

Ref.	Comment/Reason for objection	Officer response
1	Make parking difficult	The implementation of a parking zone is likely to reduce the amount of cars in the area by roughly 40%. Parking for residents and their visitors is likely to become easier.
2	Less cars encourage speed	There will be a reduction in cars parked but there will still be enough to act as a traffic calming measure. Spaces created will act as passing places.
3	Spoil the look of the conservation area	The new parking restrictions will reduce the amount of cars in the area and thus creating free space to enjoy the area.
4	It will make it difficult for visitors, families and elderly and disabled visitors	The majority of kerbside space on Grove Park and across the parking zone is taken up with parked vehicles. Without the parking stress caused by commuters, there will be space for visitors. In addition, residents who have a Blue Badge can apply to have a disabled parking bay outside of their home.
5	Extent of double yellow lines on Grove Park	The council's design standards state that double yellow lines should extend two metres either side of a vehicle crossover. As Grove Park and Chadwick Road have a significant amount of driveways, we are proposing to experimentally reduce the length to one metre each side. This will create approximately 23 parking spaces. The road safety risk has been assessed and is considered acceptable.
6	General support for the CPZ	No comment needed
7	Not enough space for all resident's cars/force them to park far away	We must prioritise the kerbside space across the zone, our priority is safety and reducing parking stress. The council aims to reduce private car ownership and cannot guarantee a space on the public highway for anyone.
8	Extent of double yellow lines on Champion Hill	Champion Hill is a national important cycle route with an average traffic flow. Should the road be blocked with parking on the existing single yellow lines, it is likely that traffic would back up into the Champion Hill/Dog Kennel Hill junction.
9	Extend operating hours/two hour zone won't help	The operating hours were chosen by residents at the informal consultation stage. Two hour zones are most effective at deterring commuters from parking and still allow for visitors to park for free outside of the zone hours.
10	No parking problem	47% of those that responded to the informal consultation stated that they had a parking problem and 47% also stated that their visitors had trouble parking.
11	Cost of permits	The price of an annual parking permit has not changed for almost six years. It is set by Cabinet and is in line with charges in other London Boroughs.
12	Implementation costs unnecessary money	Implementation costs are covered by the parking revenue budget which legally must be reinvested back into highway improvements.
13	Engagement not satisfactory	There has been extensive engagement with residents. An informal consultation took place in July 2017 which included a public meeting. Officers have since attended meetings and responded to numerous emails regarding the zone.
14	Parking displacement	One of the known outcomes of parking restrictions is parking displacement. Unfortunately we cannot foresee the effect of the zone on other areas at this stage and will continually monitor the impact.
15	Remove double yellow line from redundant driveway	All specific requests have been considered and are reflected on the new map.
16	Implement a restricted parking zone	Restricted parking zones are not widely used in Southwark, particularly not on residential streets. After consulting with the Parking Enforcement team, it is not a viable option because it can be confusing for motorists.

17	Double yellow lines missing from driveway on drawing	All specific requests have been considered and are reflected on the new map.
18	Will remove green space in the area/increase the amount of driveways	Each driveway application is assessed on its individual suitability and the amount of driveways already on the street does not impact the decision.
19	Build multi-storey car park	This would be a costly exercise, we would need space and funding. Residents in this area would not be guaranteed a spot in the car park.
20	Allow parking spaces for delivery vehicles on Greendale	The layout of Greendale will be investigated later in 2018 as part of another project.
21	Extent of double yellow lines on Chadwick Road	Double yellow lines have been reduced to one metre either side of vehicle crossovers on Chadwick Road and have only been proposed where parking is unsafe.
22	Errors in consultation report	Southwark Council maintains that double yellow lines across driveways is the best solution for this area. Restricted parking zones and permit holders past this point for Grove Park are unlikely to be enforceable and would be subject to scrutiny by motorists in the area.
23	Issues with parking too close to driveways	Double yellow lines proposed as part of this scheme that extend either side of a vehicle crossover are intended to prevent unsafe and obstructive parking.
24	General objection to the CPZ	No comment needed
25	Spread out the shared use bays	Shared use can also be parked in by residents. We have tried to place them so that they are to the side of residential properties so that they can be used by drop by visitors but are not directly in front of houses.
26	Ban children being driven to school	Southwark Council currently has no plans to prevent children being driven to school but does often put measures in place to discourage it.
27	Double yellow lines make it difficult to load and unload	Where safe and unobstructive to do so, double yellow lines can be used for active loading and unloading for up to 40 minutes. This is only the case if there are no loading restrictions on the kerbside.
28	Erect a sign on Greendale stating it is for access only	The layout of Greendale will be investigated later in 2018 as part of another project.
29	Keep Camberwell Grove closed	Following consultation, Camberwell Grove Bridge is due to be re-opened later in 2018.
30	Threat of legal action	Southwark Council has adhered to its statutory obligations and engaged carefully with residents and organisations.
31	Make life difficult for Grove Park	Controlled parking zones usually create kerbside space and remove commuters from the area. We rarely have complaints once the restrictions are implemented and do not expect this parking zone to be any different.
32	Only put double yellow lines across existing driveways	Anyone may request a driveway and should further driveways be requested in the parking zone, they will be marked with double yellow lines but approval for these will follow the usual statutory process with the opportunity for the public to make representations
33	There's a parking problem	A parking zone usually reduces parking stress.

34	Permit holders only parking	Southwark Council maintains that double yellow lines across driveways is the best solution for this area. Restricted parking zones and permit holders past this point for Grove Park are unlikely to be enforceable and would be subject to scrutiny by motorists in the area.
35	Add electric charging points and car club bays	The council are working to expand the number of car clubs operating in the borough over the next 2 years. This is likely to include the implementation of new fixed car club bays and the permitting of two non-fixed car club schemes, where vehicles can be driven to a location and then parked without returning to their fixed bay. Officers are expecting that as a result the number of car clubs and cars available will increase from about 125 vehicles currently to approximately 265 vehicles in 2 years. The council is currently considering provision of electric charging points borough wide as part of a separate project.
36	Cars needed for jobs	The Council must prioritise the kerbside space available, this means providing as much space as possible for residents and businesses in the area. Businesses can apply for permits but this must be for vehicles essential for the operation of the business.
37	Force residents to pay excessive fees to park elsewhere	A parking zone is expected to relieve parking stress and create more room for residents to park.
38	No issue with cars parking across dropped kerbs	There is a need to give a consistent message to motorists as far as possible, our proposals include double yellow lines across driveways for this reason.
39	Put up 'slow down' signs on Greendale	The layout of Greendale will be investigated later in 2018 as part of another project.
40	Recommendations based on incorrect information	Southwark Council maintains that double yellow lines across driveways is the best solution for this area. Restricted parking zones and permit holders past this point for Grove Park are unlikely to be enforceable and would be subject to scrutiny by motorists in the area.
41	Residents fear mongering	All representations are looked at equally and the Cabinet Member is able to see all responses in detail.
42	Grove Park should be treated as a unique street	Grove Park is like many other streets in the borough, we have looked at every street in the zone and proposed the best parking solution for its characteristics
43	Put up signs stating no parking on the footway on Greendale	The layout of Greendale will be investigated later in 2018 as part of another project.
44	Parked cars spoil the look of the area	Parking zones reduce the amount of parked cars
45	Won't be able to see car from house	Unfortunately we cannot guarantee anyone a parking space on the public highway right outside of their home.
46	Unsuitable proposal	Based on our knowledge of parking design and enforcement, the proposals in this report are considered the most suitable for the area.