

Objection/Comment	Officer response	Uphold, partially uphold, reject?
Objection to the single yellow lines becoming double yellow lines because it will greatly reduce the available parking for residents outside of the operating hours of the zone.	Where safe to do so single yellow lines across the zone have been converted to parking bays. Where parking is deemed unsafe, double yellow lines have been proposed. There will be a net gain of 100 on-street parking spaces.	Reject
There is no safety issue	Where access is restricted by parking stress, we must mitigate against this risk by preventing parking in key areas where access is required.	Reject
A blanket proposal is not justified	Each location has been looked at in its own merit and where possible further parking bays have been proposed.	Reject
Not mentioned in the 2016 consultation	Parking zone amendments were proposed in mid-2016. There was little support for an extension of the operating hours of the zone.	Reject
Enforce the parking zone seven days a week	There was very little support for this in the public consultation in mid-2016.	Reject
The cost of changing the restrictions is not justified	The council has a statutory duty to maintain a safe highway and these proposals are in line with that duty, thus the cost is justified. The proposals are budgeted for.	Reject
Safety concerns due to employees not being able to park near work	Business permits are solely for vehicles essential to the day-to day running of the business. Employees are encouraged to travel to work on public transport. Unfortunately we must prioritise a limited amount of kerbside space. There are numerous pay by phone spaces and all permit holders only bays are available for all outside of the zone operating hours.	Reject

Request for an additional consultation	A public consultation took place in 2016 and statutory consultation took place in February 2018. We have fully complied with our statutory obligations. As with all new parking restrictions, these changes will be monitored and kept under review.	Reject
Suggestion that this is a money making scheme	The council is proposing these changes to ensure the safety of all road users. Any excess money made from parking restrictions must legally be reinvested back into the highway.	Reject
There is confusing signage across the area	We continually review signage in all our parking zones and welcome comments from residents and motorists on how to improve the signage.	Reject
Make spaces available in front of redundant driveways	We would not usually install parking bays across dropped kerbs or driveways. While the crossover may not currently be in use, the owner may wish to use the access in the future.	Reject
Concern that changes will lead to a speed increase	We are confident that there will still be adequate parking to act as a traffic calming measure. The effect of the measures will be monitored.	Reject
Concern that changes will increase congestion and admin burden	The outcome of the changes will be closely monitored. The council already enforces in the C2 parking zone so there is unlikely to be an additional admin burden.	Reject
Can we mark out individual bays	Bays are not usually marked out individually because we would have to allocate at least six metres for each individual bay; as most cars are less than six metres in length, the amount of spaces available would be reduced. Historically individual bays would be marked out if they had individual parking meters.	Reject
Request for an individual disabled parking bay	Southwark residents can apply for a disabled bay outside of their home. Applications can be made by completing our online form: <a href="https://forms.southwark.gov.uk/ShowForm.asp?fm_fid=1304">https://forms.southwark.gov.uk/ShowForm.asp?fm_fid=1304</a>	Partially uphold

Can we install waiting restrictions outside of individual house because vehicles block light?	We have tried to fit as much safe parking as possible across the area. On certain occasions cars will be parked on the highway in front of individual residences.	Reject
Look at loading ban near 156 Southwark Bridge Road Vans parked on DYs in the cycle lane.	This is not within the scope of this project. The proposal has been put forward to be included as part of our Minor Traffic Schemes programme.	Partially uphold
Can we convert the pay by meter parking on Scovell Road to residents' only parking.	We have tried to maintain a good balance of parking for residents and parking for short-stay visitors. All bays in the C2 zone which are currently pay and display will be converted to Pay by Phone as part of the changes to the zone.	Reject
Can we convert the single yellow line to double yellow lines outside nos 65-66 Elliott's Row	This is already part of this proposal.	Reject
Loading only bays at the start of Gladstone Street	An 11 meter loading bay will be proposed on Gladstone Street to accommodate loading for the school. The bay will operate between 8.30am and 6.30pm following which the bay will be free for all to park in.	Uphold
Can we combine double yellow lines with the school keep clear markings on Gladstone Street?	Parking is already prohibited during school operating hours. Outside of these hours, this section provides valuable parking spaces.	Reject
Could no loading restrictions be implemented on the double yellow lines near nos 11-13 Hayles Street to prevent parking on the lines?	This section of Hayles Street is too narrow to accommodate parking even if just for a few hours. We have proposed loading restrictions on this section.	Uphold
Can we enforce a weight limit on Hayles Street?	This is not within the scope of this project. The proposal has been put forward to be included as part of our Minor Traffic Schemes programme.	Partially uphold
Can more bays be added on Holyoak Road?	An extra 10m of permit holders only bays have been added to Holyoak Road.	Uphold

Can more bays be added on Longville Road?	Unfortunately due to access requirements, no further bays can be added to Longville Road.	Reject
Could you remove disabled bay on Brook Drive and replace with shared use which can also be used by Blue Badge holders.	This has been proposed to accommodate short-stay parking and still allow for Blue Badge holders to park.	Uphold
Can the Car Club bays be moved onto Brook Drive and shared use bays be placed on Pastor Street.	11 meters of shared use bay will be installed on Pastor Street. 11 meters of Car Club bays will be installed on Brook Drive along with 20m of shared use bays.	Uphold