

Redshaw, Joanna

From: [REDACTED]
Sent: 09 February 2018 11:01
To: traffic orders
Subject: TMO 1718-CPZ C2 Review

Follow Up Flag: Follow up
Flag Status: Completed

Dear Sir or Madam

I have been resident in West Square for 35 years. I am strongly opposed to making all single yellow lines in the Square into double yellow lines. The single yellow lines are essential, especially at night and at weekends, when all the resident bays are often full. As far as I am aware, there have been no accidents caused by parking on the single lines and there is plenty of space for emergency vehicles.

We often have guests in the evenings, when the resident bays are full.

This proposal would be seriously disadvantageous to residents and their guests and the present single lines in the Square must remain.

Sincerely

[REDACTED]

[REDACTED] West Square.

Redshaw, Joanna

From: Administrator, Information
Sent: 09 February 2018 13:29
To: traffic orders
Subject: Consultation response

Follow Up Flag: Follow up
Flag Status: Completed

[Title]
[REDACTED]

[Firstname]
[REDACTED]

[Lastname]
[REDACTED]

[Telephone_number]
[REDACTED]

[Email_address]
[REDACTED]

[Areyou]
A business

[Whichconsultation]
'Parking - Road traffic and highway schemes - responding to statutory consultation notices'

[overallresponse]
4. I object to part

[response]
I have staff working in a building on Lant St, they regularly work late, and at weekends, when they do, they park on the single yellow lines, which suits them so they don't need to travel alone late at night.
If you change these single yellow lines to double yellows this would prevent their freedom of being able to work the hours they do now, therefore i object to this change

Redshaw, Joanna

From: Administrator, Information
Sent: 08 February 2018 22:32
To: traffic orders
Subject: Consultation response

Follow Up Flag: Follow up
Flag Status: Completed

[Title]
[REDACTED]

[Firstname]
[REDACTED]

[Lastname]
[REDACTED]

[Telephone_number]
[REDACTED]

[Email_address]
[REDACTED]

[Areyou]
A resident

[Whichconsultation]
Parking - Road traffic and highway schemes - responding to statutory consultation notices

[overallresponse]
4. I object to part

[response]

Please don't replace the single yellow lines with doubles. You have said this is to do with safety. I don't believe this is the case for most of the single yellow lines. We just don't have a problem in this area with people coming to the area and parking all over the yellow lines out of c2 operation hours – it's not Chelsea here! You are meddling where it is not needed.

If you make these changes, then on a weekend, and in the evening when the c2 is not in operation, people from out of the area will be able to take our spaces, and we will be left with nothing but double yellow lines to park on. Then you will need to go to consultation again to extend the hours of c2 operation so that doesn't happen...

All we need are some extra c2 spaces, nothing else.

I am also assuming that when the council says that vehicles can be removed if owners can't gain access I assume they mean access via dropped kerbs and driveways, of which I can think of none in the c2 zone.

Please feel free to put in extra c2, but don't put double yellows everywhere, if you have to put them in, then do it considerately.

Redshaw, Joanna

From: [REDACTED]
Sent: 22 February 2018 17:23
To: traffic orders
Subject: TMO1718-CPZ C2 Review

Follow Up Flag: Follow up
Flag Status: Completed

Dear Sir/Madam,

I would like to express my objection to proposal 2(w) proposal 2(w) in the C2 CPZ parking review “*to convert all remaining lengths of “single yellow line” waiting restrictions throughout controlled parking zone C2 to “at any time” double yellow line waiting restrictions.*”

My main reason for objecting is that **this matter was not contemplated in the parking review consultation**, therefore it completely invalidates all the answers given in the consultation by the local community. For instance, if I have known that the single yellow lines were to become double yellow lines, I would have given different answers on the consultation in the first place, and would have supported extended days&hours for residents bays instead of keeping as they are at the moment.

Thank you for your consideration.

Kind regards,

[REDACTED]
[REDACTED] West Square

Redshaw, Joanna

From: Administrator, Information
Sent: 05 February 2018 09:32
To: traffic orders
Subject: Consultation response

[Title]
■

[Firstname]
■

[Lastname]
■

[Telephone_number]
■

[Email_address]
■

[Areyou]
A resident

[Whichconsultation]
C2 consultation

[overallresponse]
4. I object to part

[response]

If all single yellow lines are converted to double yellow lines then weekend parking (when residents' bays are not enforced) will become very difficult for residents due to the popularity of the GMH sports facilities, War museum and Castle leisure centre.

I propose that Residents'' parking be enforced 7 days a week.

Redshaw, Joanna

From: [REDACTED]
Sent: 16 February 2018 16:52
To: traffic orders
Cc: [REDACTED]
Subject: TMO1718-CPZ C2 Review

Follow Up Flag: Follow up
Flag Status: Completed

I object to proposal 2(w) in this review.

1. It was not at topic properly addressed in the 2016 consultation.

[REDACTED] have lived in West Square since [REDACTED]. The current single yellow lines in West Square, Geraldine Street, Orient Street and Austral Street arrived when Southwark Council first introduced parking restrictions. At no time since then that we are aware of has there been an occasion when emergency service vehicles (ambulances, fire engines, police cars, etc.) have been unable to pass safely through these streets or stop safely in them because of vehicles being parked either in residents' parking bays or on the single yellow lines. To claim "safely" as a reason for introducing more double yellow lines in these roads is simply not supported by the facts. If Southwark Council wishes to argue the "safety" point in respect of the current single yellow lines in other parts of the C2 Zone it must produce evidence in support in each case, but in West Square, Geraldine Street, Orient Street and Austral Street there is no evidence and no case to be made for more double yellow lines on "safety" grounds.

3. The parking regulations permit anyone to park in the Residents Parking Bays and on single yellow lines at any time except those times when parking is restricted. Converting single yellow lines to double yellow would have the effect of allowing cars without permits to continue to park in the Residents Parking Bays outwith the restricted times. Some residents would then regularly find themselves excluded from parking in the roads in which they live. Such an outcome is totally unacceptable.

4. Geraldine Street apart, these are residential streets. Residents have friends and other visitors to their houses, especially during evenings and weekends. The double yellow lines proposed would unacceptably restrict the normal social activities of residents in these streets.

5. In practice during the restricted parking hours, delivery vans, gas-fitters, electricians, plumbers, the Post Office van, removal vans, dust carts, etc., visit these roads every day to carry out their legitimate business: about 40 each day during restricted hours. They stop on the single yellow lines. Doing so here does not create a safety hazard. Make these lines double and the same vehicles will still come and will then stop on them because they have no alternative.

6. Every school day people delivering to, and collecting children from, the school by car also stop on the single yellow lines. Making them double yellow will not change that pattern.

7. Converting single yellow lines to double yellow lines in these roads will be of no benefit to the community at large but very detrimental to the residents.

9. Draconian regulations often have the effect of encouraging law abiding citizens the break the law. They bring the law into disrepute.

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: 11 February 2018 19:58
To: traffic orders
Subject: TMO1718-CPZ C2 Review

Follow Up Flag: Follow up
Flag Status: Completed

As a resident of St Georges road, who has access to the property from West Square, I strongly object to the proposal 2(w) in the C2 CPZ parking review, which refers *“to convert all remaining lengths of “single yellow line” waiting restrictions throughout controlled parking zone C2 to “at any time” double yellow line waiting restrictions.”*

To be clear, my understanding is that you see to convert all single yellow lines that are not converted to parking places to become double yellow lines.

The Council’s statement of reasons gives safety as the main reason. I understand that in response to the [REDACTED] questions, the Council’s Project Manager emailed that this proposal is “to ensure that unsafe parking is prevented both within and outside of the operating hours of the parking zone.” In answer to the question why is it considered unsafe to leave single yellow lines in the four corners of West Square, she stated that “preventing vehicles from parking on corners allows for better access for emergency services and allows for sufficient visibility for pedestrians and vehicles. In addition, the single yellow lines could encourage drivers to park unsafely blocking access and causing visibility problems.” She concedes that “single yellow lines can allow for additional and more flexible parking/loading spaces outside of the operating hours of a parking zone”.

My reasons for objecting to proposal 2(w) are:

1. The operation of the single yellow lines in West Square and Austral St. has been perfectly safe throughout all the many decades that they have been here. At weekends and overnight, when the parking restrictions are not operative and people park on the single yellow lines, there have not been accidents because of parking on the single yellow lines. Also, emergency vehicles (e.g. fire engines) can and do pass easily and safely through West Square and Austral St. **The Council have provided no evidence of a lack of safety in West Square and Austral St arising from the single yellow lines.**
2. Proposal 2(w) means that at weekends and overnight on weekdays, non-residents of West Square & Austral St will be able to park in residents parking spaces, but residents will not be able to park on the double yellow lines, thereby reducing considerably the available parking for residents. **This will not ease any burdens of parking, rather it increases the amount of local residents inability to park on single yellow lines over the weekend.**
3. There is demand for parking at weekends and in the evenings on weekdays from non-residents, including visitors using the sports facilities in GMH Park, the Siobhan Davies Dance Studios and the Imperial Museum. Currently, these non-residents can park in residents parking spaces and on the single yellow lines outside of the hours of restricted parking. So, currently at weekends and overnight on weekdays, residents lose use of some of the residents parking spaces to non-residents, but can use the single yellow lines. Proposal 2(w) will prevent this current give and take, but worse it will mean that the non-residents who park currently on single yellow lines will no longer be able to do so and will park in residents parking spaces. So when a resident comes home there won’t be anywhere to park without receiving a parking ticket. **This is disproportionate and draconian. As a resident who lives opposites the Dance Studios, I can assure you the demand over the weekend will mean that residents will not have the existing, convenient, ability to co-exist. This will certainly creates tensions between residents parking their vehicles and invasive parking by non-residents that will be a direct result of this proposal.**
4. The single yellow lines and the residents parking spaces are effective in providing protected parking for residents while preventing commuters parking weekdays between 8.30am and 6.30pm Monday to Friday

when demand from commuters is highest and they function effectively currently at weekends and overnight on weekday, so do not change what is working well.

5. **The change from single to double yellow lines did not feature in the consultation in 2016.**
6. It is not reasonable to have a blanket proposal that all single yellow lines that cannot safely be made into parking spaces should be turned into double yellow lines. There are other reasons why single yellow lines should be kept (as the Project Officer said at “single yellow lines can allow for additional and more flexible parking/loading spaces outside of the operating hours of a parking zone”. They can also facilitate during the hours of parking restrictions for access for large removal vans and deliveries by large lorries of construction materials to houses undergoing building works. **The Council needs to make out a separate safety case for changing each set of single yellow to double yellow lines, rather than this blanket proposal.**
7. When you have road such as Victoria Street, leading to Westminster with single yellow lines that allow for convenience to local residents, **I am at a loss to understand how the council has arrived to the conclusion on the need for double yellow lines in West Square.**
8. The introduction of double yellow lines anywhere in this area will create massive traffic blockages and artificially created traffic offences for parents who pick-up/drop-off their children at Charllotte Sharman School. **This will in fact increase risk to children attending this school, not increase safety.**
9. When TfL removed the railings on St Georges Road for the Olympics ‘beautification of London’, I objected to this act on the day I was being carried out (there were no prior consultations). I predicted to the workmen that it will not be long before their act takes the life of a young one attending one of the nearby schools. Tragically this happened. See below.

Thursday 18 October 2012

London SE1 website team

Lollipop patrol to be introduced in St George's Road

A school crossing patrol is to be introduced in St George's Road - where a 5-year-old boy was killed earlier this month - after Southwark Council unanimously passed a motion calling for new road safety measures.

So please make sure that you do not take steps that are so short sighted and will increase danger to the young children who attend schools in this area, in your pursuit for more revenue.

Regards,

██████████
████████████████████

e-Mail - ██████████
mobile - ██████████
██████ St Georges Road
London
SE1 6ER

Redshaw, Joanna

From: [REDACTED]
Sent: 11 February 2018 18:53
To: traffic orders
Subject: Reference: TMO1718-CPZ C2 Review

Follow Up Flag: Follow up
Flag Status: Completed

Dear Sir or Madam

As a resident of West Square, I object to the proposal 2(w) in the C2 CPZ parking review “to convert all remaining lengths of “single yellow line” waiting restrictions throughout controlled parking zone C2 to “at any time” double yellow line waiting restrictions.”

My reasons for objecting to proposal 2(w) are:

The operation of the single yellow lines in West Square and Austral St. has been safe throughout the fifteen years I have lived at [REDACTED] West Square. When the parking restrictions are not operating and people park on the single yellow lines, there have not been accidents because of parking on the single yellow lines. Also, emergency vehicles (e.g. fire engines) can and do pass easily and safely through West Square and Austral St. The Council have provided no evidence of a lack of safety in West Square and Austral St arising from the single yellow lines. To impose this change with no evidence of lack of safety would be an example of bureaucratic officiousness and arrogance.

Proposal 2(w) means that at weekends and overnight on weekdays, non-residents of West Square & Austral St will be able to park in residents parking spaces as now. However the removal of the single yellow lines will considerably reduce the available parking at such times. Visitors using the sports facilities in GMH Park, the Siobhan Davies Dance Studios and the Imperial Museum all do use the parking in West Square at weekends and in the evenings. This means that under Proposal 2(w) the space available to residents for parking at these times will be considerably reduced. The single yellow lines and the residents parking spaces are effective in providing protected parking for residents while preventing commuters parking weekdays between 8.30am and 6.30pm Monday to Friday. At weekends and in the evenings, the current system provides more freedom which is of benefit to many.

Moreover, I do not believe the change from single to double yellow lines featured in the consultation in 2016. I would like to see a case made that specifically addresses any concerns the council may have about the safe operation of single yellow lines in West Square rather than a blanket proposal imposed from on high with no justification.

Yours sincerely

[REDACTED]

[REDACTED]
[REDACTED] West Square
London SE11 4SP

Redshaw, Joanna

From: [REDACTED]
Sent: 11 February 2018 18:38
To: traffic orders
Subject: TMO1718-CPZ C2 Review

Follow Up Flag: Follow up
Flag Status: Completed

Dear Sir/Madam,

I'm writing about the parking consultation currently under way in relation to Zone C2.

I am particularly concerned about the suggestion that all single yellow lines in Austral Street, Geraldine Street and West Square should be converted to doubles – the effect of which would be to prevent parking at weekends and after hours on week days. We have a lot of young families and retired people in particular using these spaces at weekends to come and enjoy the Imperial War Museum and park and I have never seen any problems arising as a result. As far as I am aware access and movement around these areas always proceeds freely. I would therefore suggest that imposing double yellows on this blanket basis is completely unnecessary and would encourage you to reconsider.

Kind regards, [REDACTED] West Square.

From: [REDACTED]
Sent: 21 February 2018 13:59
To: traffic orders
Subject: Parking Review TM01718 CPZ C2

Follow Up Flag: Follow up
Flag Status: Completed

Parking Reference TM01718-CPZ C2

I object to the **proposal 2(w) in the CPZ C2** parking review “to convert all remaining lengths of “single yellow line” waiting restrictions throughout controlled parking zone C2 to “at any time” double yellow line waiting restrictions.” This means that single yellow lines that are not converted to parking places will become double yellow lines.

The Council’s statement of reasons gives safety as the main reason. In answer to questions , the Council’s Project Manager emailed that this proposal is “to ensure that unsafe parking is prevented both within and outside of the operating hours of the parking zone.” The Council considers it unsafe to leave single yellow lines in the four corners of West Square, they stated that “preventing vehicles from parking on corners allows for better access for emergency services and allows for sufficient visibility for pedestrians and vehicles. In addition, the single yellow lines could encourage drivers to park unsafely blocking access and causing visibility problems.” The Council concedes that “single yellow lines can allow for additional and more flexible parking/loading spaces outside of the operating hours of a parking zone”.

My reasons for objecting to proposal 2(w) are:

1. The operation of the single yellow lines in West Square and Austral St. have been safe for many decades.

There have not been accidents because of parking on the single yellow lines at weekends and overnight, when the parking restrictions are not operative. Emergency vehicles (e.g. fire engines) can and do pass safely through West Square and Austral St. The Council have provided no evidence of a lack of safety in West Square and Austral St arising from single yellow lines.

2. Proposal 2(w) means that at weekends and overnight on weekdays, non-residents of West Square & Austral St will be able to park in residents parking spaces, but residents will not be able to park on the double yellow lines, thereby reducing considerably the available parking for residents.

3. Currently at weekends and overnight on weekdays, residents lose use of some of the residents parking spaces to non-residents, but can use the single yellow lines. Proposal 2(w) will prevent this current give and take, but worse it will mean that the non-residents who park currently on single yellow lines will no longer be able to do so and will park in residents parking spaces. When a resident comes home there won’t be anywhere to park without receiving a parking ticket. This is disproportionate and senseless.

There is much demand for parking at weekends and in the evenings on weekdays from non-residents. This includes visitors using the sports facilities in GMH Park, the Siobhan Davies Dance Studios and the Imperial War Museum. Currently, these non-

residents can park in residents parking spaces and on the single yellow lines outside of the hours of restricted parking.

4.

Please do not change what is working well.The single yellow lines and the residents parking spaces are effective in providing protected parking for residents while preventing commuters parking Monday to Friday between 8.30am to 6.30pm . These regulations also function effectively at weekends and overnight on weekdays for residents and non residents alike.

5. The change from single to double yellow lines did not feature in the consultation in 2016.

6.

It is not reasonable to have a blanket proposal that all single yellow lines that cannot safely be made into parking spaces should be turned into double yellow lines. There are other reasons why single yellow lines should be kept (as stated by Project Officer "*single yellow lines can allow for additional and more flexible parking/loading spaces outside of the operating hours of a parking zone*".)

Single yellow lines also facilitate deliveries by large removal vans/ large lorries of construction materials etc during the hours of parking restrictions.

The Council needs to make out a separate safety case for changing each set of single yellow to double yellow lines, rather than this blanket proposal.

■ Temple West Mews, West Square , SE11 4TJ

Redshaw, Joanna

From: [REDACTED]
Sent: 13 February 2018 14:37
To: traffic orders
Subject: "TMO1718-CPZ C2 Review".

Follow Up Flag: Follow up
Flag Status: Completed

Good afternoon,

As a resident of Temple West Mews, SE11 4TJ, I am writing to add my voice to the chorus of objections from our part of Southwark. We have already lost the residents' parking spaces in Geraldine Street which have been replaced by a phalanx of Boris bikes. If the Council carries through this proposal to replace single yellow lines with double, anyone will be able to park in residents' spaces outside of restricted times and we shall have even less chance of finding a space.

I have been a resident since 1991 and have never heard of an accident being caused by unsafe parking.

Please reconsider this proposal which is totally unnecessary in our area and will cause chaos.

Yours sincerely,

[REDACTED]
[REDACTED] Temple West Mews,
West Square

Redshaw, Joanna

From: [REDACTED]
Sent: 10 February 2018 14:40
To: traffic orders
Subject: "TMO1718-CPZ C2 Review" and West Square

Follow Up Flag: Follow up
Flag Status: Completed

Sirs,

Your "one solution fits all" intentions regarding single yellow lines is, in the case of West Square, ludicrous, impractical, and unnecessary,. You don't live there. We do.

We pay good money to the Council for parking, and with all yellow lines doubled around the designated spaces, outside congestion charge hours, non-residents, as would be their right, and with no alternative, would infiltrate our parking spaces, rendering them useless, in the evenings and at week-ends. What price parking permits then. Where would we go?

All this in pursuit of 'safety'. Would you care to list all reported accidents over the umpteen years since the inception of parking restrictions? One remembers the odd coach getting stuck by their ignoring restriction signs. I'm sure there *are* places where it is unsafe, but West Square is not one of them.

You haven't thought this through and any such imposition would cause chaos. A street by street appraisal might take a bit longer to obtain, but should certainly be a minimum requirement.

Yours faithfully,

[REDACTED] ■ Temple West Mews.

Redshaw, Joanna

From: [REDACTED]
Sent: 09 February 2018 12:52
To: traffic orders
Cc: [REDACTED]
Subject: TMO1718-CPZ C2 Review - Parking in West Square

Follow Up Flag: Follow up
Flag Status: Completed

Categories: against

Dear Sirs

I am the freehold owner of [REDACTED] West Square.

I understand there is a proposal to convert the existing single yellow lines in West Square to double yellow lines. This email is a formal objection to that proposal and I would be grateful if could acknowledge it's receipt.

1. From talking to neighbours and from recent experience, I am not aware that there has been any problem with the operation of the single yellow lines in West Square and Austral St. I have never seen any problems with emergency vehicles or indeed any HGV vehicles passing easily and safely through West Square and Austral St. Can you please provide any evidence you have of problems arising from the single yellow lines.
2. Your proposal 2(w) means that at weekends and overnight on weekdays, non-residents of West Square & Austral St will be able to park in the parking spaces, but residents will not be able to park on the double yellow lines. This is a ridiculous concept and will merely give rise to unnecessary congestion and invite the utilisation of the parking spaces by non-residents / commuters parking weekdays between 8.30am and 6.30pm Monday to Friday, who under your current policies are being encouraged to use public transport.
3. At weekends and overnight on weekdays, residents lose use of some of the residents parking spaces to non-residents, and in particular visitors using the sports facilities in GMH Park, the Siobhan Davies Dance Studios and the Imperial War Museum. Proposal 2(w) will mean that the non-residents who park currently on single yellow lines will no longer be able to do so and will park in residents parking spaces – the result will be that when a resident comes home there won't be anywhere to park without receiving a parking ticket.
4. It is not reasonable to have a blanket proposal. The Council needs to make out a separate safety case for changing each set of single yellow to double yellow lines, rather than this blanket proposal.

Yours faithfully

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

This message is confidential and is sent on behalf of [REDACTED]. It may not be disclosed to, or used by, anyone other than the addressee. If you receive this message in error, please advise us immediately. Internet and emails are not necessarily secure. [REDACTED] does not accept responsibility for a changes to any emails which have been changed after being sent. Attachements to this email may contain viruses and you virus check them before opening.

Redshaw, Joanna

From: [REDACTED]
Sent: 09 February 2018 13:57
To: traffic orders
Subject: Planned parking changes in west square

Follow Up Flag: Follow up
Flag Status: Completed

We very strongly object to the proposal to turn single yellow lines into double yellows. It will restrict visitors rights to park in the evening and at weekends and achieve nothing positive for the residents. As a disabled person with a Southwark blue badge, I often use the single yellow out side numbers [REDACTED] which is close to our house no [REDACTED]. Please please do not do this, it will simply make life much harder for all of us.

Yours sincerely

[REDACTED]

Sent from my iPad by [REDACTED]

Redshaw, Joanna

From: [REDACTED]
Sent: 16 February 2018 11:27
To: traffic orders
Cc: [REDACTED]
Subject: TMO1718-CPZ C2 Review

Follow Up Flag: Follow up
Flag Status: Completed

Dear Planning Officers

As a Southwark resident for the past 20 years, in general I feel very well served by the Council. So thank you for all that you do for us.

However, as a resident of West Square I'm afraid that I don't think the latest proposals to change single yellow lines to double yellow lines will help anybody. I would therefore like to ask you to rethink these proposals and, when you feel change is imperative, then work out some more targeted proposals together with the local residents.

Overall, the current parking arrangements seem to work well for residents and for visitors. Residents parking is protected during Monday to Friday. At the weekend there are more visitors cars around, either visiting residents, or using the sports facilities in GMH Park, or visiting the Imperial War Museum. However this very rarely crowds the square and it keeps the parking bays free for residents to use. I fear that if you impose double yellow lines then the parking bays will get used by all visitors and *residents will have nowhere to park*.

I understand that one reason for some changes across the C2 zone is to improve safety. In practice this is not been a problem in West Square. The only real times we have a problem is if a coach tries to enter the square despite the "unsuitable for coaches" sign, or an articulated lorry. They inevitably have to reverse back up Austral Street and go back via Brook Drive. Refuse lorries, fire engines and ambulances seem to navigate the square without any problems.

I hope that the on-the-ground knowledge of residents can be taken into account and will lead to a revised proposal that meets the needs of all stakeholders.

Kind regards

[REDACTED]

[REDACTED]
Email [REDACTED]
Tel: [REDACTED]

Redshaw, Joanna

From: [REDACTED]
Sent: 11 February 2018 22:17
To: traffic orders
Subject: TMO1718-CPZ C2 Review

As a local resident, I object to this proposal, because the operation of the single yellow lines has worked well throughout the time they have been there. Proposal 2 (w) will have the effect of reducing the available parking for residents. Local residents e.g. NHS nurses who live locally and who work in the community visiting patients by car across South London do actually need parking spaces. Not all journeys are possible by public transport.

Many thanks.

[REDACTED]

Redshaw, Joanna

From: [REDACTED]
Sent: 09 February 2018 18:15
To: traffic orders
Subject: O1718-CPZ CR Review

Follow Up Flag: Follow up
Flag Status: Completed

I would like to object to the single yellow line outside of my house No [REDACTED] West to being removed. I would like the existing yellow line either converted to a double yellow or remain a single yellow line. Cars or vans being allowed to park at any time outside of my house restrict daylight into my front room.

Regards

[REDACTED]

Sent from [Mail](#) for Windows 10

From: [REDACTED]
Sent: 21 February 2018 16:51
To: traffic orders
Subject: TMO1718-CPZ C2 Review

Follow Up Flag: Follow up
Flag Status: Completed

Categories: against, for

Dear Sirs

I am writing as a resident of [REDACTED] West Square SE11 4SP and holder of a residents' parking permit

- a) to welcome the proposal to add more residents' parking spaces in the C2 CPZ parking review, and
- b) to object to the proposal 2(w) in the C2 CPZ parking review "to convert all remaining lengths of "single yellow line" waiting restrictions throughout controlled parking zone C2 to "at any time" double yellow line waiting restrictions."

Single yellow lines are important to allow for additional and more flexible parking/loading spaces outside of the operating hours of a parking zone. The council has provided no supporting evidence to justify this change and in the absence of such evidence it must be seen as neither reasonable nor proportionate.

My detailed reasons for objecting to proposal 2(w) are:

1. The change from single to double yellow lines did not feature in the consultation in 2016. Double yellow lines create clutter and make streets look less pedestrian friendly.
2. It is not reasonable to have a blanket proposal that all single yellow lines that cannot safely be made into parking spaces should be turned into double yellow lines.
3. Although the Council's statement of reasons gives safety as the main reason for this change, the Council have provided no evidence of a lack of safety in West Square and Austral St arising from the single yellow lines. My experience and observation - our house is on [REDACTED] [REDACTED] - has not given any reason to think that there is any safety issue as regards the current arrangements, and indeed the opposite is true - cars parked at night on the yellow lines near the corner of Austral street and Brook Drive and other similar junctions clearly improve safety since they deter cars from going round these junctions at speed. Emergency vehicles (e.g. fire engines) can and do pass easily and safely through West Square and Austral Street. Occasions when damage has been caused to the square's railings or to cars parked in the residential spaces are not a result of cars parking on yellow lines but are rather the result of unsuitable vehicles such as lorries and coaches coming into the square and being unable to get around its tight corners. The proposed traffic calming measures in Austral Street involving widening of the pavements at the southern end and additional plantings would help prevent this issue recurring and also would help address any safety concerns.
4. Proposal 2(w) means that at weekends and overnight on weekdays, non-residents of West Square & Austral St will be able to park in residents' parking spaces, but residents will not be able to park on the double yellow lines, thereby reducing considerably the available parking

for residents. The residents' spaces are often full at these times and I do not know where it would be possible for residents to park within a reasonable distance, if the yellow lines were not available for use and the residents parking places around West Square and Austral Street were full. The only realistic alternative is to park in Brook Drive (north side) which itself tends to be very full and is a much busier thoroughfare .

5. The demand for parking at weekends and in the evenings on weekdays comes from non-residents, including visitors to local residents as well as visitors using the sports facilities in GMH Park, the Siobhan Davies Dance Studios and the Imperial Museum. Currently, these non-residents can park in residents parking spaces and on the single yellow lines outside of the hours of restricted parking and there seems no reason to restrict this - it has never been a problem or nuisance for us or neighbouring residents since we can park on the yellow lines - there is a sensible degree of give and take. Proposal 2(w) will prevent this current give and take, and it will mean that the non-residents who park currently on single yellow lines will no longer be able to do so and will park in residents parking spaces. So when a resident comes home there won't be anywhere to park without receiving a parking ticket. I agree with the West Square Residents Association's view that this is disproportionate and draconian.
6. The current level of provision provides a good balance and does not need to be changed. The single yellow lines and the residents' parking spaces are effective in providing protected parking for residents while preventing commuters parking weekdays between 8.30am and 6.30pm Monday to Friday when demand from commuters is highest and they function effectively currently at weekends and overnight on weekday.

████████████████████

████ West Square, London SE11 4SP

Redshaw, Joanna

From: [REDACTED]
Sent: 09 February 2018 11:14
To: traffic orders
Subject: O1718-CPZ C2 Review

Follow Up Flag: Follow up
Flag Status: Completed

I would like to object to the proposed changing to parking restrictions in my area which will be extremely problematic for residents.

The single yellow lines and the residents parking spaces are effective in providing protected parking for residents while preventing commuters parking weekdays between 8.30am and 6.30pm Monday to Friday when demand from commuters is highest. They function effectively currently at weekends and overnight on weekday, when people have the most visitors. To have double yellow lines would create an unnecessary parking issue for residents for no benefit.

I cant see how having single yellow lines in West Square is a safety issue. Perhaps the Council can provide the evidence for this? I have not witnessed any safety problems in my 10 years here. This blander approach being taken with this proposal fails to distinguish between what is and isn't working well.

Therefore I would like to object to the changes in their current form and invite some sensible revisions.

Kind regards [REDACTED]

Redshaw, Joanna

From: [REDACTED]
Sent: 20 February 2018 00:14
To: traffic orders
Cc: [REDACTED]
Subject: TMO1718-CPZ C2 Review

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Sirs

I am writing as a resident of [REDACTED] West Square SE11 4SP and holder of a residents' parking permit to object to the proposal 2(w) in the C2 CPZ parking review "to convert all remaining lengths of "single yellow line" waiting restrictions throughout controlled parking zone C2 to "at any time" double yellow line waiting restrictions."

Single yellow lines are important to allow for additional and more flexible parking/loading spaces outside of the operating hours of a parking zone.

My reasons for objecting to proposal 2(w) are:

1. Although the Council's statement of reasons gives safety as the main reason for this change, the Council have provided no evidence of a lack of safety in West Square and Austral St arising from the single yellow lines. My experience and observation - [REDACTED] - has not given any reason to think that there is any safety issue as regards the current arrangements, where cars frequently park on the single yellow lines at evenings and weekends. Emergency vehicles (e.g. fire engines) can and do pass easily and safely through West Square and Austral Street but there have been occasions when damage has been caused to the square's railings or to cars parked in the residential spaces as a result of unsuitable vehicles such as lorries and coaches coming into the square and being unable to get around its tight corners. The proposed traffic calming measures in Austral Street involving widening of the pavements at the southern end and additional plantings would help prevent this issue recurring and also would help address any safety concerns.
2. Proposal 2(w) means that at weekends and overnight on weekdays, non-residents of West Square & Austral St will be able to park in residents' parking spaces, but residents will not be able to park on the double yellow lines, thereby reducing considerably the available parking for residents. The residents' spaces are often full at these times and I do not know where it would be possible for residents to park within a reasonable distance, if the yellow lines were not available for use and the residents parking places around West Square and Austral Street were full. The only realistic alternative is to park in Brook Drive (north side) which itself tends to be very full and is a much busier thoroughfare .
3. The demand for parking at weekends and in the evenings on weekdays comes from non-residents, including visitors to local residents as well as visitors using the sports facilities in GMH Park, the Siobhan Davies Dance Studios and the Imperial Museum. Currently, these non-residents can park in residents parking spaces and on the single yellow lines outside of the hours of restricted parking. So, currently at weekends and overnight on weekdays, residents lose use of some of the residents parking spaces to non-residents, but can use the single yellow lines. Proposal 2(w) will prevent this current give and take, and it will mean that the non-residents who park currently on single yellow lines will no longer be able to do so and will park in residents parking spaces. So when a resident comes home there won't be anywhere to park without receiving a parking ticket. I agree with the West Square Residents Association's view that this is disproportionate and draconian.
4. The current level of provision provides a good balance and does not need to be changed. The single yellow lines and the residents' parking spaces are effective in providing protected parking for residents while preventing commuters parking weekdays between 8.30am and 6.30pm Monday to Friday when

demand from commuters is highest and they function effectively currently at weekends and overnight on weekday.

5. The change from single to double yellow lines did not feature in the consultation in 2016. Double yellow lines create clutter and make streets look less pedestrian friendly.
6. It is not reasonable to have a blanket proposal that all single yellow lines that cannot safely be made into parking spaces should be turned into double yellow lines.

██████████

████ West Square, London SE11 4SP

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██████████

Redshaw, Joanna

From: [REDACTED]
Sent: 22 February 2018 16:23
To: traffic orders
Subject: FW: TMO1718-CPZ C2 Review

Importance: High

From: [REDACTED]
Sent: 22 February 2018 11:01
To: 'traffic' <orders@southwark.gov.uk>
Cc: [REDACTED] 'maria.linforthhall@southwark.gov.uk'
<maria.linforthhall@southwark.gov.uk>; [REDACTED]
Subject: TMO1718-CPZ C2 Review
Importance: High

Dear Sir,

I have been a resident in the C2 Zone at the address below since September 1980.

I write to object strongly to the recent proposal to convert all single yellow line markings within the C2 Zone to double yellow lines "at any time".

This was not canvassed at any stage of the Consultation about Revisions to the C2 Zone Parking Restrictions which took place in 2016.

What was canvassed in that Consultation was a proposal to extend Residents' Parking Restrictions into the weekend.

This was strongly opposed (and was dropped) because residents pointed out that on weekends many residents return home and there are not enough residents' spaces to accommodate all household vehicles. unless single lines are used.

The proposal was dropped.

The new suggestion (slipped into the draft TMO as paragraph 2(w)) threatens to introduce the worst of all worlds.

Visitors will be able to park on Residents' Parking spaces outside controlled hours (and in particular at weekends); but parking by anyone anywhere else (except payment bays) will be an offence which will attract a PCN.

Only 2 reasons have been given for this proposed change:

- (1) Safety
- (2) Simplification of road signage

As a matter of law, neither can be sustained.

From my personal observation, parking on the existing single yellow lines in West Square, Austral Street and the East side of Brook Drive has never given rise to any safety issue.

To justify a wholesale change from single yellow to double yellow lines throughout Zone C2 Southwark Council must be able to make out a safety case in respect of all, or the overwhelming proportion of, the single yellow line marking. This I know the Council cannot do.

The second reason, namely, simplification of road signage, has only to be stated to be seen to be a non-starter. There is no compelling need to simplify road signage. Even if there was, the introduction of double yellow lines with the concomitant risk of PCNs, would be a wholly disproportionate way of achieving it.

Southwark Council has rightly not given, as a reason for the proposed change, that vehicles parked on the new double yellow lines will attract PCNs, which will generate revenue for the Council.

The Council has not given that as a reason because it knows that the High Court has already held in other TMO cases that that is not a legitimate reason for introducing new parking restriction.

Nevertheless replacing the single yellow lines with double yellow lines “at any time” throughout Zone C2 will result in a dramatic increase in the number of PCNs.

It is unrealistic to suppose that this is not part of the Council’s thinking in putting forward the proposal.

The two stated reasons for the change cannot be substantiated.

If this part of the proposal is not removed from the TMO, the decision to introduce it is liable to be quashed on the judicial review proceedings which I very much hope that the West Square Residents’ Association (and others) will bring against Southwark Council.

Yours sincerely,

████████████████████
████ West Square,
London SE11 4SP

(Mobile ████████████████████)

Redshaw, Joanna

From: Administrator, Information
Sent: 22 February 2018 16:29
To: traffic orders
Subject: Consultation response

[Title]
■

[Firstname]
■

[Lastname]
■

[Telephone_number]
■

[Email_address]
■

[Areyou]
A resident

[Whichconsultation]
TMO1718-CPZ C2

[overallresponse]
5. I wholly object to

[response]

The problem in Southwark is that there exists confusing signage and any further changes will not resolve this issue. In fact it will make it worse since people have researched where its 'safe' to park. Any changes will mean that places that were once 'safe' to park may not only be unsafe after the proposal but may also be poorly signed as is the case, for instance, under the bridge at flat iron square. The prominent sign by the road is not authoritative whereas the small sign, set back from the roadside on the brickwork under the bridge IS. This situation will only be exacerbated by more changes being brought in without consideration of the existing problem of signage. Confusing signage may bring in fines/revenue in the short term but business and the area in general will suffer when the word gets around that it is 'hostile' to motorists. There is no demand for these changes whereas there is a demand to improve the parking signage in the borough. Please divert your efforts to the task in hand, improving existing signage. Thank you.

From: [REDACTED]
Sent: 08 February 2018 16:08
To: traffic orders
Cc: [REDACTED] Noakes, David; Linforth-Hall, Maria
Subject: TMO1718-CPZ C2 Review

Follow Up Flag: Follow up
Flag Status: Completed

Categories: against

Subject: Reference: TMO1718-CPZ C2 Review

Dear Madam/Sir

As a resident of West Sq for over 20 years, I strongly object to the proposal 2(w) in the C2 CPZ parking review “to convert all remaining lengths of “single yellow line” waiting restrictions throughout controlled parking zone C2 to “at any time” double yellow line waiting restrictions.” This means that single yellow lines that are not converted to parking places will become double yellow lines.

My reasons for objecting to proposal 2(w) are:

1. The operation of the single yellow lines in West Square and Austral St. has been perfectly safe throughout all the many decades that they have been here. At weekends and overnight, when the parking restrictions are not operative and people park on the single yellow lines, there have not been accidents because of parking on the single yellow lines. Also, emergency vehicles (e.g. fire engines) can and do pass easily and safely through West Square and Austral St. The Council have provided no evidence of a lack of safety in West Square and Austral St arising from the single yellow lines.
2. Proposal 2(w) means that at weekends and overnight on weekdays, non-residents of West Square & Austral St will be able to park in residents parking spaces, but residents will not be able to park on the double yellow lines, thereby reducing considerably the available parking for residents.
3. There is demand for parking at weekends and in the evenings on weekdays from non-residents, including visitors using the sports

facilities in GMH Park, the Siobhan Davies Dance Studios and the Imperial Museum. Currently, these non-residents can park in residents parking spaces and on the single yellow lines outside of the hours of restricted parking. So, currently at weekends and overnight on weekdays, residents lose use of some of the residents parking spaces to non-residents, but can use the single yellow lines. Proposal 2(w) will prevent this current give and take, but worse it will mean that the non-residents who park currently on single yellow lines will no longer be able to do so and will park in residents parking spaces. So when a resident comes home there won't be anywhere to park without receiving a parking ticket. This is disproportionate and draconian.

4. The single yellow lines and the residents parking spaces are effective in providing protected parking for residents while preventing commuters parking weekdays between 8.30am and 6.30pm Monday to Friday when demand from commuters is highest and they function effectively currently at weekends and overnight on weekday, so do not change what is working well.

5. The change from single to double yellow lines did not feature in the consultation in 2016.

6. It is not reasonable to have a blanket proposal that all single yellow lines that cannot safely be made into parking spaces should be turned into double yellow lines. There are other reasons why single yellow lines should be kept (as the Project Officer said at "single yellow lines can allow for additional and more flexible parking/loading spaces outside of the operating hours of a parking zone". They can also facilitate during the hours of parking restrictions for access for large removal vans and deliveries by large lorries of construction materials to houses undergoing building works. The Council needs to make out a separate safety case for changing each set of single yellow to double yellow lines, rather than this blanket proposal.

In conclusion, this proposal seriously diminishes the paid for amenities of law abiding and rate/resi parking paying Southwark residents while potentially giving those not from the area and arriving earlier beneficial treatment...it is a totally unnecessary change to a system that is working fine but for an extra parking space or two.

Please reconsider this ill thought through proposal.

As ever

████████████████████

█ West Sq
SE11 4SP

Redshaw, Joanna

From: Administrator, Information
Sent: 15 February 2018 16:50
To: traffic orders
Subject: Consultation response

Follow Up Flag: Follow up
Flag Status: Completed

[Title]
■

[Firstname]
■

[Lastname]
■

[Telephone_number]
■

[Email_address]
■

[Areyou]
A resident

[Whichconsultation]
TMO1718-CPZ C2
Review of C2 parking

[overallresponse]
4. I object to part

[response]

I object to proposal 2w, to convert single yellow lines to double yellow lines. My reasons for the objection are:

- there is no need for this in West Square or Austral Street. There has never been a problem of safety or access for emergency vehicles where the current single yellow lines are placed
- there is a need for additional parking at weekends and evenings to cope with visitors to 1) the Siobhan Davies Dance studios 2) the Geraldine Harmsworth sports pitches (teams play matches in evenings and weekends) 3) friends and family visitors to properties in the area.
- I have lived in West Square for 4 years and have never known a problem of access or safety at weekends because of parking.

Redshaw, Joanna

From: Administrator, Information
Sent: 13 February 2018 14:36
To: traffic orders
Subject: Consultation response

Follow Up Flag: Follow up
Flag Status: Completed

[Title]
[REDACTED]

[Firstname]
[REDACTED]

[Lastname]
[REDACTED]

[Telephone_number]
[REDACTED]

[Email_address]
[REDACTED]

[Areyou]
A resident

[Whichconsultation]
TMO1718-CPZ C2 Review

[overallresponse]
4. I object to part

[response]

Whilst I support some aspects of the revision of the C2 zone and creation of extra residents bays none of these are very close to my property. I have severe reservations with converting single yellow lines to double yellow near my property ([REDACTED] southwark bridge road). Parking is a challenge and regularly there are lots of cars parked on single yellows at weekends on southwark bridge road. I counted 15 cars parked on single yellows last Saturday in addition to all the residents bays being full. This is particularly acute when an event is on at The Queensborough Community Centre. I thought the timing of the residents bays needed adjusting to similar timings as C1 prior to this proposal and now I think this is even more important if single yellows are being made double ones.

During the week parking is a little easier but I think that paid parking on scovell road should be made paid or resident parking as these spaces are often empty as it stands.

Opposite my property on the corner there is pretty much always delivery vans parked on double yellows in the cycle lane. There are two vans parked there as I type this. I have seen as many as 6. This is despite the business they are visiting having a loading bay.

Kind regards,
[REDACTED]

Redshaw, Joanna

From: [REDACTED]
Sent: 09 February 2018 11:16
To: traffic orders
Subject: Reference TMO1718-CPZ C2 Review

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: for, against

Conversion of single yellow line spaces to double yellow lines will reduce the amount of parking available to residents and their visitors, overnight and at weekends.

Placing double yellow lines in the corner areas, which are often used by delivery vehicles will encourage the drivers of delivery vehicles to stop in the main roadway instead, blocking it completely for a few minutes at a time - several times a day.

Placing double yellow lines would also increase the frequency for which parking suspensions are applied for during building works, maintenance and house moving, increasing the administrative burden on the council.

Regards,

[REDACTED]
[REDACTED] West Square SE11 4SP

Redshaw, Joanna

From: [REDACTED]
Sent: 09 February 2018 13:34
To: traffic orders
Subject: TMO1718-CPZ C2 Review

Follow Up Flag: Follow up
Flag Status: Completed

As a resident of Orient Street, I would like to strongly support the objection below made by [REDACTED] to the proposal 2(w) in the C2 CPZ parking review “to convert all remaining lengths of “single yellow line” waiting restrictions throughout controlled parking zone C2 to “at any time” double yellow line waiting restrictions.”

Parking for residents is already difficult, and as [REDACTED] quite correctly states, proposal 2(w) will make the situation significantly worse.

Kind regards

[REDACTED]
[REDACTED] Orient Street
London
SE11 4SR

On behalf of West Square Residents Association, which represents the residents of West Square, Austral St, Orient St, Harmsworth Mews, Temple West Mews and part of St George’s Road, I object to the proposal 2(w) in the C2 CPZ parking review “to convert all remaining lengths of “single yellow line” waiting restrictions throughout controlled parking zone C2 to “at any time” double yellow line waiting restrictions.” This means that single yellow lines that are not converted to parking places will become double yellow lines.

The Council’s statement of reasons gives safety as the main reason. In answer to questions from me, the Council’s Project Manager emailed that this proposal is “to ensure that unsafe parking is prevented both within and outside of the operating hours of the parking zone.” In answer to the question why is it considered unsafe to leave single yellow lines in the four corners of West Square, she stated that “preventing vehicles from parking on corners allows for better access for emergency services and allows for sufficient visibility for pedestrians and vehicles. In addition, the single yellow lines could encourage drivers to park unsafely blocking access and causing visibility problems.” She concedes that “single yellow lines can allow for additional and more flexible parking/loading spaces outside of the operating hours of a parking zone”.

My reasons for objecting to proposal 2(w) are:

- 1. The operation of the single yellow lines in West Square and Austral St. has been perfectly safe throughout all the many decades that they have been here. At weekends and overnight, when the parking restrictions are not operative and people park on the single yellow lines, there have not been accidents because of parking on the single yellow lines. Also, emergency vehicles (e.g. fire engines) can and do pass easily and safely through West Square and Austral St. The Council have provided no evidence of a lack of safety in West Square and Austral St arising from the single yellow lines.*
- 2. Proposal 2(w) means that at weekends and overnight on weekdays, non-residents of West Square & Austral St will be able to park in residents parking spaces, but residents will not be able to park on the double yellow lines, thereby reducing considerably the available parking for residents.*
- 3. There is demand for parking at weekends and in the evenings on weekdays from non-residents, including visitors using the sports facilities in GMH Park, the Siobhan Davies Dance Studios and the Imperial*

Museum. Currently, these non-residents can park in residents parking spaces and on the single yellow lines outside of the hours of restricted parking. So, currently at weekends and overnight on weekdays, residents lose use of some of the residents parking spaces to non-residents, but can use the single yellow lines. Proposal 2(w) will prevent this current give and take, but worse it will mean that the non-residents who park currently on single yellow lines will no longer be able to do so and will park in residents parking spaces. So when a resident comes home there won't be anywhere to park without receiving a parking ticket. This is disproportionate and draconian.

- 4. The single yellow lines and the residents parking spaces are effective in providing protected parking for residents while preventing commuters parking weekdays between 8.30am and 6.30pm Monday to Friday when demand from commuters is highest and they function effectively currently at weekends and overnight on weekday, so do not change what is working well.*
- 5. The change from single to double yellow lines did not feature in the consultation in 2016.*
- 6. It is not reasonable to have a blanket proposal that all single yellow lines that cannot safely be made into parking spaces should be turned into double yellow lines. There are other reasons why single yellow lines should be kept (as the Project Officer said at "single yellow lines can allow for additional and more flexible parking/loading spaces outside of the operating hours of a parking zone". They can also facilitate during the hours of parking restrictions for access for large removal vans and deliveries by large lorries of construction materials to houses undergoing building works. The Council needs to make out a separate safety case for changing each set of single yellow to double yellow lines, rather than this blanket proposal.*

Redshaw, Joanna

From: [REDACTED]
Sent: 16 February 2018 10:16
To: traffic orders
Subject: TMO1718-CPZ C2 Review

Follow Up Flag: Follow up
Flag Status: Completed

Dear Sir,

I am writing as a long-time resident of West Square to object to the proposed changes to the parking in West Square.

I understand that it is proposed to turn the single yellow lines into double yellow lines though with the addition of a few more controlled parking spaces.

Please will you consider this move which would make life very difficult for residents.

1. There are currently not enough controlled parking spaces for everyone who owns a car in the square to park there at the same time. This is not a problem, because during the day, many people are out and about in cars, and in the evening they can park on the single yellow lines. However, if the single yellow lines were changed to double yellow lines, I am not sure where residents coming home late would be able to park.
2. Because of the Imperial War Museum and the sports facilities in the Geraldine Mary Harmsworth Park there are many visitors to the area during the evenings and weekends. They currently use the single yellow lines and the residents parking bays and the few metered bays. If they could no longer use the single yellow lines parking would become impossible both for them and for residents.
3. I assume the additional controlled parking would be at the corners of the square. I live at number [REDACTED], which is on one of the corners. Sometimes it is necessary for large lorries to go through the square during the day, and they need the extra space given them at the corners - these commercial vehicles do not go through in the evenings making it possible to park there at that time.
4. I have lived in the square for 20 years, and [REDACTED] I have never in that time been inconvenienced because someone has parked irresponsibly close to the corner. People do appreciate access needs at the corners.

It seems to me that the change is fixing something that isn't broken. The current system works well for residents, and visitors to all the local amenities and commercial vehicles which may need to use the square during the day. It increases parking during evenings and weekends for both residents and visitors whilst keeping the free passage through the square during working hours. Please, please do not make this change.

Yours faithfully,
[REDACTED]
[REDACTED], West Square,
[REDACTED]

Redshaw, Joanna

From: [REDACTED]
Sent: 09 February 2018 19:38
To: traffic orders
Subject: TMO1718-CPZ C2 Review

Follow Up Flag: Follow up
Flag Status: Completed

I refer to your C2 CPZ parking review, and am writing to express my strong objection to your proposal 2(w) “to convert all remaining lengths of single yellow line waiting restrictions throughout zone C2 to “at any time” double yellow line waiting restrictions”.

I have been a resident of West Square since 1989.

I am aware that the Council has conducted an extensive review of the C2 CPZ parking arrangements, and that the review has included consultations and discussions with local residents and their representatives. I am also aware, from the reports of those discussions affecting West Square which have been relayed to the residents of West Square by the Chairman of the local Residents Association, that it has been made clear to the reviewing authorities that the present parking arrangements in and immediately adjoining West Square are broadly satisfactory to the residents, subject to the possible provision of additional residents spaces, but not otherwise requiring material changes in the control restrictions. But for proposal 2(w), that state of affairs is reflected in your subsequent published review.

I am also aware that, in the course of those discussions insofar as they affect West Square, at no time was any mention made of the Council’s now disclosed proposal to effect a blanket conversion of single yellow lines to double yellow lines throughout the zone. Had that proposal been disclosed, strong objections would have been expressed by the residents’ representatives. Failure to disclose such a crucial proposal has largely negated the purpose of having the discussions at all. As it is, the proposal has only been revealed by close examination of the small print of the subsequently published review. The Council’s conduct has been reprehensible.

The Council’s Statement of Reasons for the C2 CPZ proposals alleges that “the aim is to increase parking where safe to do so and upgrade existing yellow lines to double yellow lines where parking is unsafe”. I have seen an exchange of emails between [REDACTED] Chairman of West Square Residents Association, and Joanna Redshaw, Project Manager, Highways, of your Council, dated 6 and 8 February, in which [REDACTED] asked whether there are any other reasons apart from safety for proposal 2(w) and Ms Redshaw replied “we are proposing to upgrade all single yellow lines, which are not replaced by parking spaces, to double yellow lines to ensure that unsafe parking is prevented both within and outside of the operating hours of the parking zone”. No other reason has been given.

There can be no justification for a blanket switch of all single yellow lines to double yellow lines without consideration of the merits of each individual case. No such consideration has been given: the possibility was never mentioned in the review consultations and discussions.

In the case of the single yellow lines in and immediately adjacent to West Square, it is nonsense to allege that there are adverse safety implications flowing from those single yellow lines remaining in place. I have lived in the Square for nearly 30 years, and there have never - but never - been any adverse safety occurrences. That should be abundantly obvious to any reasonably competent highway management official inspecting the Square “on the ground”.

But the main objection to proposal 2(w) is that it completely defeats the rationale, agreed in the review consultations, for maintaining the existing parking restrictions in West Square - being the restrictions otherwise reflected in the published review. At the moment, outside the restricted hours, anyone can park in the residents parking spaces in the Square: there is considerable use of the Square for parking, outside hours, both on weekday evenings and throughout weekends, by non-residents using/visiting Siobhan Davies Dance, the GMH sports facilities and park, and the Imperial War Museum; the residents parking spaces available to residents are materially reduced as a result, but residents can at least use the single yellow lines. By contrast, proposal 2(w) means that, outside the restricted hours, anyone - including all the non-resident visitors to whom I have referred - would be able to park in the residents parking spaces, while noone - at all - would be able to park on yellow lines: it produces the wholly perverse result that it would be far more difficult for residents to park outside the restricted hours than during those hours. That is perverse, disproportionate, unreasonable, and frankly, plain dotty.

I ask the Council to withdraw proposal 2(w)

██████████

████ **West Square**
London SE11 4SP

██
██
██

Redshaw, Joanna

From: [REDACTED]
Sent: 22 February 2018 10:09
To: traffic orders
Subject: reference "TMO1718-CPZ C2 Review".

Follow Up Flag: Follow up
Flag Status: Completed

As a resident of both West Square and Austral Street [REDACTED] I support all the objections to converting single yellow lines to double yellow lines about which our [REDACTED] [REDACTED] has written to you.

I would like to add that I am also concerned that creating double yellow lines tends to increase the speed with which drivers manoeuvre round the Square and negotiate the corners. With the increased 'Rat-run' use of West Square/Austral Street, it is essential that the speed of these vehicles is controlled, not facilitated on the corners.

Yours Faithfully

[REDACTED]

[REDACTED] West Square London SE11 4SN

[REDACTED] [REDACTED]

Re the proposed new residents' spaces in Austral Street and West Square (proposals 2(a) and 2(u))
5)

I support these whether or not proposal 2(w) proceeds in the area, but I think some opportunities have been missed to create further spaces without causing anyone inconvenience, loss of amenity or safety concerns, as follows.

a) On both sides of Austral Street, at the West Square end of the road, there are doors to what appear at first sight to be garages in the back gardens of number 24 West Square, and number 25 West Square. The surveyor may have assumed the space in front needs to be kept free for the owner's access. In fact neither doors are to buildings used as garages and they have raised kerbs in front of them. There's no good reason (whether safety or amenity) why the spaces should not be converted to resident or metered parking. It would seem contrary not to do so, given that new parking spaces are to be made in front of peoples' front windows.

b) In front of the Imperial War Museum Office on Austral Street (between its two drives) there is presently metered space for 2 or 3 cars, and a single yellow line. Reducing the line and extending the parking would make sufficient space for at least one more car.

c) Outside numbers 2 to 6 Austral Street is a single yellow line where residents park overnight – this should be retained, as off-peak parking there causes no problems. During peak hours however, parking there should continue to be banned so that service vehicles can wait for traffic to pass as need be.

Redshaw, Joanna

From: [REDACTED]
Sent: 08 February 2018 13:54
To: traffic orders
Subject: Reference: TMO1718-CPZ C2 Review

Categories: against

On behalf of West Square Residents Association, which represents the residents of West Square, Austral St, Orient St, Harmsworth Mews, Temple West Mews and part of St George's Road, I object to the proposal 2(w) in the C2 CPZ parking review "to convert all remaining lengths of "single yellow line" waiting restrictions throughout controlled parking zone C2 to "at any time" double yellow line waiting restrictions." This means that single yellow lines that are not converted to parking places will become double yellow lines.

The Council's statement of reasons gives safety as the main reason. In answer to questions from me, the Council's Project Manager emailed that this proposal is "to ensure that unsafe parking is prevented both within and outside of the operating hours of the parking zone." In answer to the question why is it considered unsafe to leave single yellow lines in the four corners of West Square, she stated that "preventing vehicles from parking on corners allows for better access for emergency services and allows for sufficient visibility for pedestrians and vehicles. In addition, the single yellow lines could encourage drivers to park unsafely blocking access and causing visibility problems." She concedes that "single yellow lines can allow for additional and more flexible parking/loading spaces outside of the operating hours of a parking zone".

My reasons for objecting to proposal 2(w) are:

1. The operation of the single yellow lines in West Square and Austral St. has been perfectly safe throughout all the many decades that they have been here. At weekends and overnight, when the parking restrictions are not operative and people park on the single yellow lines, there have not been accidents because of parking on the single yellow lines. Also, emergency vehicles (e.g. fire engines) can and do pass easily and safely through West Square and Austral St. The Council have provided no evidence of a lack of safety in West Square and Austral St arising from the single yellow lines.
2. Proposal 2(w) means that at weekends and overnight on weekdays, non-residents of West Square & Austral St will be able to park in residents parking spaces, but residents will not be able to park on the double yellow lines, thereby reducing considerably the available parking for residents.
3. There is demand for parking at weekends and in the evenings on weekdays from non-residents, including visitors using the sports facilities in GMH Park, the Siobhan Davies Dance Studios and the Imperial Museum. Currently, these non-residents can park in residents parking spaces and on the single yellow lines outside of the hours of restricted parking. So, currently at weekends and overnight on weekdays, residents lose use of some of the residents parking spaces to non-residents, but can use the single yellow lines. Proposal 2(w) will prevent this current give and take, but worse it will mean that the non-residents who park currently on single yellow lines will no longer be able to do so and will park in residents parking spaces. So when a resident comes home there won't be anywhere to park without receiving a parking ticket. This is disproportionate and draconian.
4. The single yellow lines and the residents parking spaces are effective in providing protected parking for residents while preventing commuters parking weekdays between 8.30am and 6.30pm Monday to Friday when demand from commuters is highest and they function effectively currently at weekends and overnight on weekday, so do not change what is working well.
5. The change from single to double yellow lines did not feature in the consultation in 2016.
6. It is not reasonable to have a blanket proposal that all single yellow lines that cannot safely be made into parking spaces should be turned into double yellow lines. There are other reasons why single yellow lines should be kept (as the Project Officer said at "single yellow lines can allow for additional and more flexible parking/loading spaces outside of the operating hours of a parking zone". They can also facilitate during the hours of parking restrictions for access for large removal vans and deliveries by large lorries of construction

materials to houses undergoing building works. The Council needs to make out a separate safety case for changing each set of single yellow to double yellow lines, rather than this blanket proposal.

Regards,

[REDACTED]

[REDACTED]

[REDACTED] West Square, London SE11 4SP

Redshaw, Joanna

From: [REDACTED]
Sent: 09 February 2018 11:31
To: traffic orders
Subject: Reference: TMO1718-CPZ C2 Review

Categories: against

I am a long term resident of Austral Street in SE11.

I live there with my [REDACTED]

I strongly object to proposal 2(w) in the C2 CPZ parking review “to convert all remaining lengths of “single yellow line” waiting restrictions throughout controlled parking zone C2 to “at any time” double yellow line waiting restrictions.” This means that single yellow lines that are not converted to parking places will become double yellow lines.

My reasons for objecting to proposal 2(w) are:

1. The operation of the single yellow lines in West Square and Austral St. has been perfectly safe throughout all the many decades that they have been here. At weekends and overnight, when the parking restrictions are not operative and people park on the single yellow lines, there have not been accidents because of parking on the single yellow lines. Also, emergency vehicles (e.g. fire engines) can and do pass easily and safely through West Square and Austral St. The Council have provided no evidence of a lack of safety in West Square and Austral St arising from the single yellow lines.
2. Proposal 2(w) means that at weekends and overnight on weekdays, non-residents of West Square & Austral St will be able to park in residents parking spaces, but residents will not be able to park on the double yellow lines, thereby reducing considerably the available parking for residents.
3. There is demand for parking at weekends and in the evenings on weekdays from non-residents, including visitors using the sports facilities in GMH Park, the Siobhan Davies Dance Studios and the Imperial Museum. Currently, these non-residents can park in residents parking spaces and on the single yellow lines outside of the hours of restricted parking. So, currently at weekends and overnight on weekdays, residents lose use of some of the residents parking spaces to non-residents, but can use the single yellow lines. Proposal 2(w) will prevent this current give and take, but worse it will mean that the non-residents who park currently on single yellow lines will no longer be able to do so and will park in residents parking spaces. So when a resident comes home there won't be anywhere to park without receiving a parking ticket. This is disproportionate and draconian.
4. The single yellow lines and the residents parking spaces are effective in providing protected parking for residents while preventing commuters parking weekdays between 8.30am and 6.30pm Monday to Friday when demand from commuters is highest and they function effectively currently at weekends and overnight on weekday, so do not change what is working well.
5. The change from single to double yellow lines did not feature in the consultation in 2016.
6. It is not reasonable to have a blanket proposal that all single yellow lines that cannot safely be made into parking spaces should be turned into double yellow lines. There are other reasons why single yellow lines should be kept (as the Project Officer said at “single yellow lines can allow for additional and more flexible parking/loading spaces outside of the operating hours of a parking zone”. They can also facilitate during the hours of parking restrictions for access for large removal vans and deliveries by large lorries of construction materials to houses undergoing building works. The Council needs to make out a separate safety case for changing each set of single yellow to double yellow lines, rather than this blanket proposal.

Regards

From: [REDACTED]
Sent: 12 February 2018 07:17
To: traffic orders
Subject: TMO1718-CPZ C2 Review"

Dear Sir/ Madam,

I strongly disagree with [the proposal](#) 2(w) in the C2 CPZ parking review "to convert all remaining lengths of "single yellow line" waiting restrictions throughout controlled parking zone C2 to "at any time" double yellows.

I have lived in West Square for 24 years and there has NEVER been a problem of safety for cars or pedestrians, or access for emergency vehicles.

We teach our children to cross the road carefully. Double yellow lines do nothing at all to make the roads safer.

All residents park carefully and single yellows allow more flexibility for unloading children from school and shopping bags. Parking is stressful enough as it is.

I object to proposal 2(w):

1. At weekends and overnight, when parking restrictions are not in place there have not been accidents because of parking on the single yellow lines.
2. emergency vehicles (e.g. fire engines) can and do pass easily and safely through West Square and Austral St.
3. The Council have provided absolutely no evidence of a lack of safety in West Square and Austral St arising from the single yellow lines. It is therefore simply unconstitutional to implement changes in such a way.
4. Proposal 2(w) means that at weekends and overnight on weekdays, non-residents of West Square & Austral St will be able to park in residents parking spaces, but residents will not be able to park on the double yellow lines, thereby reducing considerably the available parking for residents. The single yellow lines and the residents parking spaces are effective in providing protected parking for residents while preventing commuters parking weekdays [between 8.30am and 6.30pm Monday](#) to Friday when demand from commuters is highest and they function effectively currently at weekends and overnight on weekday.

5. We do not expect our elected council to use valuable resources to change what is already working well.

How much will it cost to implement the proposed changes ? Surely monies could be better spent - in light of all the recent cuts in essential council services.

6. Residents pay to park in residents bays. It is nonsensical that changes are introduced that benefit no one and increase parking pressure for said paying residents.

The only possible benefit would be the issuing of parking tickets to residents pulling up on double yellows to unload. Increasing revenues in this way is not a scheme I would expect our elected councillors to implement.

Yours faithfully

██████████

██████████ [West Square](#)

[SE11 4SP](#)

Sent from my iPhone

Redshaw, Joanna

From: [REDACTED]
Sent: 20 February 2018 20:30
To: traffic orders
Subject: TMO1718 - CPZ C2 Review

Follow Up Flag: Follow up
Flag Status: Completed

Dear Sirs,

I write to object, in the strongest possible terms to Proposal 2(w) in the C2 Controlled Parking Zone Review.

I am not a car owner.

The far reaching, negative economic consequences of proposal 2(w) *to convert all remaining lengths of "single yellow line" waiting restriction throughout controlled parking zone C2 to "at any time" double yellow line waiting restrictions*, although cannot be quantified can be explained. At present visitors and residents can park on single yellow lines outside of restrictions to enjoy amenities provided by the Council, including Geraldine Mary Harmsworth Park and The Castle Leisure Centre; visit museums, including The Imperial War Museum; attend theatres and places of worship; and enjoy the many and varied restaurants within the area. Further at present delivery drivers can avail themselves of single yellow lines.

The conversion of single yellow lines into "at any time" double yellow lines will substantially reduce the total amount of parking space to designated parking bays and controlled residents' parking bays making it particularly difficult for visitors, delivery drivers and trades people to park. If people cannot park in the area they will take their business elsewhere. Businesses may think of moving out of the area, and possibly out of the Southwark Council area.

I will now address my objection to proposal 2(w) in relation to West Square where I live and the wider West Square Conservation Area.

The Council, when asked as to why this proposal was put forward, well after the public consultation in 2016, said safety is the main reason. When questioned further on specifics the Council's Project Manager emailed the Chairman of the West Square Residents' Association that this proposal is "to ensure that unsafe parking is prevented both within and outside of the operating hours of the parking zone." In answer to the question why is it considered unsafe to leave single yellow lines in the four corners of West Square, the Council's Project Manager stated that "preventing vehicles from parking on corners allows for better access for emergency services and allows for sufficient visibility for pedestrians and vehicles. In addition, the single yellow lines could encourage drivers to park unsafely blocking access and causing visibility problems." The Council's Project Manager went on to concede that "single yellow lines can allow for additional and more flexible parking/loading spaces outside of the operating hours of a parking zone".

My reasons for objecting to proposal 2(w) are:

1. The operation of the single yellow lines in West Square, Orient and Austral Streets have been perfectly safe throughout all the many decades that they have been here. At weekends and overnight, when the parking restrictions are not operative and people park on the single yellow lines, there have not been accidents because of parking on the single yellow lines. Also, emergency vehicles (particularly fire engines) can and do pass easily and safely through West Square and Austral Street, and can easily and safely access Orient Street. The Council has provided no evidence of a lack of safety in West Square and Orient and Austral Streets arising from the single yellow lines.

2. Proposal 2(w) means that at weekends and outside of controlled hours on weekdays, non-residents of the C2 Controlled Parking Zone will be able to park in residents' parking spaces, but residents will not be able to park on the double yellow lines, thereby reducing considerably the available parking for residents.
3. There is demand for parking at weekends and in the evenings on weekdays from non-residents, including visitors using the sports facilities in Geraldine Mary Harmsworth Park, the Siobhan Davies Dance Studios, St George's Cathedral and The Imperial Museum. Currently, these non-residents can park in residents' parking spaces and on the single yellow lines outside of the hours of restricted parking. So, currently at weekends and overnight on weekdays, residents lose use of some of the residents' parking spaces to non-residents, but can use the single yellow lines. Proposal 2(w) will prevent this current give and take, but worse it will mean that the non-residents who park currently on single yellow lines will no longer be able to do so, (as mentioned above), and will park in residents' parking spaces. Thus when a resident comes home there won't be anywhere to park without receiving a parking ticket. This is disproportionate and draconian.
4. The single yellow lines and the residents' parking spaces are effective in providing protected parking for residents, (for which they pay), while preventing commuters parking weekdays between 8.30am and 6.30pm Monday to Friday when demand from commuters is highest and they function effectively currently at weekends and overnight on weekdays, so do not change what is working well.
5. Trades people, in particular, can at present avail themselves of the single yellow lines outside of restricted hours, when residents are also at home. Proposal 2(w) would make this increasingly difficult.
6. The change from single to double yellow lines did not feature in the consultation in 2016.
7. It is not reasonable to have a blanket proposal that all single yellow lines that cannot safely be made into parking spaces should be turned into double yellow lines. There are other reasons why single yellow lines should be kept (as the Project Manager said at "single yellow lines can allow for additional and more flexible parking/loading spaces outside of the operating hours of a parking zone". They can also facilitate during the hours of parking restrictions for access for large removal vans and deliveries by large lorries of construction materials to houses undergoing building works. The Council needs to make out a separate safety case for changing each set of single yellow to double yellow lines, rather than this blanket proposal.

Yours faithfully,

████████████████████

████ West Square,
London.
SE11 4SP

20th February, 2018

From: [REDACTED]
Sent: 11 February 2018 18:55
To: traffic orders
Subject: TMO1718-CPZ C2 review

Dear Sir/ Madam,

I strongly disagree with [the proposal](#) 2(w) in the C2 CPZ parking review “to convert all remaining lengths of “single yellow line” waiting restrictions throughout controlled parking zone C2 to “at any time” double yellows.

I have lived in West Square for 15 years and there has NEVER been a problem of safety for cars or pedestrians, or access for emergency vehicles.

We teach our children to cross the road carefully. Double yellow lines do nothing at all to make the roads safer.

All residents park carefully and single yellows allow more flexibility for unloading children from school and shopping bags. Parking is stressful enough as it is.

I object to proposal 2(w):

1. At weekends and overnight, when parking restrictions are not in place there have not been accidents because of parking on the single yellow lines. 2. emergency vehicles (e.g. fire engines) can and do pass easily and safely through West Square and Austral St.
3. The Council have provided absolutely no evidence of a lack of safety in West Square and Austral St arising from the single yellow lines. It is therefore simply unconstitutional to implement changes in such a way.
4. Proposal 2(w) means that at weekends and overnight on weekdays, non-residents of West Square & Austral St will be able to park in residents parking spaces, but residents will not be able to park on the double yellow lines, thereby reducing considerably the available parking for residents. The single yellow lines and the residents parking spaces are effective in providing protected parking for residents while preventing commuters parking weekdays [between 8.30am and 6.30pm Monday](#) to Friday when demand from commuters is highest and they function effectively currently at weekends and overnight on weekday.
5. We do not expect our elected council to use valuable resources to change what is already working well.

6. How much will it cost to implement the proposed changes ? Surely monies could be better spent - in light of all the recent cuts in essential council services.

We pay to park in residents bays. It is nonsensical that changes are introduced that benefit no one.

The only possible benefit would be the issuing of parking tickets to residents pulling up on double yellows to unload. Increasing revenues in this way is not a scheme I would expect our elected councillors to implement.

Yours faithfully

■■■■■ ■■ West Square SE11 4SP

Redshaw, Joanna

From: [REDACTED]
Sent: 10 February 2018 18:01
To: traffic orders
Cc: [REDACTED]
Subject: TMO1718-CPZ C2 Review: please do not make single yellow lines into doubles in West Square

Follow Up Flag: Follow up
Flag Status: Completed

from [REDACTED] West Square

Whilst delighted that extra spaces are being provided for residents parking in and around West Square we are upset about the decision to upgrade all single yellow lines at the corners of West Square into doubles.

If this plan is to go ahead please could you change the operation hours of residents parking to 8.30-22.00 every day of the week and police the area to enforce the hours. Please refer to the objections raised by our residents association chair, [REDACTED] as to why we believe this to be necessary.

We hate waste and believe that the cost of extra yellow lines is not justified.
In 27 years of residence we have never encountered a problem for emergency access or pedestrian/vehicle visibility (whilst insufficient clearance of vegetation within the square gardens has caused several accidents/near misses)

Please listen to your residents.

Redshaw, Joanna

From: [REDACTED]
Sent: 22 February 2018 17:51
To: traffic orders
Subject: Parking - road traffic and highways schemes - responding to statutory consultation notices TMO1718-CPZ C2 review

Follow Up Flag: Follow up
Flag Status: Completed

To whom it may concern,

I am writing in regards to Southwark's parking plans for Elliott's Row. I have no concern with the proposal but wish to draw your wider attention to access issues as a result of weekend parking in Elliott's Row which I believe is relevant to any discussion of parking in the road. The opposite side of the road only has a single yellow line marking. As a result we have a problem with people parking on the road and kerb at weekends making an already narrow road often impassable. In the event emergency services needed to access, or cut through Elliott's Row, they would often be blocked. My daughter was born two months prematurely. While I was able to make it to hospital under my own steam and in time, if I had needed an ambulance at the weekend, it is likely they would not have been able to reach me in my flat. In addition, the combination of bins and cars parked up on the kerb makes one side of Elliott's Row untraversable for wheelchair users and prams. I would therefore ask you to consider changing the single yellow line to a double yellow line.

Kind regards

[REDACTED]
[REDACTED] Elliott's Row

Sent from my iPhone

Redshaw, Joanna

From: Administrator, Information
Sent: 08 February 2018 15:59
To: traffic orders
Subject: Consultation response

Categories: for

[Title]
[REDACTED]

[Firstname]
[REDACTED]

[Lastname]
[REDACTED]

[Telephone_number]
[REDACTED]

[Email_address]
[REDACTED]

[Areyou]
A resident

[Whichconsultation]

[overallresponse]

[response]

I fully support the introduction of more c2 parking spaces on my street. Austral street. TMO1718-CPZ C2

Redshaw, Joanna

From: [REDACTED]
Sent: 18 February 2018 18:39
To: Redshaw, Joanna
Subject: C2 Controlled Parking Zone Review - Gladstone Street SE1

Dear Ms Redshaw,

It was a pleasure to speak on the phone the week before last. I promised to send you my written comments on the C2 Review Proposals for Gladstone Street before the deadline on 22 February 2018, which I do below.

I live at [REDACTED] Gladstone Street. As I said when we spoke, I generally support the Gladstone Street proposals but have some suggestions to deal with two particular issues: the first concerns parking for the weekday early morning deliveries to Notre Dame School (and, to a lesser extent, St Jude's Primary School); the second concerns Saturday parking for students & teachers participating in music lessons at the school.

If it would help, I have a few photographs I could send you illustrating one or two of the issues referred to below – please let me know if you'd like these (at least, they'd show you the size of the trucks I refer to, which may help with thinking about the loading-only bay proposal).

School deliveries

Until the Cycle Superhighway was introduced on the east side of St George's Road, trucks making daily early morning deliveries to Notre Dame school used to park on St George's Road to unload. Once the Superhighway was introduced, that became impossible and since then they have parked in the first part of Gladstone Street – i.e. between the entrance to the street and the right-hand dog leg turn.

When the trucks park close to the houses at 29-35 Gladstone Street, it is noisy early in the morning (reversing alarms, electric tailgates, cages & pallet trucks clattering down the street). We have been able to minimise this problem by speaking to the regular drivers and asking them to park at the start of Gladstone Street, away from the houses. They have generally been understanding and try to do this when they can. It also suits them to do so, because it is closer to the Notre Dame school entrance on St George's Rd and so more convenient for their deliveries. However, the current resident permit bays at the start of Gladstone Street are sometimes occupied with cars and, when they are, the trucks have to come further down the street outside the houses – with all the noise and inconvenience which that brings.

My concern is that the current Review Proposals do not take these deliveries into account. Unless specific measures are adopted to provide parking for the delivery trucks on weekdays, implementing the Review Proposals on the north-west side of Gladstone Street outside Notre Dame School is likely to make the situation worse.

The ideal solution would be to introduce loading-only bays on St George's Rd close to the school (in the reservation between the cycle superhighway and the roadway), similar to the loading-only bays on Blackfriars Road. But assuming that is not do-able, I suggest that the C2 Review proposals for Gladstone Street could be altered slightly to introduce 'loading-only' bays at the very start of Gladstone Street, on both sides of the street, so that there is somewhere reserved for delivery trucks to unload on weekday mornings, away from the houses. I don't think the bays would have to be very extensive: my impression is that it is not too unusual for there to be two deliveries at any one time; sometimes there are three.

When we spoke, I questioned whether introducing residents parking across the road from the cycle hoops (outside St Jude's School) would narrow the road so much that the trucks would have difficulty passing. I'm not sure how much of a concern this is, but raise it just in case.

Saturday parking

On Saturdays during term-time, Notre Dame School hosts music lessons for children from (it seems) across London. Gladstone Street is busy being used for parking from about 8.45am onwards by parents & teachers. Saturday morning during term-time is easily the busiest parking time on the street: usually, all the residents bays and single yellow lines are occupied. The area marked 'School Keep Clear' at the back of Notre Dame School is also used & usually full (the 'Keep Clear' only operates on weekdays, although the school is occupied all Saturday).

My understanding is that once the C2 Review Proposals are implemented, the intention is for Gladstone Street to be either 'residents parking' or double yellow lines (subject to the 'loading only' proposal above). If so, I propose that the 'School Keep Clear' section should also be double yellow lines – otherwise parking there will be even more congested (it can already get fairly chaotic there because of the shape of the road at that point).

I'd be grateful if you could acknowledge receipt of this email. If you'd like to discuss anything I've raised, I'd be very happy to. You are welcome to contact me on this email address, or on my mobile phone – [REDACTED]

Best wishes

[REDACTED]

[REDACTED]

Switchboard: +[REDACTED]
Fax Number: [REDACTED]
[REDACTED]

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[REDACTED]

This message has been scanned by [REDACTED]

Redshaw, Joanna

From: [REDACTED]
Sent: 08 February 2018 09:58
To: Redshaw, Joanna
Subject: RE: C2 parking orders

Dear Joanna, I am most grateful to you. I suspect that this is outside the scope of your review, but I wonder whether the council might at some stage consider a weight limit for Hayles Street (other than for access). The street is wholly inappropriate for the heavy trucks which regularly rumble too fast down the road, as sat nav sends them on some inappropriate short-cut. Yours sincerely, [REDACTED]

From: Redshaw, Joanna [<mailto:Joanna.Redshaw@southwark.gov.uk>]
Sent: 08 February 2018 09:15
To: [REDACTED]
Subject: RE: C2 parking orders

Good morning [REDACTED]

Thank you for your email. I had logged your comments to be included in the report back to the Cabinet Member for Environment and Public Realm.

Waiting and loading restrictions on the double yellow lines can be considered to prevent unsafe parking and this will be assessed and included in the report as well.

Please let me know if you have any further comments.

Thanks and kind regards

Joanna Redshaw

Project Manager
Highways
Environment and Social Regeneration
Southwark Council
160 Tooley Street|London|SE1 2QH
Tel: 020 7525 2665|Email: Joanna.Redshaw@southwark.gov.uk

From: [REDACTED]
Sent: 01 February 2018 10:01
To: Redshaw, Joanna
Subject: C2 parking orders

Dear Ms Redshaw, I have seen Southwark's notices about the proposed changes to parking arrangements in zone C2. May I please make a representation about Hayles Street? The street is narrow and there are double yellow lines from 1-13. Parking bays then start at 15. Disabled badge holders often park on the double yellow lines outside Nos 11 and 13. They are allowed to do so at present because there is no loading restriction in place. The road is however too narrow to enable a car (let alone a lorry) to pass if there is a car parked outside No 11 or 13. Passing cars thus regularly mount the kerb to get down the street. This is

unsafe. Could I please ask Southwark to consider some restriction which would prevent cars from parking on the double yellow lines outside Nos 11 and 13? To retain loading would be fine, but not parking. Yours sincerely, [REDACTED]

[REDACTED]
[REDACTED] Hayles Street
London SE11 4SS
[REDACTED]
[REDACTED]

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

[REDACTED]
Elephant & Castle

London SE1 6SD

Main Office: [REDACTED]

Traffic Order Consultations,
Highways,
Southwark Council,
Environment and Social Regeneration,
PO Box 64529,
London
SE1P 5LX

Ref: TMO1718-CPZ C2 Review

20 February 2018

Objection to Proposed Changes to C2 CPZ Review February 2018

[REDACTED] wishes to formally object to the proposed changes to the C2 CPZ as detailed in its notice of intent dated 1 February 2018.

The grounds of objection are;

Some provisions in the Review will have serious detrimental effects on the ability to park and attend services by those who currently have access to parking.

[REDACTED] has been at this location for 157 years and is very much part of the community. There was no formal consultation and direct involvement of the church in deciding what was going to happen to facilities that have been available to its [REDACTED] for over 40 years.

The statutory requirements for undertaking such changes do not appear to have been fully undertaken by the Council

Over 600 Southwark and inner London residents attend regularly along with many others from further away and taking these facilities away would constitute a serious deprivation for local and Southwark residents.

The Council's parking arrangement with [REDACTED] (non-enforcement of nearby double yellow lines for the past 5 years) which has been abruptly ended, is an acknowledgement of the significance of the church and its contribution to the community. It no doubt qualifies to have been formally consulted on these proposals in accordance with the statutory provisions, which we feel have not been fully followed.

A petition on parking issues of over 800 signatories has been collected over the past few days and the number is growing by the day. This will be submitted to Southwark Council in due course.

The implementation of a blanket change of all single yellow lines to double yellow lines is unwarranted in all instances and should have been site specific as it would

unnecessarily penalise motorists at a number of locations. National guidance on CPZ is for the remaining areas without parking bays to be yellow lined which automatically assumes the restricted zone times. A case for double yellow lining specific junctions within the zone may be made but not a blanket double yellow line as proposed.

We further provide specific comments as follows;

1. We note that several initiatives affecting roads local to our location have been initiated by Southwark Council but with seemingly no overall coordination. These include the ending of the agreement which enabled the use of double yellow lines (DYL) to relieve pressure on local parking by vehicles associated with the [REDACTED] also the initiative to place a barrier across Dante Rd to prevent 'rat-running' along Brook Drive. The CPZ Review should be managed in conjunction with the other Southwark initiatives and not in isolation.
2. Before commenting on a number of the C2 proposals affecting individual streets we note paragraph (w) which has important implications. The closure of our agreed parking on DYLs was ordered by the parking enforcement department and their advice was to park our vehicles in Dante Rd on Single Yellow Lines (SYL). Proposal (w) will drastically reduce the available space for our minibuses and cars, which are vital to our work in the community, to be parked close to the [REDACTED]. It will also greatly reduce weekend and evening parking for visitors to private dwellings, businesses, the Castle Leisure Centre and other venues in the developing Elephant and Castle central area. We note that in the "Statement of Reasons" it says that the aim is to "upgrade existing single yellow lines to double yellow lines *where parking is unsafe*". Such a worthy concern is only relevant in a few cases due to excessive narrowing of the driving lane, a good example being the entire west side of Elliot's Row, where two sided parking prevents vehicles from using the pavement to pass each other and where emergency vehicle access would be difficult.

The existing DYLs in Pastor Street, Brook Drive and Longville Road are now excessive restrictions which unnecessarily prevent parking in cul-de-sac and side roads. Consultation with the Tabernacle would have enabled us to contribute to the discussion of needed changes to local parking.

Our estimate of the total additional loss of weekend and evening SYL parking close to Elephant & Castle centre through proposal (w) is:

Austral Street	7
Brook Drive	3
Dante Road	2
Holyoak Road	20
Garden Row	25
Ontario Street	6
Estimated total	63

Please reconsider the proposal of paragraph (w) which unnecessarily reduces weekend and evening parking for those coming into the Elephant & Castle for various reasons.

3. Our comments on the street by street proposals are as follows.

a) AUSTRAL STREET Agreed. [7 SYL spaces will be lost on the west side of the street through proposal (w).]

b) BOROUGH ROAD No comment

c) BROOK DRIVE

i) Agreed

ii) Appears to be included in i)

iii) OK if the rest of the DYL is removed, acknowledging that it is OK to park on that side. Otherwise widen the road to facilitate this. No account has been taken of traffic (including taxis and delivery vehicles) to One The Elephant & to a lesser extent to the Castle Leisure Centre.

[3 spaces outside 142 / opposite the shop will be lost through proposal (w)]

d) COLNBROOK STREET Agreed.

e) DANTE ROAD We strongly disagree with the proposal. This refers to almost the entire length of the NE side of Dante Road. No 2 is a private house but the numbers 6,8,10 &12 are the student hall blocks. The proposal would replace some 22+ SYL spaces with 5 new bays.

[2 spaces will be lost on the other side of the road, near the junction with Brook Drive, outside No 3, due to proposal (w)]

f) ELLIOTT'S ROW Agreed.

The SYL along almost the entire other side of the road would be lost through proposal (w) although in this case we believe that this is justified on safety grounds.]

g) GAYWOOD STREET Agreed.

h) GLADSTONE STREET All agreed.

i) GLASSHILL STREET No comment

j) HAYLES STREET Agreed.

k) HOLYOAK ROAD We strongly disagree. [There are 3 SYL spaces where it is proposed to put one bay].

Holyoak Road has SYL on both sides, offering about 20 parking spaces which would all be lost due to proposal (w).

l) KING'S BENCH STREET No comment

m) LANCASTER STREET No comment

n) LIBRARY STREET No comment

o) LONGVILLE ROAD The description is wrong in that the SYL is about mid-road and not at the end. We do not oppose car club provision in this road. We strongly recommend removal of the DYL on the south side of Longville Rd. This DYL was put in place during the construction of the new tower block. The road is wide enough for safe parking on both sides. It would be a great help to the [REDACTED] to revert to SYL so as to allow parking during evenings and weekends. [This DYL plus proposal (w) in Dante Rd and Holyoak Rd represent a loss of weekend and evening parking of 40+ spaces on the doorstep of many residential buildings and amenities.

p) OSWIN STREET Agreed.

q) PASTOR STREET We strongly disagree with the proposal. The DYL was put in place to enable long construction vehicles to have unimpeded access to the One the Elephant building site. They should be removed and the space released to normal payment parking bays, as was the case previously. Parking at the rear of our building is very important to us. Car club spaces could easily be provided on the One the Elephant car parking area, where the users are likely to live.

r) POCOCK STREET No comment

s) RUSHWORTH STREET No comment

t) WEBBER STREET No comment

u) WEST SQUARE Agreed.

v) We have no objection to bringing these three kinds of provision under one legal instrument, provided that they all comply with the CPZ hours of 8.30 am to 6.30 pm Monday to Friday.

w) See earlier comments.

We would welcome a meeting with Council officers to specifically look at the proposals within the vicinity of [REDACTED] to jointly address concerns raised by the church and all petitioners.

Please acknowledge receipt of this objection.

[REDACTED]

[REDACTED]

Direct line: [REDACTED]

Email: [REDACTED]