tree areas and in some which have been created as part of the roadworks. However, no trees have been planted (there are just weeds!).

WEBBER STREET

I understand there has been an aspiration by the council to include more green space along this middle section of Webber Street and indeed there are currently tree zones which have been created as part of the roadworks. However, no trees have been planted (there are just weeds!).

WEBBER STREET

More consultation should be given to determining desirable and encouraging central and peripheral electric cars in your policy making to reduce pollution in the area.

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WEBBER STREET
I would like to respond as a non-car owner and a local resident that would like to stay in the immediate area.

We have had 3 issues in the last month where service providers / suppliers have had trouble parking on Webber St. Due to the 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, another had to leave without being able to come to do the job we had paid for. There is a need to provide short term parking (1 hour slots) for service vehicles (electricians, plumbers etc). Otherwise businesses will suffer and as a resident of zone 1, we won't be able to access appropriate services.

I would be grateful if you could take this into account during your consultation.

WELLER STREET
We do not own a car but are members of Zipcar and sometimes use the digital 'voucher' service. Initially I found this quite worrying to operate, it seems to work fine!

WEST SQUARE
There is insufficient parking space for residents - over time we have lost spaces in Geraldine Street and some in West Square itself. At weekends, the current residents parking bays are often filled by visitors to the Imperial War Museum.

WEST SQUARE
And it is so expensive!!

WEST SQUARE
Please remove unused disabled bays such as the one near 4 West Square.

WEST SQUARE
Please do not replace car spaces with bikes or trees.

WEST SQUARE
Please make residents parking 24 hours a day.

WEST SQUARE
Getting very busy.

WEST SQUARE
The hours of restrictions during weekdays could be reduced and should not be extended and parking at weekends should continue to be unrestricted.

WEST SQUARE
Please do not replace car spaces with bikes or trees.

WEST SQUARE
Please make residents parking 24 hours a day.

WEST SQUARE
It seems more logical to tie the parking times with yellow lines, ie start at 9 finish at 6.

WEST SQUARE
I don't see any reason to change that. Let's keep the restriction the same.

WEST SQUARE
However, if it seems to work.

WEST SQUARE
Initially I found that quite worrying to operate (ie. could I believe that we wouldn't get a ticket and that the car would be recognised by the parking supervision?)

WEST SQUARE
What do other car owners do? Are we members of Zipcar and sometimes use the digital 'voucher' service?

WEST SQUARE
If you could take this into account during your consultation.

WEST SQUARE
Frequently businesses will suffer and we will be unable to access your services.

WEST SQUARE
Without permission to come in, we are unable to access your services.

WEST SQUARE
The other end to leave for our access points to be used.

WEST SQUARE
We would like to respond as non-car owner and local resident that would like to stay in the immediate area.

WEST SQUARE
Comment
Street Name
WEST SQUARE

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.

I feel residents parking spaces should not be restricted to the earlier hours, beyond the cycle path, and should be increased. Please could additional residents parking spaces be restricted in Geraldine Street. The hall of Geraldine Street closer to St George’s Road has been lost to cycle lanes, please could additional residents parking spaces be restricted in Geraldine Street.

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).

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’.

I would like more TREES and plants in Austral Street to try to make the very well used walking route leading towards West Square more obviously green and pleasant to walk.

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ON STREET BICYCLE PARKING (but bicycle 'hangers' should not be sited next to listed buildings)

CAR CLUB BAYS, are a good idea as they encourage people to get rid of their own cars.

West Square

In West Square there is space for more residents’ bays. This should be considered.

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Street Name: WEST SQUARE

Thank you for allowing us to comment on the parking in C2 Southwark.

We do NOT find that there is a problem with parking at weekends, so long as visitors and residents alike can park both in bays and on Yellow Lines. Extending the visiting residents permit scheme would make things more difficult for residents rather than less. No changes please.

Visiting residents would struggle to find spaces for two bays during the working day. As a result, residents who have garages should not have access to residents bays. 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. This has not been enforced by Southwark Council. This was a pre-requisite of the planning application for one side of the street to have private garages. Residents who have garages should not have access to street parking permits. This was a pre-requisite of the planning application for one side of the street to have private garages.

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, more parking tickets should be allocated to cars that are blocking spaces by being parked in the residents’ bays. This would be much easier to police.

There is nothing more frustrating than someone leaving 2 meters between them and the car in front, when there is only just enough space for another car to fit. It is not impossible for residents to park on the opposite side of the road.

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 is space to create more bays at the end of the spaces that are currently allocated.

Residents parking permits 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.

There is nothing more frustrating than someone parking across the bays, they could be used to bring in more revenues to the council.

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WEST SQUARE

Further to Q2: A consideration of extending the residents parking to 8:30pm Monday to Friday

Further to Q3: Some more trees would be welcome, although not at the expense of existing residents parking bays.

There is no provision for bicycles in the West Sq micro environment.

Sometimes there is no available parking space even though I live here.

I am an able bodied retired person, but if this was not the case it would be a bigger inconvenience/problem.

I then need to go quite some distance from West Square to follow the one way system the other side of St George's Road to find somewhere to leave my car.

I also think we need a few more dedicated residents parking bays in my immediate area.

Any new trees would be welcome, especially if they came with street calming or home zone arrangements for the Square and the connecting streets.

There is no provision for bicycles in the West Sq micro environment.

Any new trees would be welcome, especially if they came with street calming or home zone arrangements for the Square and the connecting streets.
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 your Council's request for comments which decide that WSRA's views are:

1) WSRA does not want any change to the hours or days that residents only parking applies
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:

- 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.
- inside 2/2’s Austral Street to increase to 12/15 spaces (Southwark Living Streets).
- 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 2/2’s, outside 31 and 47 West Square.
- By converting the disabled bay outside number 13 West Square as it appears not to be used.
- outside 17/18 and 52/53 West Square.

3) Passing bays of double yellow lines needed in Austral Drive at regular intervals because during the weekday rush hours and weekends, vehicles often cannot pass each other without difficult/reversing manoeuvres.

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3) Passing bays of double yellow lines needed in Austral Drive at regular intervals because during the weekday rush hours and weekends, vehicles often cannot pass each other without difficult/reversing manoeuvres.

4) Much better signing is required at the entrance to Brook Drive from Kennington Road and at the entrance to Austral Street in order to discourage longer stay parking and associated issues of parking abuse that currently plague the area.

Borough (C2) • southwark.gov.uk • Page 50
### Appendix D – Pre-consultation Feedback

<table>
<thead>
<tr>
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| Austral Street    | 28/01/2016 | Yes if this gets slightly worse in particular visitors parking at the weekend. On Austral Street there is also a proposed cycle parking area of 1 space. I support this but am concerned about the effect on a cyclist. I am a Borough Road resident and we have a car. We have a C2 parking permit. My husband (the driver of this household) comes and takes stopper off/cycling people up. Borough Road gets particularly busy in the evenings at weekends with people parking to visit ministry of sound around the town centre. This often takes up the full width of the road which narrows access for cyclists. On coming traffic often takes up the centre of the road which narrows access for cyclists. No restrictions in place it would be ideal if these could be extended into the weekend. We experience a lot of difficulties in finding a parking space close to our block repeatedly on the weekends when there are visitors parking. I also support the review being extended to cover the whole of the C2 parking zone. |}

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| Borough Road      | 23/01/2016 | I am a Borough Road resident and we have a car. We have a C2 parking permit. My husband (the driver of this household) comes and takes stopper off/cycling people up. Borough Road gets particularly busy in the evenings at weekends with people parking to visit ministry of sound around the town centre. This often takes up the full width of the road which narrows access for cyclists. On coming traffic often takes up the centre of the road which narrows access for cyclists. No restrictions in place it would be ideal if these could be extended into the weekend. We experience a lot of difficulties in finding a parking space close to our block repeatedly on the weekends when there are visitors parking. I also support the review being extended to cover the whole of the C2 parking zone. |}

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Brook Drive

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

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 (behind the museum), and for those who want to use the new leisure centre – surely it is more important to ensure that your residents are content and happy rather than those who are coming for one hour to use facilities that are in easy access to both bus and tube?

Brook Drive

Yes, if there were no parking on Brook Drive, finding a spot at any time has got more difficult, and especially at weekends with events. 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

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Brook Drive

Review parking on Friday evening or Saturday’s in, Brook Drive area is nearly an impossible task.

Brook Drive

Review parking on Friday evening or Saturday’s in Brook Drive area is nearly an impossible task.

Brook Drive

Review parking on Friday evening or Saturday’s in Brook Drive area is nearly an impossible task.
Street Name: Clennam Street (3)

Date: 14/11/2015

Pre-consultation (PCR) or consultation response (CR):

CR

Comment:

The northern boundary seems odd to say the least. Either end it at Marshalsea Road or continue it up to Southwark Street. The madness I have mentioned before is the one way system causing the boundary issue. It's a mess and I have mentioned before.

Will the committee consider changing the boundary lines for the madness I have mentioned before is the one way system causing the boundary issue. It's a mess and I have mentioned before.

My hope is that they either make Marshalsea Road or Southwark Street the boundary, which would be far more logical.

In regards to the hours, they are fine as they are Monday - Friday but it is the boundary lines which need review.

Room to add additional bays in these streets.

Why is it that you either make Marshalsea Road or Southwark Street the boundary, which would be far more logical?

Will the committee consider changing the boundary lines for the madness I have mentioned before is the one way system causing the boundary issue. It's a mess and I have mentioned before.

My hope is that they either make Marshalsea Road or Southwark Street the boundary, which would be far more logical.
Street Name: Gaywood Street
Date: 24/02/2016

We often have difficulty parking on Saturdays due to music school visitors to Notre Dame School and this will be worsened by our business and residential population and changes to the road system.

The area around St George’s Circus and the C2 Zone more generally is changing rapidly as a result of increases in the numbers of businesses and residents in the area. St George’s Circus itself is undergoing significant development, with projects such as the new station and hotel due to open in the next few years. This will result in increased parking demand during the daytime and evenings.

The increased parking demand and the need to manage traffic effectively means that changes to the parking restrictions are required. This is particularly the case for Saturdays when the increased numbers of visitors may not fully appreciate the limitations on parking.

Although there may be benefits to extending the hours of restrictions and increasing the number of parking spaces, it is important that these are implemented in a way that minimises impact on local businesses and residents.

Additionally, there is a need to ensure that the parking restrictions are clearly communicated to visitors and residents.

Street Name: Gladstone Street
Date: 25/01/2016

As to the second reason mentioned above, over the past several years we have noticed an 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 significant increase in the use of Gladstone Street as a Saturday morning parking spot for visitors to the area. This is because of the introduction of the Cycle Superhighway and the increased numbers of people using Gladstone Street as a result.

The area around St George’s Circus and the C2 Zone more generally is changing rapidly as a result of increases in the numbers of businesses and residents in the area. St George’s Circus itself is undergoing significant development, with projects such as the new station and hotel due to open in the next few years. This will result in increased parking demand during the daytime and evenings.

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Additionally, there is a need to ensure that the parking restrictions are clearly communicated to visitors and residents.

Street Name: Gladstone Street
Date: 30/01/2016

We often have difficulty parking on Saturdays due to music school visitors to Notre Dame School and this will be worsened by our business and residential population and changes to the road system.
**Gladstone Street**
30/01/2016
PCR

I have been resident and homeowner for over 8 years now and have found it increasingly difficult to park in the street. I am a resident permit holder and

**Hayles Street**
28/01/2016
PCR

In recent years the northern part of the Borough has seen increased parking at weekends due to the growth in visitors to

**Clenstowe Street**
30/01/2016
PCR

For over 8 years now and have found it increasingly difficult to park in the street. I am a resident permit holder and
Hayles Street  
28/01/2016  
PCR

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 now. 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.

We need to move to the same approach as other London boroughs where parking is restricted at weekends so the people who live in the street and pay to park, can actually do so.

King Edward Walk  
25/01/2016  
PCR

It is impossible to park on the southwark side of King Edward Walk because of the garage/restaurant etc. which is located in the road. The road is impossible to park in due to the car park on the southwark side of the road.

It is impossible to park on the southwark side of King Edward Walk opposite the Imperial War Museum. It is impossible to find a parking space in the 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 to the C2 Residents Parking Bay on the southwark side of King Edward Walk.

People who live in the street and pay to park, can actually do so.

The Tabernacle take spaces over the weekend and with the Imperial War Museum opening in April, the problem will become intolerable.

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.
### King Edward Walk
**2/02/2016**
**PCR**

We're sometimes difficult to find parking bays.

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
**23/02/2016**
**PCR**

Stop suspending bays for long period, no reason

Some ability to park

Extend bays to later evenings and the weekend - so residents have more bays

To summarise:

- More bays
- Extend bays to later evenings and the weekend
- Stop suspending bays for long period

### Lant Street
**2/02/2016**
**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.

### 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
**4/11/2015**
**PCR**

I'm on Lant Street, Borough tube end - I can not park at all the weekend - so no access comes to the tea and baps. I'm on Lant Street, Borough tube end - I can not park at all the weekend - so no access comes to the tea and baps, or any description of how permits are given out.

The Northern area of C2 is extremely congested now all the way down to Borough Rd and either requires more parking bays

### King Edward Walk
**2/07/2016**
**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  
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.

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.

Oswin Street  
17/11/2015  PCR

Oswin St is a special case, also part of a conservation area. Parking in our street is already problematical by commercial replaced.

The CPZ needs to be in operation seven days a week and weekend days that have been lost need to be reinstated or part of weekends.

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.

There is limited residents parking in this region of the CPZ and over recent years residents bays have disappeared on Lant Street. I am experiencing problems parking and the situation has worsened considerably during the time I have been living in the area.

Lant Street  
16/11/2015  PCR

Residents, further a car club spot (*2?) uses up another valuable space.

Not sure how the council can, in good conscience, issue a car parking permit when there are no local places to park your car.

Inclucing properties on Sanctuary Street and Disney Place opposite.

Oswin Street  
29/01/2016  PCR

There are probably only 4-6 local spaces available for the entire east side of Lant Street. Marshalsea Road has a few more
Street Name: Oswin Street
Date: 4/07/2015
Pre-consultation (PCR) or Consultation Response (CR): CR
Comment:
My position is to make the residents aware and have not experienced too much of a problem parking so far.
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 Recross Way—they’ve halved the number.

We own one car and have a C2 permit.

Southwark Bridge Road
26/01/2016
PCR
We own one car and have a C2 permit.

We would encourage that the residents have a facility (or which have paid) available to them.

In general they should be encouraged to use public transport.

Also visitors to those institutions should not be encouraged to drive there by the availability of free parking in the vicinity.

Although I have to be honest and say I hope to goodness that doesn’t mean even fewer parking spaces for Recross Way—there are around 30 spaces available for 20 minute stays. The available spaces contains a single row of spaces (two in each row). The available spaces will be located on the northern side of the street.

Visitor parking is restricted to a maximum of two hours (two hour parking will be available).

The C2 outside my property used to be operational on Saturdays. This was changed (for no apparent reason) in 2008.

The C2 outside my property used to be operational on Sundays. This was changed (for no apparent reason) in 2009.

We own one car and have a C2 permit.

They’ve halved the number.

Although I have to be honest and say I hope to goodness that doesn’t mean even fewer parking spaces for Recross Way.

Having the C2 extension will mean the parking in C2 will become even worse to park as it is already 20 minutes away from my front door. I have to park there and move it before 8.30am so no chance of leaving my car there.

Having the C2 extension will mean the parking in C2 will become even worse to park as 8 times out of 10 I have to

My main argument for this is the close proximity of two major institutions—one of which attracts visitors during the day.

My view is that the C2 CPZ on this stretch of St Georges Road should be Resident Permit Holders only. This would ensure that the residents have a facility (or which have paid) available to them.

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**St George's Road**

**28/01/2016**

**PCR**

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.

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.

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.

There are quite a few single yellow lines (could there be more?) in the area which are available for parking at the weekends, so why can’t we have residents parking in these? This would really help residents and visitors.

I used to be able to park where I live and work. This is now beyond Borough Market and to London Bridge, Southwark St.

For those who do border zones, your circle of parking is much more limited than those who are in the centre of the zone.

Since I first lived here, the parking area has been repeatedly shrunk and I can no longer park in my immediate area, as I border C1/C2. Why previously was included in the C1 area?

**Trundle Street**

**17/11/2015**

**PCR**

Southwark Bridge Road and similar streets such as Pocock St.

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**28/01/2016**

**PCR**

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.

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.

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.

There are quite a few single yellow lines (could there be more?) in the area which are available for parking at the weekends, so why can’t we have residents parking in these? This would really help residents and visitors.

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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 (1-2 hours) for service vehicles (electricians, plumbers etc). Otherwise businesses will suffer and 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 normally unproblematic but 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.

West Square (2)
17/11/2015
PCR

• 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 forcing people to find 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 CC zone and have to pay £10 for a weekday visit to both the Church and the Leisure Centre.
• Maybe after the opening and with extra spaces we will become a bit more relaxed but in the mean time it’s a nightmare.

Brook Drive has become a nightmare since the CPZ work at the Elephant.

Brook Drive
23/01/2016
PCR

The situation...it’s a lansbury road so you thought it would be worse.

Parking now on home street is good, but when the car parks on the roadside they are difficult to park near others, especially on weekends. It seems to have become a new norm. Your refusal of weekend restrictions is sad, and the weekends are busy. I have not been able to park on my return from work for the last 6 weeks.

We have reduced 2 buses in the last month where service suppliers have had trouble getting on and off due to the lack of parking.

Our next door neighbour has had 3 buses pass by their windows in the last 6 weeks, all because they can’t park on their own street.

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 of a join.

Westminster
30/06/2016
PCR
West Square (2)

26/01/2016

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 makes it very difficult and slow to navigate. 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.

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, leading to the need for more parking spaces. The Square and surrounding roads (especially Dante Road and Brook Drive) are also used as cut throughs from the Elephant to Kennington Road.

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