

Appendix 2\_ Responses Redacted

Support, Object, Comment or Enquiry	Email body
Comment	Dear sir/madam, If I understand correctly, you are proposing to introduce new CPZs on xxx. This may result in those who seek parking in that area to be pushed towards our area (I live in xxxx, opposite the xxx). As I don't own a secure parking space, this would increase the risk that a CPZ will need to be introduced at my street at a later date (and that would have a new cost I'd have to deal with). I rely on free off-street parking and would like it to stay that way. Nevertheless, if residents of xxx want to have the CPZ, I would concur with them, but I certainly hope the CPZ will not reach xxx and I would not want one around here. Kind regards,
Object	To who it may concern; I live in xxx most of which is a private estate and I am a member of the Management committee. We do keep an eye on who is parking in this cul-de-sac. However as it is only about 15 meters of public road we are not at all happy that you should override us and put a blanket ban on any parking during the day as there are a few (3) of us who need to park. I particularly need to have my car within easy reach as I am partly disabled but not enough to have a disabled badge. Most of our cul-de-sac is private road and residents do park there as its outside their homes and we are happy about that. I would like to request that you do not put this CPZ in our road and reconsider our situation.
Object	Hi Team Please see below. Kind regards Melissa Owusu-Ansah I Project Support Officer Environment & Leisure I Highways Southwark Council, Third Floor, Hub 2 London SE1P 5LX PO BOX 64529 Dear Sir/Madam, Re the notification in the Southwark news, regarding the proposed parking restrictions.. This was objected to in 2019, and speaking to my neighbours will be objected to again. Regarding parking in xxx, is it all of the Street, or just sections? A majority of the flats on the north side of the street, have the luxury of having a garage, of which they are hardly ever occupied, which has increased the volume of parked cars. How much will the cost be to the residents? This seems to me that after 6.30 in the evening it will be first come first served basis place grabbed!!!! Some of the residents do not arrive home until after that time, so they will be paying for the parking for someone else. What is the cost to us as residents going to be? Myself and my husband are both in our 80's and rely on visitors to help out with our shopping, etc. especially since the pandemic.
Comment	Dear TMO Officer, I'm writing to you regarding the proposed changes in the letter with the reference TMO2122-004 CPZ S. I am a resident of xxx,. I do not have a garage or a driveway, the only place I can park is in front of the house on the street. Your proposal seems to put a double yellow line in front of the house making it impossible for me to park there. I would like to strongly object against the double yellow line and request for it to be made a residents only bay instead. If the order stays as is it would force me to park opposite our house (opposite side of the street from my entrance) and make it impossible for me in the future to have an electric car, as I would not be able to charge it at home. This surely has to go against the governments policy getting people to switch to electric cars. I see a simple solution, the parking bay (blue line) simply should be moved to the other side of the road, so the residents of XXX
Object	Hi Team Please see below. Kind regards Melissa Owusu-Ansah I Project Support Officer Environment & Leisure I Highways Southwark Council, Third Floor, Hub 2 London SE1P 5LX PO BOX 64529 Sent: Saturday, July 10, 2021 11:23 AM To: Highways <Highways@southwark.gov.uk>; traffic orders <traffic.orders@southwark.gov.uk> Subject: Tmo2122-004 CPZ S Morning, We have received the letter Rotherhithe and Surry docks controlled parking zone. As residences of Rotherhithe, We are absolutely disagree the CPZ. This is a peninsula and residential area and quite peaceful and not a business zone. Only local resident or their friend may park their. During the pandemic time, lots of people lost job. You did not think how to help them, instead, you charge them hundreds pounds more. It even makes people's life worse. I do not want to lose the confidence to the government, but what you do is to make poor people worse as lots of more new rich family/immigrants come here. Obsoletely bad idea of CPZ.
Object	Hi Team Please see below. Kind regards Melissa Owusu-Ansah I Project Support Officer Environment & Leisure I Highways Southwark Council, Third Floor, Hub 2 London SE1P 5LX PO BOX 64529 Sent: Saturday, July 10, 2021 11:15 AM To: Highways <Highways@southwark.gov.uk>: Objection to proposed restrictions in SE16 Dear sir/madam I am writing to object to the councils proposal to implement permit parking in xxx In 2018 residents voted against this proposal yet only 3 years later the council are reattempting to push through this proposal against residents wishes. Can you please send me the results of the statutory consultation in 2019 where residents voted to accept this proposal as I have found very few people in favour of this change. My parents have lived on xxx for over 50 years and have never had any parking issues. Yet now these pensioners will be forced to pay for permits to park in the same place.... Can you please confirm the following 1. Costs per annum 2. How many permits are permitted per household as some households have a business / 2nd vehicle 3. Will daytime visitors be allowed to park or will you have to purchase day passes at additional costs TFL and local councils seem to be constantly restricting car drivers in London. To provide new homes without sufficient parking and expect everyone to use public transport is delusional. I personally cycle to work but not everyone can. For example my neighbor works at a location in Bromley where it is simply impossible to travel on public transport. It's too far to cycle and would take 3 or 4 busses to get there.
Object	Dear TMO Officer, Reference: TMO2122-004 CPZ S I am writing in response to the statutory consultation letter sent to my residence. I would like to state my strong opposition any implementation of Controlled Parking Zones in the Surrey Docks area for any duration whatsoever. The current supply of roadside parking is more than adequate for all current and future residents. Moreover, Norway, Greenland and South docks are located a substantial distance from the proposed developments referenced in the consultation, greatly removing the risk of any increases in roadside parking. Implementation of a CPZ will add significant financial burden to the population in the Surrey Docks area and will destroy the welcoming character of this location. Instead, I propose that any CPZ implementation be limited to a 1/4 mile radius of all new developments in Rotherhithe if at all necessary.
	Hi Southwark Council, please find attached to this email our concern about the above consultation.
Comment	Dear TMO team, I am a resident in the proposed 'CPZ Zone S' and broadly support the proposed Controlled Parking Zone S, but have the following additional points to make that I would ask you consider and reply to: - I disagree with a specific proposal for parking on both sides of xxx at the back of the Dockland Settlement Hall building (a sketch of the section is attached). There is no room for parking on both sides of this section of road with enough room then for a waste truck or fire tender to safely pass through. Parking on both sides does not happen at the moment despite the high demand for parking otherwise people would definitely park here. I ask that you re-consider this section and remove parking from one side. Perhaps make the parking Shared Use along the east side to allow for some visitor parking to the Docklands Settlement. I think in the main the residents along here have off-street parking at the rear of the properties. - Why are you not introducing CPZ controls around Rotherhithe Village? This will make life difficult for people living there with cars as people will descend on the area knowing there is some free parking still available. - I live on an estate that has off-highway parking, currently not controlled/enforced by the landowner, the housing association xxxx. Have you informed xxx and other housing associations of the proposals so they can at least prepare for the eventuality that they will now need to manage their off street parking sites to deter non-residents from taking advantage and parking off street?

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Enquiry	Dear Madam, Sir, Could you please clarify how the new control parking proposal in Rotherhithe and Surrey docks will affect leisure mooring license holders in South Dock Marina issued by Southwark council? The leisure mooring license holders are permitted to stay/live on board 27/7 - 365 days in a year as per South Dock Marina T&C. In order to pursue the leisure activities onboard of they crafts they would require parking access at all times. This is especially relevant for berth-holders parking on South Sea Street, Calypso Way and Rope Street. Could you please elaborate how this is addressed in the proposed changes.
Enquiry	Hi all, I'm writing to you in regards to the plan specified above. I'm a resident in xxx and I don't understand what is going on in the plan. The only image I got is ? Not sure what the zone II is supposed to mean. I'm also VERY concerned about the fact that there are no YELLOW lines around the central triangle of the square. We can see people parking there EVERY DAY (especially during school runs) and I know for sure that if everywhere else we have lines, everybody will feel entitled to park there. This causes a lot of problems to the parking bays where we are entitled to park. we're really fed up with the parents of the kids in xxx school parking and leaving the cars there. The other question I have is how you're planning to enforce this plan. Again the main concern is the school runs...people parking cars everywhere but leaving within the hour, so really hard to catch them if there's no control around from people that can fine them. thanks a lot for the attention, hoping to receive an answer soon.
Object	I object to the proposed changes. Kind Regards,
Comment	Dear Sir/ Madam In reference to this proposed introduction of a controlled parking zone CPZ) in xxx I would like to make the following representations. 1)The primary problem with xxx is that it is a narrow street with several pinch points and even more narrow sections e.g. by xxx. in combination with a regular C10 bus route running both ways, this causes regular traffic jams as two way traffic becomes impossible. Therefore any parking proposals should fundamentally aim to address this central problem by restricting parking to ONLY one side of the street in most places, and NEITHER side of the street at those narrow pinch points. 2) Along xxx there are a number of new electric vehicle charging points that are installed in lamp posts by charging providers Ubitricity and Chargy. Currently these do not have any parking restrictions and are free to park and charge - however they are often blocked by non electric vehicles. Therefore the introduction of a CPZ would make it necessary to make those parking bays 'Electric Vehicle' Charging Only'; and also free/ exempt from parking charges - only whilst charging of course. As an EV owner, it would be unacceptable and perverse that when charging that local residents would also have to pay for parking. The use of EVs should be encouraged, not discouraged with parking charges. 3) The Co-op store on Rotherhthe Street also urgently needs some allocated short-stay street parking that could be limited to perhaps 20 minutes loading, for example.
	To Joanna Redshaw Principal Project Manager Highways - Transport Project See attached. With kind regards,
Enquiry	Ref TMO2122-004 CPZ S Rotherhithe and Surrey Docks Controlled Parking Zone Representation I own the property at xxx which is potentially affected by the above proposed CPZ and as such I am writing to object to its imposition on our estate. xxx is privately owned by the xxx Management Company Ltd of which all residents are shareholders and members, and which has exclusive and absolute rights over parking on the parts of the estate owned by them. You may wish to refer to your legal department for confirmation of this fact which they will find contained in Land Registry Title Number xxxxxx (see generally and, in particular, the Charges Register @ 3 and Schedule of Notices of Leases). You should be aware by reference to the above and from your own Council documentation that the majority of the estate's roads are privately owned and unadopted; the limit of the LB of Southwark adopted roadway extends from xxxr Road to the T Junction inside the entrance to the estate and then only a few metres along each arm of the roadway to the bricked demarcation lines. Although very difficult to follow (where is the 'Key' to markings?), it appears from your proposed illustrations (Appendix B @ number 5) that you consider that more/the entirety of xxx roads are subject to LB of Southwark control and also that you propose to extend a CPZ into an area of privately owned, non-adopted road. The legal position is clear. The majority of the roadways on the estate are non-adopted and as such the LB of Southwark has no jurisdiction over their use. The bricked parking spaces are privately owned; exclusive rights to specified private parking areas were granted by to all individual properties in xxx on the sale of the estate by LB of Southwark to xxx on xxxx. I understand that you have already been put on notice of the legal position by representatives of the xxx during the public consultation in 2019. Given this, I am concerned to note the contents of your letter dated 8th July 2021 and the Report (Appendix B) which do not appear to recognise this legal position. I hope that you can immediately reassure me and the xxx that the CPZ proposals do not include or relate to the unadopted roads within xxx or the areas subject to exclusive parking rights for property owners. Yours,
Enquiry	Attn: TMO Officer- With reference to the proposed CPZ and as the owner of xxx, I am writing with some concern about the proposals. Attached is the Title Plan for my property clearly showing the parking area specifically designated for my own private use. It is part of the Land Registry Title for xxx. It is Private and as such should not form part of the proposed Council controlled parking scheme. Aside from my own property, xxx is a Private Development managed by xxx Management Company. This Company has informed the Council of the limited roadway that has been Council-adopted. (The Council would have its own Plan showing which roadways they maintain and which roadways are non-adopted). The remaining roadways, not Council-adopted, are therefore private and as such Southwark Council has no jurisdiction over their use.
Support	To TMO Officer. I received your letter last week regarding the statutory consultation for controlled parking around the Rotherhithe and Surrey Docks area. I think this is an excellent idea. I live on xxx and during the week there are a whole host of cars that park up and are clearly not residents. They are all gone at the week-ends. Resident issues in my street are not so much to do with parking space or the fact that people use this area for free parking, it is the fact that a lot of them simply don't care about people living here when they casually pull up and spend literally an hour or so on their mobile phones while their engines are running. I have actually challenged a few and asked them to turn off their engines and they reply they are working or talking to friends. Some residents have balconies and there is nothing worse than trying to have a family meal at lunch time with a car below belching out petrol fumes. As an asthma sufferer - I have more heightened awareness about this issue. Is there a Council process to deal with this is as well - cars parked but with engines running idle? So, fully support this excellent idea and look forward to your response.

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Object	Dear Officer, I am writing to go against the changes to park in my area for now. Thank you
Object	In response to the statutory consultation on the CPZ in Rotherhithe and Surrey Docks area please see my comments below: - The proposed area on page 10 of Appendix B that covers the southern end of xxxx places bays on both sides of a narrow through road. Bays should only be on the East side of the road, between the xxxxx and xxx. - Bays should be mixed resident permit and paid, there is no need for decicated residents bays as all properties on this stretch of street have off street parking. - Operating hours from 8.30am to 6.30pm are unnecessarily long, only short hours from 10.30am-4pm are necessary in this part of the ward as this is a mainly residential area. Zones should only apply Monday to Friday and not on weekends and Bank Holidays - It appears that parking zones are being applied across the ward without taking into account the requirements on a street by street basis. This is extremely short sighted and will make access in different parts of the ward difficult and impact trade for local small businesses.
Object	Hello, I would just like to say that I am against the idea of introducing a controlled parking zone in this area. We have never experienced any parking problems since living here since 2013. Not only have we always been able to find a spot to park but have been able to tell plumbers and electricians that they can just park outside our house while they carry out their work. I have also never seen a car double parked or parked badly in our street (xxx). As there doesn't seem to be a parking problem I can only imagine this is a scheme to generate cash for the council.
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Object	As xxx of the residence Association of xxx I would like to raise the point that double yellow lines on both sides of the road of xxxx at xxx will not work for the residents. We do not have private parking (only a few houses have it) and so the people parking on xxx are the residents of xxx development. Therefore residence parking permits should be there not double yellow lines. Can you please update the plan accordingly? My voice is on behalf on the 200+ people who live here Let me know if you need anything else. Many thanks
Enquiry	Hi, I refer to the attached notice regarding the proposed CPZ implementation in Rotherhithe and specifically paragraph 2b which references the proposed implementation of 'permit holders past this point' parking for my home in xxx. I have a few questions where I need your help please since I am unsure how this will operate specifically for the 2 scenarios detailed below. As background, I am the owner of the property situated at xxx in which I have lived together with my wife for around 15 years. I have read the attached notice carefully and have noted that xx is referenced under point xx. However, I am not clear how this will work and whether going forward I will need a residence parking permit and/ or to pay to park my own car in front of my property, on my own property. To expand on the question, I am attaching the second picture, which shows my property xxx which has a garage on the ground floor of the property and my car parked (the small xxx) parked in front of the garage on my own property. I understand the land in front of the house on which my car is currently parked, the area seen in the picture with cubic stones parallel to the house, is part of the property so private property and not public. Under your current plans for a CPZ in Rotherhithe would I need a resident parking permit and would I need to pay parking charges to the council to park my car in front of my house, on my own property exactly as shown in the picture? Separately, I had intended to convert the garage into a habitable room (small bedroom) and have planning permission for this (several other neighbours have already completed these conversions earlier). In the planning permission application amd grant, the parking was addressed through stating that post conversion the parking will take place not in the garage on the ground floor of the house but rather in front of the house (exactly as shown in my second picture attached). Same question as for the paragraph above please, what impact will the implementation of the CPZ have and will I need to get a resident parking permit and pay parking fees to the council to be able to park on my property, in front of my house. At this point I am not formally objecting, since I am not sure of the exact CPZ implementation mechanics specifically for xxx and the situations outlined above. However if the answer from yourselves is that going forward I will need a parking permit and to pay parking charges to the council to park my own car on my own property in front of my house, exactly as shown in the second picture then I (and I suspect some other neighbours) will object since I dont think this is a fair treatment and outcome. In this unfortunate situation please feel free to use this mail and supporting pictures as formal objection also (since I do not want to miss the deadline of 29July specified in the notice from the council that I just saw, for formal objections). Thanks for clarifying and thanks for your help and kind consideration. Best regards

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Enquiry	<p>Resending with complete attachment, thank you &gt; Date: 16 July 2021 at 15:24:51 BST To: traffic.orders@southwark.gov.uk, highways@southwark.gov.uk m&gt; Subject: CPZ implementation in Rotherhithe (TMO2122-004 CPZ S) Hi, I refer to the attached notice regarding the proposed CPZ implementation in Rotherhithe and specifically paragraph xx which references the proposed implementation of 'permit holders past this point' parking for my home in xxx. I have a few questions where I need your help please since I am unsure how this will operate specifically for the 2 scenarios detailed below. As background, I am the owner of the property situated at xxx in which I have lived together with my wife for around 15 years. I have read the attached notice carefully and have noted that xxx referenced under point xx. However, I am not clear how this will work and whether going forward I will need a residence parking permit and/ or to pay to park my own car in front of my property, on my own property. To expand on the question, I am attaching the second picture, which shows my property xxx which has a garage on the ground floor of the property and my car parked (in xxx) parked in front of the garage on my own property. I understand the land in front of the house on which my car is currently parked, the area seen in the picture with cubic stones parallel to the house, is part of the property so private property and not public. Under your current plans for a CPZ in Rotherhithe would I need a resident parking permit and would I need to pay parking charges to the council to park my car in front of my house, on my own property exactly as shown in the picture? Separately, I had intended to convert the garage into a habitable room (small bedroom) and have planning permission for this (several other neighbours have already completed these conversions earlier). In the planning permission application and grant, the parking was addressed through stating that post conversion the parking will take place not in the garage on the ground floor of the house but rather in front of the house (exactly as shown in my second picture attached). Same question as for the paragraph above please, what impact will the implementation of the CPZ have and will I need to get a resident parking permit and pay parking fees to the council to be able to park on my property, in front of my house. At this point I am not formally objecting, since I am not sure of the exact CPZ implementation mechanics specifically for xxx and the situations outlined above. However if the answer from yourselves is that going forward I will need a parking permit and to pay parking charges to the council to park my own car on my own property in front of my house, exactly as shown in the second picture then I (and I suspect some other neighbours) will object since I don't think this is a fair treatment and outcome. In this unfortunate situation please feel free to use this mail and supporting pictures as formal objection also (since I do not want to miss the deadline of 29 July specified in the notice from the council that I just saw, for formal objections). Thanks</p>

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Comment	<p>Sir/Madam, I'm writing in regard to the above consultation for a full CPZ for Rotherhithe peninsular. Whilst I'm sure this is a done-deal, just to nudge people about the issues with this: 1) you've based this decision based on a response rate of 2% - this is hardly quality sampling 2) You've used this low sample rate from 2019 3) Covid alone should require you to start this process over I am car-friendly. I love cars. I live in London and I have two cars. The second one is on jack-stands and SORN: that's how much I love 'em. Let's be frank though - does this area need a CPZ? There's a substantial amount of well-considered housing with parking both interior and exterior, homes with driveways and estates with ample parking. Existing areas around the tube/overground stations are already well restricted and anecdotally, we just don't see parking issues anywhere in the area except along Sxxx - where better traffic calming would assist the flow of buses along this route. I just don't see how you process this decision after talking to such a small number of residents, a huge hole in terms of that data, and a massive change to population in the area - let alone how traffic will be affected once the wider ULEZ zone takes affect.</p>
Object	<p>Dear TMO Officer, Reference: TMO2122-004 CPZ S I am writing in response to the statutory consultation letter sent to my residence. I would like to state my strong opposition any implementation of Controlled Parking Zones in the Surrey Docks area for any duration whatsoever. The current supply of roadside parking is more than adequate for all current and future residents. Moreover, Norway, Greenland and South docks are located a substantial distance from the proposed developments referenced in the consultation, greatly removing the risk of any increases in roadside parking. Implementation of a CPZ will add significant financial burden to the population in the Surrey Docks area and will destroy the welcoming character of this location. Instead, I propose that any CPZ implementation be limited to a 1/4 mile radius of all new developments in Rotherhithe if at all necessary. I would like to request that you kindly confirm receipt of this strongest possible objection.</p>
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Object	<p>Re proposal CPZ REF: TMO2122-004 CPZ S Please accept this email as an objection of a CPZ on xxx. I was never aware of a first round of objections and this is the first time I have been made aware. This submission is as an individual resident. The reason for my objections are as follows. 1. Monday to Friday 8.30 am- 6.30 pm will have a negative affect on local residents and business, (I,e surrey docks farm, the blacksmith arms, co-op and so on) 2.xxx isn't affected by commuter traffic as it is too far away from any stations 3. I don't believe that there is any issues with parking between the proposed hours of 8.30 am- 6.30 pm. There is always plenty of space and I never struggle to find a space so I struggle to see how there is a justification to enforce a CPZ for the "benefit of the residents". Yes parking is busier in the evenings when which you would expect as that is when the residents who live on Rotherhithe street are home, when the restrictions wont be applicable? Why penalise residents with parking restrictions, My council tax bill is £1527.80 a year,, a 6% increase from the previous year and now its being proposed that a CPZ be put into force on xxx and will have to pay for a permit? Ludacris. Given the struggle that we have all gone through with covid why are Southwark council proposing something that will create more struggle and hardship? 4. If the restrictions are imposed it is just going to cause and spread further nuisance in all estates ong xxxx with people trying to avoid the CPZ 5. Its unfair to those who are disabled, not everyone is able to get a blue badge but that doesn't mean that they arnt disabled or just unable to walk a mile to the closest station, given the recent diversion of the c10 it has reminded residents that this area is in essence an island, only limited ways in an out. This may levy an additional cost on those least able to afford it to continue living in Rotherhithe street. 6. I understand that the previous consultation only had 380 responses which is very low, an absurd amount to gauge the opinion of all of xxx, this isn't sufficient enough to represent the support of a CPZ I Conclude that a CPZ should not be imposed on xxx at all, the whole entirety of it. To maintain good local atmosphere that has taken years to build. Simply put there isn't a commuter parking problem on xxx, rather I think this is just a way for Southwark council to generate revenue, disgusting. Given that the "downtown" area is mostly residential, a blanket CPZ would certainly not take into account the majority of residents needs on the basis of 380 responses I request these proposals be scrapped and those pursuing these proposals use there time to actually benefit the residents of Southwark, rather than cause grief and misery.</p>

## Appendix 2\_ Responses Redacted

Object	<p>Re proposal CPZ REF: TMO2122-004 CPZ S Please accept this email as an objection of a CPZ on xxx. I was never aware of a first round of objections and this is the first time I have been made aware. This submission is as an individual resident. The reason for my objections are as follows. 1. Monday to Friday 8.30 am- 6.30 pm will have a negative affect on local residents and business, (I,e surrey docks farm, the blacksmith arms, co-op and so on) 2.xxx isn't affected by commuter traffic as it is too far away from any stations 3. I don't believe that there is any issues with parking between the proposed hours of 8.30 am- 6.30 pm. There is always plenty of space and I never struggle to find a space so I struggle to see how there is a justification to enforce a CPZ for the "benefit of the residents". Yes parking is busier in the evenings when which you would expect as that is when the residents who live on Rotherhithe street are home, when the restrictions wont be applicable? Why penalise residents with parking restrictions, My council tax bill is £1527.80 a year,, a 6% increase from the previous year and now its being proposed that a CPZ be put into force on xxx and will have to pay for a permit? Ludacris. Given the struggle that we have all gone through with covid why are Southwark council proposing something that will create more struggle and hardship? 4. If the restrictions are imposed it is just going to cause and spread further nuisance in all estates ong xxxx with people trying to avoid the CPZ 5. Its unfair to those who are disabled, not everyone is able to get a blue badge but that doesn't mean that they arnt disabled or just unable to walk a mile to the closest station, given the recent diversion of the c10 it has reminded residents that this area is in essence an island, only limited ways in an out. This may levy an additional cost on those least able to afford it to continue living in Rotherhithe street. 6. I understand that the previous consultation only had 380 responses which is very low, an absurd amount to gauge the opinion of all of xxx, this isn't sufficient enough to represent the support of a CPZ I Conclude that a CPZ should not be imposed on xxx at all, the whole entirety of it. To maintain good local atmosphere that has taken years to build. Simply put there isn't a commuter parking problem on xxx, rather I think this is just a way for Southwark council to generate revenue, disgusting. Given that the "downtown" area is mostly residential, a blanket CPZ would certainly not take into account the majority of residents needs on the basis of 380 responses I request these proposals be scrapped and those pursuing these proposals use there time to actually benefit the residents of Southwark, rather than cause grief and misery.</p>
Comment	<p>Joanna Redshaw I seriously don't see the need for this especially in rotherhithe and I work mostly local and you seem to be squeezing locals and small business out , you are having flats built without parking or permits to park and most are so badly built that there are extensive works to be done . The ones that have meters 800metres away and that's not many are maximum of 4 hours . I know this is not about parking or traffic jams it basically about revenue . I've lived in the area all my life and had a plumbing business since 1985 and my vans have been repeatedly broken into with nothing done .watched as the parking get less for the aid of revenue and once there is no parking no one goes to work .</p>
Object	<p>Dear TMO Officer, I am writing in response to the statutory consultation letter sent to my address. I would like to state my opposition to the implementation of a Controlled Parking Zone in the Rotherhithe/Surrey Docks area for the times suggested. I have looked at the consultation process you have followed ( Decision - Rotherhithe and Surrey Docks CPZ - Southwark Council &lt;<a href="https://modern.gov.southwark.gov.uk/iedecisiondetails.aspx?id=6973">https://modern.gov.southwark.gov.uk/iedecisiondetails.aspx?id=6973</a>&gt; ) and it appears that the main driver for this is the 3,000 new properties that the council have given planning approval for, which would overwhelm the current on-street parking arrangements. I would suggest that: * the aims would be achieved with an even shorter restriction period (12.00 – 14.00?) which would mean commuters and residents can't park their cars all day, whilst still allowing for tradesmen / deliveries during the morning and afternoon and/or * the zone is restricted to a geographic area around the masterplan area. I would also respectfully suggest that if, as stated, your desire is to "reduce the number of cars owned in the borough" and "reduced exposure to air pollution" then you consider carrots as well as sticks, and I would only support the CPZ if, alongside it, there were: * Increased provision of Santander bikes. * Increased on-street secure cycle parking (bike and phone theft is prolific in the peninsula) and * Car clubs are made mandatory for the new developments so that residents moving in to the new developments are encouraged to use a car club for journeys that are really only feasible by car. I would like to request that you kindly confirm receipt of this objection. Yours faithfully</p>
Comment	<p>Hello! I am a resident and property owner in xxx which is potentially affected by the above proposed CPZ and as such I am writing to object to its imposition on our estate. xxx is entirely privately owned and the xxx Management Company, of which all residents are shareholders and members of, administers the estate parking, and as such the CPZ, is not required or wanted on the estate. I would also point out that the limit of the Council adopted road extends from xxx to the T Junction and then only a few meters down each arm of the roadway to the bricked demarcation line, the rest of the roadways on the estate are non-adopted and as such Southwark Council has no jurisdiction over their use.</p>
Object	<p>I ilive on xxx and like the fact that you can park outside my property without any restrictions</p>
Comment	<p>As you know, Southwark Council does not own, lease, maintain or have any obligations, responsibilities or rights over xxx. It is a private estate and road which is non-adopted. We do not wish the council to change the current parking arrangements, nor does it have the right to. Even if it did, parking restrictions the council imposed would probably not be enforceable anyway. Please see attached, Regards</p>
Comment	<p>Ref TMO2122-004 CPZ S Rotherhithe and Surrey Docks Controlled Parking Zone Dear Sir/Madam, I am property owner in xxx which is potentially affected by the above proposed CPZ and as such I am writing to object to its imposition on our estate. xxx is entirely privately owned and the xxx Management Company, of which all residents are shareholders and members of, administers the estate parking, and as such the CPZ, is not required or wanted on the estate. I would also point out that the limit of the Council adopted road extends from xxx to the T Junction and then only a few meters down each arm of the roadway to the bricked demarcation line, the rest of the roadways on the estate are non-adopted and as such Southwark Council has no jurisdiction over their use. Yours sincerely,</p>
Comment	<p>Reference TMO2122-004 CPZ S. Dear Sirs I am an owner of a property in xxx which is potentially affected by the above proposed CPZ and as such I am writing to object to its imposition on our estate. Capstan Way is entirely privately owned and the xxx Management Company, of which all residents are shareholders and members of, administers the estate parking, and as such the CPZ, is not required or wanted on the estate. I would also point out that the limit of the Council adopted road extends from xxx to the T Junction and then only a few meters down each arm of the roadway to the bricked demarcation line, the rest of the roadways on the estate are non-adopted and as such Southwark Council has no jurisdiction over their use.</p>
Comment	<p>Ref TMO2122-004 CPZ S Rotherhithe and Surrey Docks Controlled Parking Zone I am resident and property owner in xxx which is potentially affected by the above proposed CPZ and as such I am writing to object to its imposition on our estate. xxx is entirely privately owned and the Estate Management Company, of which all residents are shareholders and members of, administers the estate parking, and as such the CPZ, is not required or wanted on the estate. I would also point out that the limit of the Council adopted road extends from xxx to the T Junction and then only a few meters down each arm of the roadway to the bricked demarcation line, the rest of the roadways on the estate are non-adopted and as such Southwark Council has no jurisdiction over their use. Yours sincerely</p>
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	<p>bricked demarcation line, the rest of the roadways on the estate are non-adopted and as such Southwark Council has no jurisdiction over their use.</p> <p>Yours sincerely</p>
Object	<p>To the TMO Officer, Further to your correspondence of 8 July, please do not make into a CPZ. There is absolutely no need for this: there is ample parking for everyone available and traffic volumes are light for the most part. I am sure no one wants their neighbourhood to be blighted by traffic wardens wandering about trying to find people to give fines to. In addition, many people in the area are on lower incomes and a £60 or £120 fine can do significant damage to household budgets. I have friends and family with young children and this proposal would make it difficult for them to visit me as they do not live locally. Just as we are emerging from coronavirus restrictions, is this really the time to be imposing more government controls on people? I would be grateful if you would acknowledge receipt of this.</p> <p>Please find attached my concern about the proposal.</p>
Support	<p>Dear Sir/Madam I would like to register my continued support for the introduction of the proposed Controlled Parking Zone (CPZ) in Rotherhithe and Surrey Quays. Regards</p>
Enquiry	<p>Hi, I am a home owner and resident at xxx. I would like to understand the impact of the blue CPZ area on my street. If this means I need to pay to leave my car outside on my street, I am totally against the implementation of this CPZ on Omega Gate street. Will I receive a resident identification to leave on the windscreen of my car so that I do not need to pay for it? If yes, then I would be fine with the CPZ on my street. Otherwise, I am against the implementation of the paid parking area on my street. Please let me know if I need to provide this feedback in any other website or in writing.</p>
Object	<p>Dear TMO Officer, Reference: TMO2122-004 CPZ S I am writing in response to the statutory consultation letter sent to my residence. I would like to state my strong opposition any implementation of Controlled Parking Zones in the Surrey Docks area for any duration whatsoever. The current supply of roadside parking is more than adequate for all current and future residents. Moreover, Norway, Greenland and South docks are located a substantial distance from the proposed developments referenced in the consultation, greatly removing the risk of any increases in roadside parking. Implementation of a CPZ will add significant financial burden to the population in the Surrey Docks area and will destroy the welcoming character of this location. Instead, I propose that any CPZ implementation be limited to a 1/4 mile radius of all new developments in Rotherhithe if at all necessary. I would like to request that you kindly confirm receipt of this strongest possible objection. Sincerely,</p>
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Object	<p>RE: TMO2122-004 CPZ S (Proposed Surrey Docks CPZ) I write to oppose the parking zone proposed by Southwark Council. I live at xxx. 61% of the residents state they have no issue parking. Followed by 50% of visitors. 17% wanted (66 people) 12-2pm, and 45 individual responses state NO ZONE in your consultation. This combined figure equates to 111 responses of no zone and 12-2pm. GREATER than the number for a full day. Additionally, moving forward with your own figures: 30 do not want a CPZ, and a part day at 55 responses. Combined, this is greater than the opted full day with 74 responses!!! You also state, that after 6 months this would be reviewed. I disagree. In my opinion there should not be a CPZ, however, according to the statistics the CPZ should be from 12-2pm, and not a full day. This is a merely a financial gain for Southwark Council in an area which does not need a CPZ. Logically and morally, a CPZ if it was to be implemented should be begin from 12-2pm, and NOT immediately 830-6:30pm. There is no logical answer for this other than financial gain. At the moment the results show 61% have no difficulty parking and 50% of visitors. Now this will create an issue and Southwark will gain financially whilst my and everyone elses visitors will suffer. The Canada Water masterplan is ONLY BEGINING a 15 year development, This is NOT going to happen over night, hence rendering this an unviable argument to be making that a full day is required. Local business' such as Surrey Docks farm will suffer, when we are during a difficult time at the moment. A recent introduction of a CPZ on brunel Road Se16 is disastrous. No vehicles use this and this is DIRECTLY beside Rotherhithe Tube station. This isn't logical as to what you are trying to introduce. The area remains the same, and any growth will be over a course of many years. You will be putting current residents into hardship. Also, you are blinding the residents. As you know, any new builds are granted a lease which are "car less". However, these have parking supplied as i have enquired, and any introduction WHEN THE ROADS get busy, automatically mean they would not be entitled to a permit anyway. This is a money making game. Finally, 83 responses the 35% majority, are received from Rotherhithe street. The rest of the respondents mainly at 1, are from surrounding areas. This is brushing the whole area from a set of respondents which is unfair. These are statutory flawed plans with financial gain solely the reason for this recommendation and consultation. Your results are flawed as per above, and the pure assumption to implement at a harsh full day are completely out of sync with the diplomatic community we live in.</p>
Object	<p>Dear TMO Officer, Reference: TMO2122-004 CPZ S I am writing in response to the statutory consultation letter sent to my residence. I would like to state my strong opposition any implementation of Controlled Parking Zones in the Surrey Docks area for any duration whatsoever. The current supply of roadside parking is more than adequate for all current and future residents. Moreover, Norway, Greenland and South docks are located a substantial distance from the proposed developments referenced in the consultation, greatly removing the risk of any increases in roadside parking. Implementation of a CPZ will add significant financial burden to the population in the Surrey Docks area and will destroy the welcoming character of this location. Instead, I propose that any CPZ implementation be limited to a 1/4 mile radius of all new developments in Rotherhithe if at all necessary. I would like to request that you kindly confirm receipt of this strongest possible objection. Sincerely,</p>
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Object	<p>Ref. TMO2122-004CPZ S I wish to register my objection to the proposed parking regulations in Rotherhithe Street. I depend on food deliveries as I am 87. If you must have restrictions then shorter hours would be better in my opinion or exemptions for deliveries. Regards,</p>

## Appendix 2\_ Responses Redacted

Enquiry	Hello, Could you, please, advise. Thank you, ----- Forwarded message ----- From:xxx> To: Traffic.Orders@southwark.gov.uk <traffic.orders@southwark.gov.uk> Sent: Friday, 9 July 2021, 09:12:00 BST Subject: Link to TMO2122-004 CPZ S Dear Sir/Madame, I've received the attached letter this week and wanted to learn more about the topic as I wasn't owning a flat in this area in 2019 when original letter was sent. The link provided in this letter doesn't work. Please could you send me an updated link. Also - how can I learn if the planning permission for the block of flats I live in don't have any constraints?
Object	Dear TMO Officer, Reference: TMO2122-004 CPZ S I am writing in response to the statutory consultation letter sent to my residence. I would like to state my strong opposition any implementation of Controlled Parking Zones in the Surrey Docks/ Rotherhithe area for any duration whatsoever. The current supply of roadside parking is more than adequate for all current and future residents. Moreover, Norway, Greenland and South docks are located a substantial distance from the proposed developments referenced in the consultation, greatly removing the risk of any increases in roadside parking. Implementation of a CPZ will add significant financial burden to the population in the Surrey Docks area and will destroy the welcoming character of this location. Instead, I propose that any CPZ implementation be limited to a 1/4 mile radius of all new developments in Rotherhithe if at all necessary. I would like to request that you kindly confirm receipt of this strongest possible objection. Sincerely,
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Object	Dear Southwark Council, TMO Officer, Councillors and Cabinet Member for Transport, Parks and Sport, Thank you for writing to me about a proposal to introduce a Controlled Parking Zone in Rotherhithe and Surrey Quays. I wish to register my objection to a Controlled Parking Zone because of the impact on business, residents and visitors to Southwark and to Rotherhithe and Surrey Quays. I would like to discuss concerns with a senior transport officer, and would appreciate if you could provide me with contact details to discuss this over the phone. Very best
Object	Dear TMO Officer, Reference: TMO2122-004 CPZ S I am writing in response to the statutory consultation letter sent to my residence. I would like to state my strong opposition any implementation of Controlled Parking Zones in the Surrey Docks area for any duration whatsoever. The current supply of roadside parking is more than adequate for all current and future residents. Moreover, Norway, Greenland and South docks are located a substantial distance from the proposed developments referenced in the consultation, greatly removing the risk of any increases in roadside parking. Implementation of a CPZ will add significant financial burden to the population in the Surrey Docks area and will destroy the welcoming character of this location. I would like to request that you kindly confirm receipt of this strongest possible objection.
Enquiry	hello, thanks for your letter on the statutory consultation for Rotherhithe and Surrey Docks CPZ dated 8th July. I walked past one of the public notices by Surrey Water this morning and noticed that my street, xxx has not been included on any of the lists of impacted streets, despite it being part of the consultation in 2019. can you advise if this is an oversight on your part, or if it has been omitted from the scope of the CPZ? if it is an error, i'm assuming you will need to replace the public notices and amend the timeline for residents to respond? Assuming that xxx is in scope, i would like to understand in more detail how the scheme will be implemented - i have a garage and want to ensure that I will continue to have 24/7 access. most houses in the street are in a similar position (dedicated space for parking out the front of the property). happy to discuss if you are able to comment at this point. I've copied in Kath Whittam who is my local councillor for information.
Comment	Dear TMO Officer Sorry, in addition to my comments below, it would appear that the proposals include the introduction of permit parking on private land, when looking at the title deeds of xxx alongside the consultation map on the following website: Order Details (appyway.com) It appears that the privately owned parking place shown on the title deeds (below right) as a red rectangle, is shown on your plans (below left) as a Permit Holders Parking Place. You will see that the Land Registry extends the private land to be level with the end of the property numbered 16 on your plan and 7 on the Land Registry plan. I assume that it is due to an inaccurate representation on your plan, but assume that the council will enter into negotiations on price if it wishes to purchase my privately owned land ☺. Yours faithfully Controlled parking in Rotherhithe and Surrey Docks Dear TMO Officer, I am writing in response to the statutory consultation letter sent to my address. I would like to state my opposition to the implementation of a Controlled Parking Zone in the Rotherhithe/Surrey Docks area for the times suggested. I have looked at the consultation process you have followed ( Decision - Rotherhithe and Surrey Docks CPZ - Southwark Council <https://modern.gov.southwark.gov.uk/iedecisiondetails.aspx?id=6973> ) and it appears that the main driver for this is the 3,000 new properties that the council have given planning approval for, which would overwhelm the current on-street parking arrangements. I would suggest that: * the aims would be achieved with an even shorter restriction period (12.00 – 14.00?) which would mean commuters and residents can't park their cars all day, whilst still allowing for tradesmen / deliveries during the morning and afternoon and/or * the zone is restricted to a geographic area around the masterplan area. I would also respectfully suggest that if, as stated, your desire is to "reduce the number of cars owned in the borough" and "reduced exposure to air pollution" then you consider carrots as well as sticks, and I would only support the CPZ if, alongside it, there were: * Increased provision of Santander bikes. * Increased on-street secure cycle parking (bike and phone theft is prolific in the peninsula) and * Car clubs are made mandatory for the new developments so that residents moving in to the new developments are encouraged to use a car club for journeys that are really only feasible by car. I would like to request that you kindly confirm receipt of this objection. Yours faithfully
Object	Dear TMO Officer, Reference: TMO2122-004 CPZ S I am writing in response to the statutory consultation letter sent to my residence. I would like to state my strong opposition any implementation of Controlled Parking Zones in the Surrey Docks area for any duration whatsoever. The current supply of roadside parking is more than adequate for all current and future residents. Moreover, Norway, Greenland and South docks are located a substantial distance from the proposed developments referenced in the consultation, greatly removing the risk of any increases in roadside parking. Implementation of a CPZ will add significant financial burden to the population in the Surrey Docks area and will destroy the welcoming character of this location. Instead, I propose that any CPZ implementation be limited to a 1/4 mile radius of all new developments in Rotherhithe if at all necessary. I would like to request that you kindly confirm receipt of this strongest possible objection.

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Comment	<p>From: xxx&gt; Sent: Tuesday, July 13, 2021 9:40 AM To: Highways &lt;Highways@southwark.gov.uk&gt; Subject: Fwd: Planned parking restrictions in Rotherhithe and Surrey quays For acknowledgment, with thanks. Caroline Begin forwarded message: From&gt; Date: 13 July 2021 at 09:35:26 BST To:uk&gt; " xxx&gt; &gt; Subject: Planned parking restrictions in Rotherhithe and Surrey quays Dear Caroline, I have just seen the proposals that have been approved for parking restrictions. I have read the information and rationale for these. I think one key area that is missed here is for women who use their cars in order to feel safe-from harm and now with the ongoing issue of covid. I also have mobility issues and don't qualify for a blue badge. I have lived in this area for 30 years. I don't see my aunt at her home anymore because she lives in xxx with these restrictions. It will also hit people who are on lower incomes who will struggle with this. (She cannot afford to hand out permits). I just think that you need a wider view of the issue and I have not seen any papers to make comments. I'm very disappointed with this development even though I understand we need to make changes to the way we inhabit this planet. I look forward to hearing from you</p>
Object	<p>&gt; &gt; Dear TMO Officer, &gt; &gt; Reference: TMO2122-004 CPZ S &gt; &gt; I am writing in response to the statutory consultation letter sent to my residence. I would like to state my strong opposition any implementation of Controlled Parking Zones in the Surrey Docks/ Rotherhithe area for any duration whatsoever. &gt; &gt; The current supply of roadside parking is more than adequate for all current and future residents. Moreover, Norway, Greenland and South docks are located a substantial distance from the proposed developments referenced in the consultation, greatly removing the risk of any increases in roadside parking. &gt; &gt; Implementation of a CPZ will add significant financial burden to the population in the Surrey Docks area and will destroy the welcoming character of this location. Instead, I propose that any CPZ implementation be limited to a 1/4 mile radius of all new developments in Rotherhithe if at all necessary. &gt; &gt; I would like to request that you kindly confirm receipt of this strongest possible objection. &gt; &gt; Sincerely, &gt;</p>
Enquiry	<p>Hello. I'm writing in response to your statutory consultation notice, as a resident of the area (xxxx). I do believe that controlling the number of parking spots is a good idea, especially with the growth in developments in the area adding to the potential drivers and demand on spots. However, I do have a number of questions relating to the topic of how residents will qualify... - who will qualify? - how will they qualify, and what cost implications to them? - how will you limit the impact to longer term residents? - how you enable residents to work with contractors (builders, etc) who likely will need to park somewhere nearby? Until I have a sense of the answers to these questions I will not be able to give a strong sense of my opinion. Thanks -</p>
Object	<p>Dear Southwark Council In respect of the above mentioned TMO I would like to object to a very specific parking bay that has been located directly opposite a driveway which would restrict use of the driveway for 4 properties due to the narrow roadway and proposed location of parking bay. On xxx, just south of the junction with xxx, a parking bay has been sited on the latest plans on the southbound side of the road. This parking bay is directly opposite numbers 1 to 5 of xxxxxx and the dropped kerb for the driveway. I refer to the attached screenshot of the consultation with the bay in question (A) and marked in green the driveway that will be restricted, where pulling out from the driveway when vehicles are parked in the proposed parking bays would likely not be possible without mounting the pavement due to the width of the road. I also attach a Google satellite and streetview showing that vehicles typically park on the northbound side of the road directly outside numbers 1 to 5 when given free choice so as not to block this driveway, which I have marked in red on the consultation plan. If there would be no option due to the location of the parking bays this will mean drivers routinely parking opposite to rather than adjacent to the driveway and causing the obstruction mentioned. I do not object to the proposals entirely, however request that this specific bay is relocated to the opposite side of the road, marked by me in red on the plans. Kind regards</p>
Enquiry	<p>Dear TMO Officer, I write as the owner and resident of xxx. I have some concerns over the proposed CPZ that I wanted to raise. Until 2007 my property had a garage on its title deed that separated from the property when the previous owner acquired the property. Therefore as a result, if the proposed CPZ was to proceed as planned I would have concerns about where I would be able to park my car as currently I do not qualify for a council parking permit. Which properties would be eligible to apply for parking permits in the CPZ? Our parking area is between xxx and xxxx, both part of the proposed CPZ. By introducing the CPZ I have concerns that this will force those that do not want to pay for an annual permit to try to park on this private land causing a nuisance for residents. Has the council considered this potential impact? Yes there is a management company xxx so would it solely fall on them to ensure they deal with any offenders or will the council work with them to enforce? I just envisage a scene where our annual rent charge goes up because R&amp;R have more work to do as a result of the proposed CPZ encouraging more people to come and park on the private land. Thank you in advance for taking the time to read my concerns and thoughts. Regards,</p>
Comment	<p>Good day I am a resident of xxx directly opposite xx. The congestion and traffic during school hours with parents collecting and dropping children is bad taking residents parking spaces all road parking leaving us the residents unable to park anywhere. (There are 3 schools within meters of each other down this road). I have watched a number of times children from this school and other local primary schools including myself and nearly getting run over by cars. There is nowhere safe to cross xxx it is in the middle of a nature reserve area with lots of visitors mainly school age children and runners. xxx alone holds 1200 children these all directly come out of school and the whole pavement and road is busy. I think this road should be open to residents cars only and be made into a pedestrian only road during peak times like many of the other schools in this area are. 1200 children from one school alone with another 2 primary schools at the end of this same Road equals probably over 2000 children. 2000 children all coming out at the same time within meters of each other. I can see daily workmen and office people parking up at 7am going off to work and not coming back until 6pm everyday. This leaves the whole road completely full again with residents no where to go. Again after the school children come out from around 5pm another load of parking overload happens with the xxx Center again taking all road space available. This happens 6 days a week till 10pm at night. Again I know this as I live directly opposite the school and get a load of noise from people coming out the sports Center up until it closes. Children come to school on foot and by bike and scooter all coming down this road hence the reason it should be a pedestrian only area with only resident access. All road markings are completely worn down this road. Thanks</p>
Enquiry	<p>Re: xxxx Hello, I'd like to find out further information on your proposed CPZ in our area. Firstly, I never saw or heard of an consultation process regarding this proposal so forgive me if this comes late to you. I don't understand the hours you're suggesting for this zone. It is a super quiet area, especially during the day. There is never any conflict of parking here between those hours. There are no shops or transport links that would make anyone other than residents want to park here. The main issue is at night when undesirables exhibit anti-social behaviour in their cars. In these instances, they race around Queen of Denmark loop and park in resident bays (already noticed as private) and the turning bay. This is what you need to spend money on, keeping these dealers out of the area - such as a barrier, similar the one at Rope Street/Southsea Street - or drop bollards. Day time is quiet, so quiet. Night time and the residents become stressed and call the police as the unwelcome visitors arrive to take drugs and play music so loud I can hear it across the dock inlet. A daytime CPZ would not change a thing and is a waste of council and tax payer money. I really wish I had been offered to consult on this as a CPZ in this area is not needed. Similar to the pavement bollards and ugly planters that suddenly appeared around the inlet. Pointless, I'm sorry to say. Parking on these docksides has never been an issue in the 15 years I've lived here. If the scheme goes ahead, will we be issued with resident permits free of charge? Forcing us to park in the building's underground car park will make residents nervous as there have been many car break-ins and strangers loitering down there over the years as it's under cover. Street level is definitely safer. A hope you consider this letter as a serious concern as I've taken the trouble to write to you. Many thanks</p>

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Enquiry	As a resident I have received a letter announcing the statutory consultation for the Rotherhithe and Surrey Docks CPZ. I have found it impossible however to access a simple map of the scheme, showing proposed single and double yellow lines, plus residents and other parking bays with a key showing clearly which is which (the maps I have found give no clue as to what the various coloured lines indicate). Can you please supply one, or an online link. If the scale of the project is too big to make a single map feasible, please supply a map of the area around xxx. Best wishes
Support	Dear Highways I am a long-standing resident of xxx and am writing in support of the draft CPZ scheme in our area, specifically identified on Map 9 of this proposed scheme. This scheme will help to prevent non-resident camping-vans and motorcaravans from parking up indefinitely in front of our homes. As you may be aware, this is an ongoing intrusion that has previously been reported to Southwark Highways Authority and also to the Local MP Neil Coyle. Please ensure that parking charges for residents' vehicles are charged at similar rates and not subject to 'fuel-discrimination levies' as this will impact those of us who are least able to Upgrade our vehicles overnight. Yours sincerely,
Object	Dear TMO Officer, Reference: TMO2122-004 CPZ S I am writing in response to the statutory consultation letter sent to my residence. I would like to state my strong opposition any implementation of Controlled Parking Zones in the Surrey Docks area for any duration whatsoever. The current supply of roadside parking is more than adequate for all current and future residents. Moreover, Norway, Greenland and South docks are located a substantial distance from the proposed developments referenced in the consultation, greatly removing the risk of any increases in roadside parking. Implementation of a CPZ will add significant financial burden to the population in the Surrey Docks area and will destroy the welcoming character of this location. Instead, I propose that any CPZ implementation be limited to a 1/4 mile radius of all new developments in Rotherhithe if at all necessary. I would like to request that you kindly confirm receipt of this strongest possible objection. Yours sincerely,
Object	Dear Sirs I write with regards to the proposed Rotherheit and Surrey Docks Controlled Parking Zone. I live in xxx with my bother. We are against this proposal. The free parking available on the road is a great asset and we would like for it to remain free. We do not think the controlled parking zone is a good idea and do not see how it would benefit the area. We hope these plans will eventually be dropped. Kind regards.
Object	Good afternoon RE proposal CPZ Traffic order: TMO2122-004 CPZ S' I emailed your department for clarification on 7/7/21 but as I've had no response, please accept this email as an objection to the imposition of a CPZ with particular refence to Rotherhithe Street. I don't remember the first consultation, but it was 2 years ago. Had I engaged my objections would have been similar. This submission is as an individual Resident and on behalf of the xxx as I'm the Co-Chair. My Joint chair has been party to this submission. The grounds for objecting are as follows: 1. The imposition of a CPZ Monday to Friday 8.30 am – 6.30 pm will have a negative impact on Local Residents and businesses; particularly in the sections of Rotherhithe Street from the Farm to the Co-op which provide local employment and are an intrinsic part of the character atmosphere and life in this part of a very long street. 2. This section of the street isn't really affected by commuter parking as it is too far from the stations to be useful (I'm sure that this applies to other parts of Rotherhithe too). 3. Between these hours there isn't a parking issue on the street as you will see spaces and I can see that Local Residents, tradesmen or delivery vehicles are (usually) parked here. There may possibly be a few employees from the hotel/pub but given that there isn't a parking issue during the day I can't see how this would be considered a problem. The parking is busier in the evening or at weekends (as you would expect when Residents are more likely to be at home) when your restrictions won't be applicable anyway. Why create parking restrictions that penalise Residents? Given the tough time that we've all had with covid, why is Southwark proposing something that just creates more hardship and inconvenience. Hope this isn't a cynical ploy to increase parking revenues rather than improve the environment. 4. Having been involved in the creation of a CPZ in another borough I can confirm that if deterring commuter parking is the intended outcome, a blanket all day parking restriction isn't necessary. An area in Deptford near a busy market has 1 -2 hours parking restriction per day at a suitable time and has been effective for years. However, I don't believe that commuter parking necessitates any CPZ restrictions in the vicinity of Acorn Walk as outlined above and probably doesn't in the most of the Street. 5. If the proposed restrictions are imposed It will push residents parking elsewhere and create a surge of nuisance in all estates, not just Acorn Walk. This will impact on social Housing as well as private/Housing Association estates. Again, given the pandemic, shouldn't we be striving to bring people together rather than creating issues that give rise to further problems and encouraging people to support their local hospitality venues who've already been struggling. Given that this isn't main road (traffic uses Salter Road) venues have to attract customers here; passing trade isn't going to happen. Restricting parking will achieve the opposite and may I say with fantastic timing! 6. We live almost in the middle of Rotherhithe Street and the recent road closures restricting the route of the C10 was a reminder to Residents here that we have to "get off the island" before we can travel anywhere. Not all Residents are young or fit and a vehicle may be the way that they are able to shop and attend appointments; not everyone is eligible for a blue badge but it doesn't mean that they aren't infirm, disabled or just unable to walk a mile to the tube station or carry shopping back. This may levy additional costs on those least able to afford it to continue living in Rotherhithe Street. 7. I understand that your previous consultation involved only 380 responses which is a very low gauge of opinion in an area of this size. I'm guessing that there are more Residents than that on xxxx alone; particularly as there are over 100 properties in xxx. It's clear that previous consultations can't be very representative of what Residents would support in Rotherhithe Street. I submit that A CPZ should not be imposed in Rotherhithe Street at all but at least between the Farm and the co-op to support local businesses, to maintain the local atmosphere and culture that has taken years to establish and so as not to penalise Local Residents and businesses. There isn't a commuter parking issue here. I also submit that imposing CPZ anywhere in the area for the hours 8.30 am to 6.30 pm is excessive and unnecessary as a shorter period at an appropriate time of the day would be equally effective and be less intrusive to the lives of local Residents. Given that the "Downtown" area is for the most part Residential a blanket CPZ would certainly not take into account the majority of Residents needs or preference on the basis of 380 responses. I request that these proposals be re-considered and would be happy to discuss this further with Officers or members. Regards
Enquiry	Hi Team Please see below. Kind regards Melissa Owusu-Ansah I Project Support Officer Environment & Leisure I Highways Southwark Council, Third Floor, Hub 2 London SE1P 5LX PO BOX 64529 -----Original Message----- From: Sent: Sunday, July 11, 2021 7:26 PM To: Highways <Highways@southwark.gov.uk> Subject: Re: Statutory Consultation Rotherhithe and Surrey Docks Controlled Parking Zone Dear Sirs, I am writing regarding the letter below. I didn't receive the letter dated 29th July with contact of TMO officer. My concern is electric cars. I have an electric car and I live in a flat and rely on source London and Ubitricity lamp post charge. I have a parking permit for where I live, so what happens when the parking are restricted? How are we going to charge our cars?

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Object	Friday 16th July traffic.orders@southwark.gov.uk Subject: TMO2122-004 CPZ S Dear TMO Officer, Reference: TMO2122-004 CPZ S I am writing in response to the statutory consultation letter sent to my residence. I would like to state my strong opposition to any implementation of Controlled Parking Zones in the Surrey Docks/Rotherhithe area for any duration whatsoever. The current supply of roadside parking is more than adequate for all current and future residents. Rotherhithe Street, particularly the northernmost section from xxx to xxx, is quiet and with ample free roadside parking. To reduce this as proposed will be setting neighbour against neighbour battling over spaces as the majority of the older council houses on the south side have no off street parking. It will also encourage more speeding, which is an issue here. Money would be better spent installing speed bumps and/or cameras. Some properties like ours have garages, but they are often too narrow inside to allow both the car, and space to open a door and exit from it once inside. Ours is a normal small family car, not an SUV and I am long past the age when I can climb out of the tailgate. We are in our 70's and while walking is still possible for me, my husband is restricted. Neither of us wishes to cycle as our balance is compromised nor would we contemplate using a scooter! We do use public transport as much as possible, but still have need of a car. We have lived here in peace, surrounded by kind and friendly neighbours, for almost 30 years and are devastated by what we see as a totally unnecessary and unwonted attack on how all residents here live our lives. Air quality is good in this area, with the river walkway adjacent. Implementation of a CPZ will add significant financial burden to the population in the Surrey Docks area and will destroy the welcoming character of this location. Instead, I propose that any CPZ implementation be limited to a 1/4 mile radius of any new developments in Rotherhithe if deemed necessary. I would like to request that you kindly confirm receipt of this strongest possible objection. Sincerely,
Object	Dear TMO officer We strongly object to Rotherhithe street being included in the proposed CPZ. There is currently no parking problem in Rotherhithe street and by reducing the available parking places (as your scheme proposes ) you will create one. The Canada Water development is too far away to affect the parking in our street, besides being extremely ill conceived. It will overwhelm the existing public transport services at Canada Water and Surrey Quays and create a nightmare for the current residents and those foolish enough to take up the new living spaces. This is local planning designed to wreck quality of life in London while not doing anything sensible to solve London's housing problems. yours faithfully
Object	Statutory consultation Rotherhithe and Surrey docks controlled parking zone - Hi I strongly oppose the parking zone In Rotherhithe and Surrey docks as for me personally I live in xxx and for me it would mean that people who normally park In xxx would all park in our close with us free parking for residents only. And we won't be able to park. People can't afford permits it will just make people poorer and poorer Disabled people won't be able to park in permit bays Businesses will suffer It will have a detrimental impact on people's mental Thanks for taking the time to read my comments Thanks
Support	Hi. With reference to the above subject I am in favour of implementing a CPZ as outlined in your letter dated 8 July 2021. Regards.
Support	Dear Traffic Orders, I would like to express my renewed full support for the proposals to implement a controlled parking zone in Rotherhithe and Surrey Docks. It's high time that private car owners pay the true price of their luxury. xxx is overparked with cars, with neighbours and their guests insisting on parking in my drive or in front of it. I would further recommend that some secure cycle parkings (cycle hoops/hangars) are installed on that road. A couple of remarks on the specifics of the proposals, with reference to Appendix B: 1. Please ensure that the lowered kerb that gives access to Russia Dock Woodland from the North-West (top) part of Downtown Road is marked with double-yellow. Currently seems blue, which would mean permit holders would block that ramp. Currently, vehicles unfortunately park there and block the ramp, which causes dangerous conflicts between pedestrians and bicycles, which are forced onto the pavement behind a blind spot. 2. Please ensure that double-yellow marks allow wheeled pedestrians (wheelchair users, buggies) who move on the pavement from xxx into the North side of xxx, have enough space to get into the road without having to negotiate the step next to the cobbled ramp. Thank you and regards,
Object	Dear TMO Officer, Reference: TMO2122-004 CPZ S I am writing in response to the statutory consultation letter sent to my residence. I would like to state my strong opposition any implementation of Controlled Parking Zones in the Surrey Docks area for any duration whatsoever. The current supply of roadside parking is more than adequate for all current and future residents. Moreover, Norway, Greenland and South docks are located a substantial distance from the proposed developments referenced in the consultation, greatly removing the risk of any increases in roadside parking. Implementation of a CPZ will add significant financial burden to the population in the Surrey Docks area and will destroy the welcoming character of this location. Instead, I propose that any CPZ implementation be limited to a 1/4 mile radius of all new developments in Rotherhithe if at all necessary. I would like to request that you kindly confirm receipt of this strongest possible objection. Sincerely,
Object	To Whom it may concern: I have recently received the letter dated 8 July 2021 regarding the above proposal and would like to make a representation against it. I am absolutely stunned at this proposal as I fail to see how I can continue to work and live in my road now as a result of this should it be implemented. I am a self employed plumber who has a company van - with CPZ how on earth am I meant to park/work and live in a road affected by this? I am concerned that I will not be able to park outside my house which is vital for my livelihood and may force me to move. In due course, over a longer time, this will affect all tradesman who live or come into the area to work - if they cannot park then they will not be able to do the work. This is poorly thought out regarding tradesman in particular - there are quite a few in this area who will suffer the consequences of this. We do not have a problem with parking in xxx so do not understand why it is being proposed in the whole area to include us. Unfortunately it seems that we have obviously missed the original consultation and the fact that only 300 people responded to this suggests that this was not clearly publicised and the truer picture is that most people will be against the reality of CPZ. If possible, I would like this to be reconsidered for the reason outlined above relating to local tradesman who are already affected by Congestion Charge, ULEZ etc., I would appreciate an acknowledgement to ensure that this representation has been received.
Object	Dear TMO Officer, Reference: TMO2122-004 CPZ S I am writing in response to the statutory consultation letter sent to my residence. I would like to state my strong opposition any implementation of Controlled Parking Zones in the Surrey Docks area for any duration whatsoever. The current supply of roadside parking is more than adequate for all current and future residents. Moreover, Norway, Greenland and South docks are located a substantial distance from the proposed developments referenced in the consultation, greatly removing the risk of any increases in roadside parking. Implementation of a CPZ will add significant financial burden to the population in the Surrey Docks area and will destroy the welcoming character of this location. Instead, I propose that any CPZ implementation be limited to a 1/4 mile radius of all new developments in Rotherhithe if at all necessary. I would like to request that you kindly confirm receipt of this strongest possible objection. Sincerely,
Object	Dear Sir/Madam, I write to you in response to the letter we received, dated 8th July 2021, reference Statutory Consultation - Rotherhithe and Surrey Docks Controlled Parking Zone (see subject line). We see the initial consultation began in July 2019, however we received no information about this at the time. We'd like to raise our concerns with the controlled parking zone in our area/road (Brunswick Quay, but also including Greenland Quay and similar roads around Greenland Dock and South Dock), outlined below: * The double yellow lines go over private parking spaces, owned by local homeowners - see appendix B, page 9 and screenshot highlighting this area in purple below (although I'm sure there are more areas like this as well). * There currently is no issue with parking on our street, most cars parked in the area are owned by residents of the buildings that surround the quay - we're off the main road that does not attract too many visitors looking for free parking. * The double yellow lines on the street would be unsightly and ruin the general pleasant and quaint look of the roads surrounding the quays. * There are protected (listed) historic dockland/marine artifacts around the docks and consideration should be taken into account with any changes in the

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	vicinity, specifically aesthetics around and near them. * The road is not tarmac, but paving and again this would look very unsightly with double yellow (and parking bay) lines. Thank you for taking the time to review our concerns above. Kind regards,
Object	See above reference for Rotherhithe and Surrey Docks CPZ Having looked at these proposals I would like to register my strong objection as I feel stopping or charging residents or their visitors to park a vehicle close to or by there own property is wrong . I have lived in this area for 30 plus years and have never had a problem It is your decision to proceed with Canada Water development which in my opinion is over populating the area and will be the cause of parking problems thus penalising existing residents who were opposed to development from the offset. As you know this will be seen by many as another way of collecting revenue from motorists which is my belief also I believe we already pay enough in Tax and road licence without additional costs to park by my own property Regards
Object	To whom it may concern: While I understand the need to put in parking restrictions, as an owner of a property at xxx which is maintained privately, I request that your proposals do not interfere with the rights we maintain on our own land. We do not want any council restrictions placed within our vicinity. Please see attached letter. Regards,
Object	hi there, apart from the main roads , like xxx , xxx . The rest of streets and roads are very residential and quite, no many traffic. Only the local residents and our visitors will be parking at these places , and most of people park their cars properly , it has been like this for decades. No need to create the CPZ , which will cause more problem to the local residents
Object	Attn: TMO Officer I am writing in response to your proposed controlled parking zone for the Se16 postcode area. I would like to register my objection to this entire proposal, in particular to Shipwright Road. Planning of some residential properties in this local area were subjected to Car Free stipulations, therefore limiting the perceived extra need for parking as per your justification for implementing a cpz . I strongly oppose any form of parking zone in Shipwright Road, reasons see below; Financial burden imposed on residents Financial implications of implementation of cpz for Council residents Limitations of visitors to residents and their freedom of movement Proposed hours of cpz too long Having monitored the parking in this street I do not see the need either now or in the future for a cpz the cost of implementing this scheme will not be cost effective in Shipwright Road. The outcome of any controlled parking in this street will not benefit the residents only cause unwarranted financial costs and hardship, limit the residents of visitors and tradespeople. Please supply me with your projected annual revenue you believe a cpz in Shipwright Road will generate, as this will clearly show either an increased revenue for Southwark Council that will question your non profit reasons for a cpz, or show a loss which will infuriate this resident. Regards
Object	Dear TMO Officer, Reference: TMO2122-004 CPZ S I am writing in response to the statutory consultation letter sent to my residence. I would like to state my strong opposition any implementation of Controlled Parking Zones in the Surrey Docks area for any duration whatsoever. The current supply of roadside parking is more than adequate for all current and future residents. Moreover, Norway, Greenland and South docks are located a substantial distance from the proposed developments referenced in the consultation, greatly removing the risk of any increases in roadside parking. Furthermore there is no reason why there should be restriction of parking in Rope street. The amount of yellow lines proposed seems completely unnecessary given the amount of space for parking in the area and plenty of pavement space for pedestrians. Implementation of a CPZ will add significant financial burden to the population in the Surrey Docks area and will destroy the welcoming character of this location. Instead, I propose that any CPZ implementation be limited to a 1/4 mile radius of all new developments in Rotherhithe if at all necessary. I would like to request that you kindly confirm receipt of this strongest possible objection. Sincerely,
Object	Dear TMO Officer, Reference: TMO2122-004 CPZ S I am writing in response to the statutory consultation letter sent to my residence. I would like to state my strong opposition any implementation of Controlled Parking Zones in the Surrey Docks area for any duration whatsoever. The current supply of roadside parking is more than adequate for all current and future residents. Moreover, Norway, Greenland and South docks are located a substantial distance from the proposed developments referenced in the consultation, greatly removing the risk of any increases in roadside parking. Implementation of a CPZ will add significant financial burden to the population in the Surrey Docks area and will destroy the welcoming character of this location. Instead, I propose that any CPZ implementation be limited to a 1/4 mile radius of all new developments in Rotherhithe if at all necessary. I would like to request that you kindly confirm receipt of this strongest possible objection. Sincerely,
Object	Dear TMO Officer, Reference: TMO2122-004 CPZ S I am writing in response to the statutory consultation letter sent to my residence. I would like to state my strong opposition any implementation of Controlled Parking Zones in the Surrey Docks area for any duration whatsoever. The current supply of roadside parking is more than adequate for all current and future residents. Moreover, Norway, Greenland and South docks are located a substantial distance from the proposed developments referenced in the consultation, greatly removing the risk of any increases in roadside parking. I would strongly suggest also to completely ban/stop the parking of cars from any where in Salter Rd. where I have witnessed many times the busses get stuck between parked cars and the traffic lanes dividers. Or create a specific new parking area where people can park on one of the 2 grass lanes siding the xxx. Implementation of a CPZ will add significant financial burden to the population in the Surrey Docks area and will destroy the welcoming character of this location. Instead, I propose that any CPZ implementation be limited to a 1/4 mile radius of all new developments in Rotherhithe if at all necessary. I would like to request that you kindly confirm receipt of this strongest possible objection. Sincerely,
Object	Dear TMO Officer, Reference: TMO2122-004 CPZ S I am writing in response to the statutory consultation letter sent to my residence. I would like to state my strong opposition any implementation of Controlled Parking Zones in the Surrey Docks area for any duration whatsoever. The current supply of roadside parking is more than adequate for all current and future residents. Moreover, Norway, Greenland and South docks are located a substantial distance from the proposed developments referenced in the consultation, greatly removing the risk of any increases in roadside parking. Implementation of a CPZ will add significant financial burden to the population in the Surrey Docks area and will destroy the welcoming character of this location. Instead, I propose that any CPZ implementation be limited to a 1/4 mile radius of all new developments in Rotherhithe if at all necessary. I would like to request that you kindly confirm receipt of this strongest possible objection. Sincerely,

Appendix 2\_ Responses Redacted

Enquiry	<p>Dear Ms Redshaw Ref TMO2122-004 CPZ S Thank you for your letter dated 8 July, addressed to Resident/Business of Capstan Way concerning the statutory twenty-one-day consultation re the Rotherhithe and Surrey Docks Controlled Parking Zone. I am both a resident of xxx and a Director of The xxx (xxx) Management Company, which manages xxx on behalf of all its property owners, who are all shared leaseholders and Share Holders of the entire estate, including roads and parking bays. Our Estate Secretary, Mrs xxx (Resident &amp; Director) attended the public consultation and educated the Southwark Council officer present, that xxx is a private estate and that the estate shareholders/leaseholders did not want the CPZ on the estate and that we administer our own parking. The officer was totally unaware that xxx was a private estate and took note of our wishes and said they would be acted on. On receipt of the letter, I went to the Southwark website and looked at the maps relating to the CPZ and was dismayed to see that xxx is still included and that Southwark Council still intends to mark the estate with double yellow lines and Southwark Council Parking Permit bays. At no point has Southwark Council approached the Management Company to discuss. I am therefore writing to reiterate that xxx is entirely privately owned and that the Management Company administers its own parking, and as such the CPZ, with the exception of perhaps double yellow lines on the entrance section from xxx to the T Junction and not beyond, is not required or wanted on the estate. I would also point out that the limit of the Council adopted road extends from xxx to the T Junction and then only a few meters down each arm of the roadway to the bricked demarcation line, the rest of the roadways on the estate are non-adopted and as such Southwark Council has no jurisdiction over their use. Myself and the other Directors are more than happy to meet with you at a time to suit to discuss this matter, but please be assured that whilst we are happy for the wider CPZ, we are totally against it being imposed on our privately owned and administered estate. I look forward to your response. I have also sent this letter in hard copy to your offices in Tooley St by way of Registered Post.</p> <p>Yours sincerely</p>
Object	<p>Dear TMO Officer, Reference: TMO2122-004 CPZ S I am writing in response to the statutory consultation letter sent to my residence. I would like to state my strong opposition any implementation of Controlled Parking Zones in the Surrey Docks area for any duration whatsoever. The current supply of roadside parking is more than adequate for all current and future residents. Moreover, Norway, Greenland and South docks are located a substantial distance from the proposed developments referenced in the consultation, greatly removing the risk of any increases in roadside parking. Implementation of a CPZ will add significant financial burden to the population in the Surrey Docks area and will destroy the welcoming character of this location. Instead, I propose that any CPZ implementation be limited to a 1/4 mile radius of all new developments in Rotherhithe if at all necessary. I would like to request that you kindly confirm receipt of this strongest possible objection. Sincerely,</p>
Object	<p>27/07/2021 London SE16 7QF To whom it may concern. I write with reference to number REFERENCE TMO2122-004 CPZ S about the proposed traffic order being implemented in xxx , I strongly oppose any parking restrictions in said street for the following reasons 1. There is simply not enough parking spaces for all the tenants vehicles at present and making restrictions will not only half what spaces we have now but will cause much stress for residents as many are disabled.. 2. A lot of the tenants are in social housing and are on very low incomes AND SIMPLY CANT AFFORD THE CHARGES. I STRONGLY OPPOSE THE PARKING RESTRICTIONS BEING IMPLEMENTED IN xxx AS IT WILL CAUSE A LOT OF ARGUMENTS AMONGST RESIDENTS OVER PARKING DUE TO THE LIMITED SPACES THAT ARE AVAILABLE BEFORE RESSTRICTIONS Yours sincerely</p>
Object	<p>To: traffic.orders@southwark.gov.uk Subject: TMO2122-004 CPZ S Dear TMO Officer, Reference: TMO2122-004 CPZ S I am writing in response to the statutory consultation letter sent to my residence. I would like to state my strong opposition any implementation of Controlled Parking Zones in the Surrey Docks area for any duration whatsoever. The current supply of roadside parking is more than adequate for all current and future residents. Moreover, Norway, Greenland and South docks are located a substantial distance from the proposed developments referenced in the consultation, greatly removing the risk of any increases in roadside parking. Implementation of a CPZ will add significant financial burden to the population in the Surrey Docks area and will destroy the welcoming character of this location. Instead, I propose that any CPZ implementation be limited to a 1/4 mile radius of all new developments in Rotherhithe if at all necessary. I would like to request that you kindly confirm receipt of this strongest possible objection.</p>
Enquiry	<p>Dear TMO Officer I have looked at the maps from Appendix B of the documents from Decision - Rotherhithe and Surrey Docks CPZ - Southwark Council &lt;<a href="https://moderngov.southwark.gov.uk/iedecisiondetails.aspx?id=6973">https://moderngov.southwark.gov.uk/iedecisiondetails.aspx?id=6973</a>&gt; website and my street is highlighted in green hatched lines. I cannot find any reference to this beyond the key 'areas without road markings'. I would like to know what that means in terms of parking restrictions/charges for residents. The houses in our street have private parking spaces, marked in the deeds to the properties. These spaces are 'off road' in that they are separated from the road by, what I believe is called, a drop kerb. Are we going to be charged to park on our own property?</p>
Object	<p>I wish to object to the proposal to introduce double yellow lines on xxx and the surrounding streets. At present the parking works and the street is empty of cars at the weekend and evenings. I would support restrictions using a single yellow line to prevent commuters parking and suggest time limited time in the day when parking restrictions apply. There are three schools that use the road and surrounding roads, which parents use to pick up and drop off their children. This will cause conflicts with residents and parents regarding the unadopted roads and parents using this as the only option to avoid being fined. Double yellow lines will also prevent residents ordering and receiving deliveries safely and residents unloading and loading vehicles. Yours sincerely</p>
Enquiry	<p>Hi, Please see below. Kind regards, Nazihah Begum I Project Support Officer Environment &amp; Leisure I Highways Southwark Council, Third Floor, Hub 2 London SE1P 5LX PO BOX 64529 -----Original Message----- From: xxx&gt; Sent: Thursday, July 8, 2021 6:10 PM To: Highways &lt;<a href="mailto:Highways@southwark.gov.uk">Highways@southwark.gov.uk</a>&gt; Subject: Controlled parking Surrey Docks Hello I received the letter about the proposed controlled parking for Surrey Docks. We live on xxx so just wanted to find out more about how the plans might affect us? As residents without underground parking, will we be guaranteed to receive a parking permit? Thanks</p>
Object	<p>To whom it may concern I have lived with my family at xxx for the past 8 years and am writing to object to the proposed CPZ in its current form in Fishermans Drive SE16 and its surrounding areas. While I support the introduction of residents permits in the areas to protect the local residents once the Canada Water Development is in full swing, the current proposals do not benefit current residents and are far too excessive given how quiet the street is normally. This is because: * The proposed number of resident parking places on the street has been limited to three spaces at the top of the street. Given the number of driveways which are too short, this will be insufficient leading to indiscriminate parking as there are not enough options for existing residents. * Many of the dropped curbs are not being used as the drives are too short to fit a standard car, hence many of my neighbours have to park on the street. * Double yellow lines would prevent tradespeople and visitors on weekdays, evenings and weekends which is unnecessary. * Fishermans Drive seems to be the only street where it is proposed most of both sides of the street have double yellow lines. As I mentioned, I would welcome some level of resident parking, so my suggestions would be to: * consider single yellow lines instead, with only time restrictions e.g. 12-2pm to deter commuters or 8.30-9.30/3/4 to deter indiscriminate school run parking. This would allow flexibility for residents to have parking on the street at other times and on the weekend when we will not have an issue. * If there is a need for double yellow lines, I would suggest this is only needed on one side of the road. * Putting in double yellow lines at the junction between Timber Pond Road and Fishermans Drive. There is too much congestion at the T-junction and it should be kept as clear as possible. Regards</p>

## Appendix 2\_ Responses Redacted

Enquiry	Dear Sir/Madame, I've received the attached letter this week and wanted to learn more about the topic as I wasn't owning a flat in this area in 2019 when original letter was sent. The link provided in this letter doesn't work. Please could you send me an updated link. Also - how can I learn if the planning permission for the block of flats I live in don't have any constraints? Best regards,
Enquiry	> Dear team, >> I am writing in reference to the controlled parking zone. I can't find the information online in regards to which streets and places this affects. We rent in xxx and our street is a private street but a lot of time due to uncontrolled parking a lot of non residents park here leaving me the only option of parking on xxx or xxx> What streets is this controlled parking zone going to cover? And will I be able to get a residents permit and also visitor passes as my sister with a disabled son also comes to visit. >> Many thanks
Object	Hi There, I am a property owner in xxx which is potentially affected by the above proposed CPZ and as such I am writing to object to its imposition on our estate. xxx is entirely privately owned and the xxx Management Company, of which all residents are shareholders and members of, administers the estate parking. As such the CPZ, is not required or wanted on the estate. I would also point out that the limit of the Council adopted road extends from xxx to the T Junction and then only a few meters down each arm of the roadway to the bricked demarcation line, the rest of the roadways on the estate are non-adopted and as such Southwark Council has no jurisdiction over their use. You cannot impose a CPZ on privately owned land so please re work your proposal to reflect this. Yours Sincerely
Object	Dear TMO Officer, Reference: TMO2122-004 CPZ S I am writing in response to the statutory consultation letter sent to my residence. I would like to state my strong opposition any implementation of Controlled Parking Zones in the Surrey Docks area for any duration whatsoever. The current supply of roadside parking is more than adequate for all current and future residents. Moreover, Norway, Greenland and South docks are located a substantial distance from the proposed developments referenced in the consultation, greatly removing the risk of any increases in roadside parking. Implementation of a CPZ will add significant financial burden to the population in the Surrey Docks area and will destroy the welcoming character of this location. Instead, I propose that any CPZ implementation be limited to a 1/4 mile radius of all new developments in Rotherhithe if at all necessary. I would like to request that you kindly confirm receipt of this strongest possible objection. Sincerely,
Object	Dear TMO Officer, Reference: TMO2122-004 CPZ S I am writing in response to the statutory consultation. I would like to state my strong opposition any implementation of Controlled Parking Zones in the Surrey Docks area for any duration whatsoever. The current supply of roadside parking is more than adequate for all current and future residents. Moreover, Norway, Greenland and South docks are located a substantial distance from the proposed developments referenced in the consultation, greatly removing the risk of any increases in roadside parking. Implementation of a CPZ will add significant financial burden to the population in the Surrey Docks area and will destroy the welcoming character of this location. Instead, I propose that any CPZ implementation be limited to a 1/4 mile radius of all new developments in Rotherhithe if at all necessary. Better uses of the council's time would be to control rampant e-scooters posing risks to pedestrians, cyclists and motorists. provide more Santander bikes. Above all the ferry to Canary Wharf would be much better at controlling car use, if it were cheaper. I would like to request that you kindly confirm receipt of this strongest possible objection. Sincerely,
Object	Dear TMO Office. Reference: TMO2122-004 CPZ S I am writing in response to the statutory consultation letter dated 8 July, which I received today. This is absolutely the first I have heard of this CPZ proposal. I have been living at my address for the last 30 years, and have never, ever encountered any street parking issues or problems. The fact that most of the Rotherhithe peninsular has escaped the attention of controlled parking was, and is, a source of much satisfaction to local residents. I am assuming the CPZ scheme involves the extraction of money from the residents in order that they may park their cars on the public highway. I would like to state my strong opposition any implementation of Controlled Parking Zones in the Surrey Docks area for any duration whatsoever. Thank you.
Object	Hi, I object to any CPZ in Rotherhithe and Surrey Docks for the following reasons * It will result in unauthorised parking in private estates * The roads and pavements in this area are in dire need of repair. Fixing existing infrastructure should be prioritised ahead of new projects. * Owners with Electric vehicles will need on street parking for charging and waiting areas for bays to become free Please do not proceed with CPZ in this area. Kind regards
Object	Dear TMO Officer, Reference: TMO2122-004 CPZ S I am writing in response to the statutory consultation letter and I would like to state my strong opposition any implementation of Controlled Parking Zones in the Surrey Docks area for any duration whatsoever. The current supply of roadside parking is more than adequate for all current and future residents. Moreover, Norway, Greenland and South docks are located a substantial distance from the proposed developments referenced in the consultation, greatly removing the risk of any increases in roadside parking. Implementation of a CPZ will add significant financial burden to the population in the Surrey Docks area and will destroy the welcoming character of this location. I would like to request that you kindly confirm receipt of this strongest possible objection. Yours sincerely,
Enquiry	Hello, I have received a letter about the Statutory Consultation on the Rotherhithe and Surrey Docks Controlled Parking Zone, which directs me to notices published on <a href="http://www.southwark.gov.uk/trafficorders">www.southwark.gov.uk/trafficorders</a> and in the London Gazette. - I am unable to find a copy of the published notice in either location. Could you please point me towards it or send me a copy? - Looking at Appendix B of the consultation, I cannot find any explanation of what is meant by the green hatched "Areas within parking Zone without Line-marking". Is parking unrestricted in these areas, or is it subject to controls? If the former, I am concerned that it will displace ad-hoc parking into the green hatched areas, adversely affecting the quality of life of those who live in those areas. Thank you,
Object	To whom it may concern I am writing in response to the consultation into introducing a controlled parking zone in Rotherhithe and Surrey Docks reference TMO2122-004 CPZ S. I would urge the council to reconsider the proposal owing to a material change of circumstances resulting from a massive exodus of local residents in the wake of the Covid pandemic. The Office for National Statistics has estimated 750.000 residents left London as the pandemic stuck the city. It is unclear whether the population will bounce back, to what level and over what period of time. Out of consideration for that factor, going ahead with the implementation of the plan based on the consultation which took place pre-pandemic would be in my opinion not justified at this stage and will only have the effect of inconveniencing local residents who would like to use parking spaces that are already in short supply. It is my view that the recommendations should be shelved until such time when heavy traffic becomes an issue again in the area. Yours faithfully.
Object	Dear TMO Officer, Reference: TMO2122-004 CPZ S I am writing in response to the statutory consultation letter sent to my residence. I would like to state my strong opposition any implementation of Controlled Parking Zones in the Surrey Docks area for any duration whatsoever. The current supply of roadside parking is more than adequate for all current and future residents. Moreover, Norway, Greenland and South docks are located a substantial distance from the proposed developments referenced in the consultation, greatly removing the risk of any increases in roadside parking. Implementation of a CPZ will add significant financial burden to the population in the Surrey Docks area and will destroy the welcoming character of this location. Instead, I propose that any CPZ implementation be limited to a 1/4 mile radius of all new developments in Rotherhithe if at all necessary. I would like to request that you kindly confirm receipt of this strongest possible objection. Sincerely,
Support	Dear TMO Officer, We are writing in support of the proposed Rotherhithe and Surrey Docks CPZ Monday - Friday, 08.30-6.30pm. Yours faithfully,

Appendix 2\_ Responses Redacted

Object	Dear TMO Officer, Reference: TMO2122-004 CPZ S I am writing in response to the statutory consultation letter sent to my residence. I would like to state my strong opposition any implementation of Controlled Parking Zones in the Surrey Docks area for any duration whatsoever. The current supply of roadside parking is more than adequate for all current and future residents. Moreover, Norway, Greenland and South docks are located a substantial distance from the proposed developments referenced in the consultation, greatly removing the risk of any increases in roadside parking. Implementation of a CPZ will add significant financial burden to the population in the Surrey Docks area and will destroy the welcoming character of this location. Instead, I propose that any CPZ implementation be limited to a 1/4 mile radius of all new developments in Rotherhithe if at all necessary. I would like to request that you kindly confirm receipt of this strongest possible objection. Sincerely, Name
Enquiry	Dear Sirs, I live (and have done so since 1995) in xxx I received a letter about a Statutory Consultation - Rotherhithe and Surrey Docks Controlled Parking Zone I went onto the moderngov link provided. I saw that xxxs into Map 3 on Appendix B and is hatched in green lines. Unfortunately there seems to be no key provided for what various colours, types of lines etc mean thus I have no idea what plans are afoot for Smith Close (let alone for anywhere else). As such I cannot comment in an informed way. Is there some way I can find out what is happening? I also noted in another Appendix as to comments received from a prior 'consultation' that it appears that nobody from Smith Close made comments. I must say i do not recall recieving paperwork about any parking changes in xxx in the past I do recall that in 2019 when there were various meetings about a proposed development of the gasholder Site off xxxx some proposed developer representatives talked about all parking being 'banned' (actually I think it was more like all vehicles being banned (except emergency vehicles)) . Some residents as i recall then said that people who live here cannot be banned from having cars. Others asked where could people park? Others as I recall were worried that if they had their own parking space in front of their home in a closed area (and I would classify Smith Close as such a closed area i.e. it is not a through road) would not they face the risk of people who have been 'banned' from parking coming in and parking in front of their home. However this was not a 'consultation' and I had no sense that a definite plan had been made (although it is possible the proposed developers knew more than residents). Anyway, I would like to know what this plan is other than the initials CPZ and the times Monday to Friday 8:30am to 6:30pm. Some clarification would be appreciated. Yours faithfully.
Object	Yet more restrictions to our already 'controlled' lives.What is it with corrupt Southwark Council? The roads are congested, the air quality throughout the borough is abysmal, the public transport gets worse and more unreliable by the day, now the bloody council wants to make parking even more difficult!!!!!!No doubt the ghastly Mad Marxist Mayor of London - Genghis Khan has been putting his grubby corrupt fingers into all of this, but Southwark should be telling that horrible little man exactly where to go. The problem is that Southwark is just as appalling as Khan. I reckon North Korea is now more democratic than this broken country. I TOTALLY DESPAIR.
Object	Dear Sir/Madam, I am the owner of xxx. I recently received a letter informing me of the proposed changes for the area in regards to CPZ. I did not receive the initial consultation in 2019 and am shocked to see that the letter seems to be informing me of the decision as opposed to conciliation. Therefore I would like to register my opposition to a 8:30-6pm CPZ. A whole day restriction is excessive and would be detrimental to local small businesses. Furthermore, it will increase the costs and create complications for residents having an trades people or deliveries come to the property. If the concern is congestion from people leaving their vehicles whilst they go to work in the City I would suggest that a CPZ between 3pm-4pm would be as effective without the damage to local businesses. This is done in many other areas and works well. Thank you for your consideration. Please do not hesitate to contact me should you require any further information. Kind regards,
Enquiry	Hi, Please see below. Kind regards, Nazihah -----Original Message----- From: > Sent: Thursday, July 8, 2021 1:14 PM To: Highways <Highways@southwark.gov.uk> Subject: Rotherhithe CPZ zone Afternoon Hope this email finds you well. I am a resident of xxx I'm confused about the new CPZ. I've taken a look at the information on the council website and although I can see the proposal and outcome, there seems to be a lack of information on the proposed practicalities. So I have a few questions. Some might be a bit thick! Will there be a reduction in the spaces available to park outside homes on residential streets? Will every resident who owns a car within the zone need a permit to park outside their homes? If so, how much? How will that effect xxx? We all own a parking space within our lease. Both my sister and I are disabled. We have blue badges which are allocated to our cars and our sons cars who need to drive us if we can't. I assume there will be a reduced permit fee for blue badges. Does that cover all the cars officially listed as being used by the badge holder? Lastly, when will this scheme be rolled out? I understand there might not be finite answers to some of the questions I'm happy with a guesstimate. Many thanks
Object	Dear TMO Officer, Reference: TMO2122-004 CPZ S I am writing in response to the statutory consultation letter sent to my residence. I would like to state my strong opposition any implementation of Controlled Parking Zones in the Surrey Docks area for any duration whatsoever. The current supply of roadside parking is more than adequate for all current and future residents. Moreover, Norway, Greenland and South docks are located a substantial distance from the proposed developments referenced in the consultation, greatly removing the risk of any increases in roadside parking. Implementation of a CPZ will add significant financial burden to the population in the Surrey Docks area and will destroy the welcoming character of this location. Instead, I propose that any CPZ implementation be limited to a 1/4 mile radius of all new developments in Rotherhithe if at all necessary. I would like to request that you kindly confirm receipt of this strongest possible objection.
Object	Dear TMO Officer, Reference: TMO2122-004 CPZ S I am writing in response to the statutory consultation letter sent to my residence. I would like to state my strong opposition any implementation of Controlled Parking Zones in the Surrey Docks area for any duration whatsoever. The current supply of roadside parking is more than adequate for all current and future residents. Moreover, Norway, Greenland and South docks are located a substantial distance from the proposed developments referenced in the consultation, greatly removing the risk of any increases in roadside parking. Implementation of a CPZ will add significant financial burden to the population in the Surrey Docks area and will destroy the welcoming character of this location. Instead, I propose that any CPZ implementation be limited to a 1/4 mile radius of all new developments in Rotherhithe if at all necessary. I would like to request that you kindly confirm receipt of this strongest possible objection. Sincerely,
Enquiry	Good Afternoon I am writing in relation to the letter sent to me regarding the CPZ proposed for Rope Street. I am not against this proposal but would like to understand what steps will be taken to ensure that residents will be able to obtain a parking permit at a fair and affordable price and also what options there will be for visitors parking permits also at a fair and affordable price. Many people see these schemes as another revenue raising stealth tax without any consideration on affordability for the residents. We have enjoyed many years of freely available parking and would hope that permits will be relatively low cost without burden to the local residents. I look forward to hearing on these points. Kind regards
Support	Hello I'd like to register my support for the TMO2122-004 CPZ S project to implement a CPZ. I am a leaseholder at xxxx The area is increasingly used as a car park for commuters who leave their cars here and walk to Surrey Quays or Canada Water stations. I do have a car which is kept in the underground car park of the development. Thanks
Object	Reference: TMO2122-004 CPZ S Dear TMO officer, I hope you are well. I am writing in response to the Statutory Consultation on the Controlled Parking Zone at Rotherhithe and Surrey Docks. I would like to register my strong opposition to the proposed CPZ introduction. As a Rotherhithe resident with a long-term chronic health condition, having easy access for visitors and family visiting by car is essential to my wellbeing. The proposed scheme will make this far more difficult and costly. I would add that the current parking arrangement works well. The residential areas of Rotherhithe and Surrey Docks you are targeting already have low levels of traffic and congestion, with abundant parking spaces. Any future congestion issues should be responded to as and

## Appendix 2\_ Responses Redacted

	when required, not all at once. We do not require any additional barriers for car users at this time and should seek to encourage more visitors to the area to support Surrey Docks Farm and local businesses. Please kindly confirm receipt. Kind regards,
Enquiry	Hi Team Please see below. I Project Support Officer Environment & Leisure   Highways Southwark Council, Third Floor, Hub 2 London SE1P 5LX PO BOX 64529 From: <> Sent: Thursday, July 8, 2021 11:04 AM To: Highways <Highways@southwark.gov.uk>; traffic orders <traffic.orders@southwark.gov.uk> Subject: TMO2122-004 CPZ S Hello, Many thanks for your letter dated 8 July 2021 regarding the proposed Rotherhithe and Surrey Docks CPZ. I have a question of clarification regarding my street (xxx). On the plans it is shaded green which the key explains is "Areas within parking Zone without line-marking". My interpretation of this would be that there would be signs at the entrance to xxx saying you need a permit to park within the hours of operation of the CPZ but there would be no individually marked parking bays. Is this correct? One of my neighbours thinks that it means we will be excluded from the CPZ and anyone will be able to park in xxx at any time. Thanks so much,
Enquiry	Hello, Many thanks for your letter dated 8 July 2021 regarding the proposed Rotherhithe and Surrey Docks CPZ. I have a question of clarification regarding my street (xxxx). On the plans it is shaded green which the key explains is "Areas within parking Zone without line-marking". My interpretation of this would be that there would be signs at the entrance to Bray Crescent saying you need a permit to park within the hours of operation of the CPZ but there would be no individually marked parking bays. Is this correct? One of my neighbours thinks that it means we will be excluded from the CPZ and anyone will be able to park in Bray Crescent at any time. Thanks so much,
Object	Dear Sir Madam I apposed the full introduction of double yellow lines and permit parking as a blanket approach and Southwark council needs to pinpoint exact problem areas and tackle them specifically. Kind Regards
Object	Dear Madam/Sir, As for consultation letter sent to my property at xxx I would like strongly oppose the implementation of Controlled Parking Zone. In particularly double yellow lines with all day restriction on xxx and nearby area. The only time when the measures are necessary are the school run hours during the term time. At any other time there is hardly any traffic in the area and the restrictions are not needed. Double yellow line means that as a landlord I will not be able to park near my property to do any necessary works and also the same for the tradesmen. My tenants are not happy either as they will not be able to have short time visitors or let's say a midwife or a health visitor. Implementation of CPZ will add significant financial burden to the residents of xxx. The only restrictions that are needed are during the school run hours. Kind regards,
Object	Dear sir/Madam, I am writing to formally oppose the parking restrictions outlined in the letter received on 8th July 2021. In respect to xxx, I do not believe the restrictions outlined in the proposal make sense, nor do they actually address parking concerns. Instead they merely follow the county line border between Southwark and Lewisham. As xxx straddles both London Boroughs only one side of the street will see restrictions in place whereas the other side will be free to park without consequence. This says to me that the restrictions were not given due consideration and are a lazy outline of the Southwark Borough at best. I strongly believe that Plough way in general should not be subject to the restrictions. The road has no proximity to the development or any tube stations. Further to that and due to the aforementioned reason the restrictions put in place on the road would not be effective and would simply force people park on the Lewisham side blocking that area up. Area in question shown in the below excerpt from map 12 of the original proposal posted online at <a href="https://consultations.southwark.gov.uk/environment-leisure/rotherhitheandsurreydockscpz/">https://consultations.southwark.gov.uk/environment-leisure/rotherhitheandsurreydockscpz/</a> and original map attached. Yours Truthfully,
Object	Dear Traffic Controller, As a resident of Rotherhithe, I am displeased with the news of the upcoming CPZ for this area. We should not be charging residents an additional tax to park in their neighbourhood, in their homes. Instead, the recent developments that have gone up the area should provide the necessary parking attached to the building to support the number of people requiring cars. Rotherhithe and Surrey Docks are neighbourhoods of working class people and families. Putting in parking payment restrictions in already tough times hinders us from seeing our families and friends safely. Especially during the longer term Covid times that ask us to reduce our use of public transportation to keep transmission levels low. I ask that you please reconsider this tax and allow us to keep Rotherhithe and Surrey Docks a neighbourhood that welcomes visitors. Regards,
Object	TMO2122-004 CPZ S As a resident on xxx I do not agree with implementation of a CPZ. It will mostly be residents parking here as we're on the peninsula. It seems like an unnecessary tax and financial burden on those without off street parking. If the permits were free to those registered here for council tax then I would agree with that. Any new builds should have parking included as part of planning.
Object	Dear TMO Officer, Reference: TMO2122-004 CPZ S I am writing in response to the statutory consultation letter sent to my residence. I would like to state my STRONG OPPOSITION to any implementation of Controlled Parking Zones in the Surrey Docks area for any duration whatsoever. The current supply of roadside parking is more than adequate for all current and future residents. Moreover, Norway, Greenland and South docks are located a substantial distance from the proposed developments referenced in the consultation, greatly removing the risk of any increases in roadside parking. Implementation of a CPZ will add significant financial burden to the population in the Surrey Docks area and will destroy the welcoming character of this location. Instead, I propose that any CPZ implementation be limited to a 1/4 mile radius of all new developments in Rotherhithe if at all necessary. I would like to request that you kindly confirm receipt of this strongest possible objection. Sincerely,
Object	Dear TMO Officer, Reference: TMO2122-004 CPZ S I am writing in response to the statutory consultation letter sent to my residence. I would like to state my strong opposition any implementation of Controlled Parking Zones in the Surrey Docks area for any duration whatsoever. The current supply of roadside parking is more than adequate for all current and future residents. Moreover, Norway, Greenland and South docks are located a substantial distance from the proposed developments referenced in the consultation, greatly removing the risk of any increases in roadside parking. Implementation of a CPZ will add significant financial burden to the population in the Surrey Docks area and will destroy the welcoming character of this location. Instead, I propose that any CPZ implementation be limited to a 1/4 mile radius of all new developments in Rotherhithe if at all necessary. I would like to request that you kindly confirm receipt of this strongest possible objection. Sincerely,
Support	Hi, Thank you for your letter notifying us of the statutory consultation for a new CPZ in our area. We support the introduction of the CPZ. Please can we ask that the first parking space on entrance to xxx is replaced with a loading bay. There are 12 houses and a number of flats on this part of Lower Road with "No Loading" permitted on the highway. Once this becomes a CPZ they will be at risk of a parking ticket as there is nowhere else to stop. Without a loading bay deliveries will have to stop on the corner anyway, blocking the entrance to Ann Moss Way. This will become even more important once the cycle lane is completed from the roundabout to Surrey Quays. Please call if useful to discuss, and let me know if there is any other forum I should submit this request to. Thank you,

Appendix 2\_ Responses Redacted

Object	To: traffic orders Subject: TMO2122-004 CPZ S Dear TMO Officer, Reference: TMO2122-004 CPZ S I am writing in response to the statutory consultation letter sent to my residence. I would like to state my strong opposition any implementation of Controlled Parking Zones in the Surrey Docks area for any duration whatsoever. The current supply of roadside parking is more than adequate for all current and future residents. Moreover, Norway, Greenland and South docks are located a substantial distance from the proposed developments referenced in the consultation, greatly removing the risk of any increases in roadside parking. Implementation of a CPZ will add significant financial burden to the population in the Surrey Docks area and will destroy the welcoming character of this location. Instead, I propose that any CPZ implementation be limited to a 1/4 mile radius of all new developments in Rotherhithe if at all necessary. I would like to request that you kindly confirm receipt of this strongest possible objection. Sincerely,
Object	Dear Sir/Madam, As a resident of Rotherhithe and Surrey Quays area I am against the introduction of Controlled Parking Zones. Such zone would negatively impact residents as well as local business as it would decrease footfall and would make it more difficult for guests and visitors. The current parking situation in Rotherhithe is not abused and thus not requiring controlled parking zones. Kind Regards,
Object	I am writing to comment on the proposal for a Controlled Parking Zone in xxx. I oppose to the current proposal of restrictions Monday to Friday 8.30am to 6.30pm. While such restrictions are probably the right choice for many of the streets in the proposed CPZ, I disagree with that approach for xx. Though I understand that commuters are using the street as a parking zone to use bicycles or nearby underground station, it has been proved during the lockdown that there is no need for a full restrictions as there were many spaces during that time compared to a pre-pandemic period. Instead I will be happy to support part time restrictions, for instance 10am to 12pm or 10am to 2pm to stop most commuters parking in here while allowing visitors to the street to park without the additional cost required. I also feel the council is quick to implement full restrictions without having tested other options first. In the letter sent to residents is mentioned "those who responded and had an address within the zone wanted a shorter full CPZ". I think it's a distortion of what a full day mean for many. While the council will be quick to add images of real shorter periods as the ones I suggested, that hardly seems to be any of the final proposals to residents. I hope my comment is taking in account. Regards
Object	Dear TMO Officer, Following your recent letter, we are writing to provide comments in relation to TMO2122-004 CPZ S. We do not support the introduction of double yellow lines on the west side of xxx as well as the north side of xxx. Reason 1 - Plan reduces resident parking capacity in an area already suffering from lack of parking spaces for residents We have been living on xxx for 2 years now, and get the opportunity to frequently observe the lack of parking spaces near our flat on xxx at night time, when businesses are closed and residents are most likely at home. The areas proposed to be marked as 'double yellow' in your plan are used predominantly for residents' parking, as they are more free during the day but fill up in the evening and night time. Your plan reduces the parking capacity of the block surrounding xxx by more than 40%. Reduction in available spaces will detriment almost exclusively the residents of our area, which is to our knowledge not a goal of the Rotherhithe Movement plan or the council. Reason 2 - Lack of adequate resident parking close to xxx & xxx Two new blocks of flats, xxx and xxx(referred to as 'IC' and 'DMC' respectively hereinafter), totalling more than 70 flats, have been constructed in 2019 and do not show in your map (they are located between xx and xxx. Just one mixed used bay (the one on the north side of xxx) is located close to these blocks, and would be serving both blocks as well as xxx / xxx and the properties on Spence Close. As such, it is very likely that the parking spaces will be almost always used, and IC and DMC residents won't be able to access street parking close to their home, making it detrimental for loading/unloading, families with children, people with disabilities and deliveries. For the above reasons we thus urge you to perform a walk-by of xxx & xxx streets and generally the roads surrounding xxx Estate at night time, to identify the extent the proposed 'double yellow' areas are used for resident parking (they are predominantly), and introduce additional resident bays or single yellow segments on xxx and xxx streets. Parking is currently permitted in most of xxx (north side, close to IC & DMC) and a portion of xxx, and despite this large vehicles such as for refuse collection and fire engines can access the entire area (problems are sometimes caused in case vehicles park illegally half on pavement and half on the road, but this is rare and in any case only enforcement and towing can address such anti-social blockages). Formalisation of this parking capacity with additional resident bays & single yellow line areas would allow same good level of access, no material reduction in resident parking and control during CPZ hours. Best regards,
Object	12/07/2021 To whom it may concern I write with regards the above controlled parking zone (CPZ). I do not have a car and respond as a resident of Canada Water / Rotherhithe. 1) I did respond to the public consultation (2019) – however, the on line submission did not distinguish between the plans to redevelop around Surrey Quays station and the parking zone restrictions, and there was no opportunity to free text any comments 2) I recall a similar suggestion when the congestion charge (CC) was introduced to have CPZ in Rotherhithe. This did not occur and there have been no impact of the CC on the area 3) The only argument to have CPZ was the proposed flats at the old decathlon site – the simple answer is to ensure the developers provide adequate resident / visitor car park space rather than impose CPZ on the whole area 4) My neighbours think the motivation is income generation for Southwark Council – rather than meeting the parking needs of local resident (now and in future) I therefore oppose the plan for CPZ in Canada Water / Rotherhithe Regards
Object	Dear TMO officer, I live on xxx and I am contacting in regard to the consultation on the CPZ on the street previously mentioned. There is NO need for such CPZ in this street, there is no additional flats or people living in the area so no additional needs for parking spots. There is no problem to park the car either through the day or in the evening actually. We are not in the posh area of London and this would be an additional cost for people living in the street after terrible years for us all. I do strongly object to this CPZ and hope you will be sensible and scrap the project. Thank you for taking into account my view. Regards
Object	To: traffic.orders@southwark.gov.uk Subject: TMO2122-004 CPZ S Dear TMO Officer, Reference: TMO2122-004 CPZ S I am writing in response to the statutory consultation letter sent to my residence. I would like to state my strong opposition any implementation of Controlled Parking Zones in the Surrey Docks area for any duration whatsoever. The current supply of roadside parking is more than adequate for all current and future residents. Moreover, Norway, Greenland and South docks are located a substantial distance from the proposed developments referenced in the consultation, greatly removing the risk of any increases in roadside parking. Implementation of a CPZ will add significant financial burden to the population in the Surrey Docks area and will destroy the welcoming character of this location. Instead, I propose that any CPZ implementation be limited to a 1/4 mile radius of all new developments in Rotherhithe if at all necessary. In addition the development at canada water is having a massive impact on traffic, pollution and health of the community, what are being put in place by Southwark council in regards to this, there are HGV vehicles parked up with their engines running polluting the area, parking in residential areas, how and what is being done about this. By creating more traffic in the area, vehicles having to sit stationary because they are unable to park will cause more traffic and more fumes, for the last three years this area has become a nightmare with all the traffic, not sure its the parking but the amount of vehicles and developers using the area I would like to request that you kindly confirm receipt of this strongest possible objection. Sincerely,
Object	Dear TMO. I wish to register my objection to this proposed Controlled Parking Zone. xxx did not need a CPZ when it was proposed in 1999 before the opening of the Jubilee Line Extension and it does not need one today. I also object to any CPZ in adjacent streets that would displace parked cars into our street. The present School runs to xxxh and xxx primary schools would

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	be made worst by the proposed CPZ because parents would park their cars off street into the residents parking areas thus bringing conflict. Regards.
Object	I am writing to oppose the parking restrictions that southwark is planning on introducing to my area of Rotherhithe. This is just pure greed again of southwark council bleeding money from residents. In xxx, we do not have any parking issues of any kind so there is no need to introduce restriction here. We manage our own estate and require no help from southwark with dealing with it. We have been in conduct with southwark council for many years over many other more important issues such as, illegal HMO's, litter, noise, trees, lack of a police force where we have received zero help or change from southwark to improve our neighbourhood. Now that there is a reason to suck money from residents, southwark council are straight on the case. Parking restrictions are not required in my estate which I am sure will also be the response from the rest of the estate which I will be canvassing to vote against any such implementations.
Object	CPZ Rotherhithe and Surrey Quays Dear Sirs I am writing to strongly oppose the proposed parking zone in the area. Ive in xxxx, where we already have a problem with non-residents parking in our off street parking. Any controlled zones in the area will only increase people parking in MY residential space that I have paid for within my lease. We have 3 schools very close, and already have to contend with school children before and after school, using our flats as a short cut, now we may have their parents parking to drop them off and pick them up! We have requested previously that our flats have private gates installed (such as other properties nearby) , to ensure our purchased parking spaces are available to us as residents – what do you propose to tackle this problem? There are so few places in London you can drive to without paying congestion etc, now even my local area has a parking zone, as a minimum surely the permits should be free to those who live in the area? We also have the anti-social behaviour of mobile phone snatching that is not being addressed and now potentially I won't be able to park my car outside my own house in a space I own – anything else? Regards
Comment	Good morning, I'm writing in regards to the consultation for Rotherhithe and Surrey Docks Controlled Parking Zone. In principle I understand why this is being done. However I would like to draw your attention to issues that surround my immediate address. Where I believe you are likely to cause more issues than fix with the current proposals. Overall, the excessive use of double yellow lines is likely to push parking further into those limited areas, or onto the narrow parts that are exempt. This feels as if it is going to cause more problems than it solves. It would be more beneficial to simply turn currently used parking space into either resident only or pay and display, with the addition of secure cycle parking, planters and community space where needed to marginally reduce parking capacity. I fear that otherwise, these plans will only seek to further exasperate the problems that this plan anticipates and aims to address. The two issues are listed below: 1. Excessive use of double yellow line in xxx. The plans place a significant number of double yellow lines on parts of the road that are currently used for parking. This space would make more sense as Permit bay parking (see attached image, double yellow lines directly above the words "xxx"). By placing permit bays here it keeps parking to one side of the road only and helps to reduce the potential risk that is highlighted as item two, by relieving the increase in parked vehicles that this will be placed upon this road. 2. Excessive use of Permit and paid parking bayin s oxxx d. The northern side oxxx d has been marked for Permit and paid parking bays, while the southern side of the road is for permit parking only. At present, besides school run times, parking only takes place on the Southern side of the road. This model of actively encouraging parking on both sides of the road will narrow the roadway available, presenting an increased risk to life from the reduced visibility from car v pedestrian incidents. Furthermore, when traffic is parked on either side of the road, traffic has to stop and start which increases vehicle emissions. 3. Co-op oxxxlk. I'm surprised this area has been left out of the scheme. This shop has become a hot bed of opportunist crime. The design of how vehicles interact within this area could have a positive outcome in crime reduction, or conversely could support it. Therefore consideration should be given to this area and how parked vehicles can be used to remove opportunity crime from occurring. These three items are likely to ultimately result in increased insurance costs to residents, through a) parking on a street away from your residential address (this is also likely increase crime in the area, given the lower level of security afforded to vehicles that are parked away from home) and via an increased number of claims due to more road traffic collisions. The consultation has also omitted the costs involved to residents that will be incurred for continuing to park within the area. Finally the consultation makes reference to the installation of cycle parking and planters, yet these are not detailed within the consultation. I would be grateful if a complete proposal could be presented with the locations of such additions marked on the map. Not one for presenting a problem without a solution. May I suggest: * Double yellow lines where xx are removed on the North North West side of the road. This is then replaced with permit holder parking with the exception of two parking bays, which are used for cycle storage and a planter. *xxxx is redesigned to focus parking on the southern side, with reduced parking on the Northern side. I respectfully request that you consider amendments to the proposal and are able to present amendments within the final submission. Where any of the above points are rejected, please may I suggest that the rational for such a decision is accurately evidenced and recorded. Particularly given the increased risk to life cited within item 2, that has the potential for significant implications should the risk sadly come through to fruition. I look forward to your response, With thanks in advance,
Object	Dear TMO Officer, Reference: TMO2122-004 CPZ S I am writing in response to the statutory consultation letter sent to my residence. I would like to state my strong opposition any implementation of Controlled Parking Zones in the Surrey Docks area for any duration whatsoever. The current supply of roadside parking is more than adequate for all current and future residents. Moreover, Norway, Greenland and South docks are located a substantial distance from the proposed developments referenced in the consultation, greatly removing the risk of any increases in roadside parking. Implementation of a CPZ will add significant financial burden to the population in the Surrey Docks area and will destroy the welcoming character of this location. Instead, I propose that any CPZ implementation be limited to a 1/4 mile radius of all new developments in Rotherhithe if at all necessary. I would like to request that you kindly confirm receipt of this strongest possible objection. Sincerely,
Enquiry	Hello I have received a notice of a CPZ implementation in my area, but when accessing the link there is a bewildering array of docs. Can you point me in the direction of the links / docs that indicate why a CPZ is needed? Thank you in advance.
Object	Hi, This is in response to the above consultation. I have lived on xxx for over 23 years and I did not receive any notification of this CPZ in the original consultation in October 2019 as stated in the documents. Given my length of residing on xxx this gives me a unique understanding of the traffic flow and parking issues on this specific street. I have underground parking for my vehicle but putting double yellow lines on xxxx will be detrimental not only to the businesses (I live opposite the xx Restaurant, xx Restaurant, newsagents and dry cleaners) since parking spaces will be significantly reduced and it has been shown that this will have an economic downturn which is definitely not wanted given the pandemic. The safety of residents will also be affected. At the moment there is free parking on both sides at relevant parts of the road and this funnels the traffic into one area which slows the traffic down and acts as a proxy chicane. By putting yellow lines on one side of the road will allow traffic to flow more freely and at speed and this is especially dangerous since it is near St Peter Hills primary school. I oppose the introduction of yellow lines and permit parking on this street which as far as I am aware has been working fine for vehicles and other road users in a safe and timely manner. Yours faithfully,
Enquiry	Hi, I received a letter today regarding the CPZ proposals for Rotherhithe and Surrey Docks area and tried looking online for the details but they are not very obvious. Could you provide me with a link/url so that I can read the proposal. Much appreciated Kind Regards

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Enquiry	Reference;TMO 2122-004 CPZ S I received a letter outlining the statutory consultation on the above but I have tried all the reference in the letter and none have lead to finding the relevant consultation and maps. Can you please forward either a copy of the order or a reference where it can be viewed. Thank you
Object	Dear TMO Officer, Reference: TMO2122-004 CPZ S I am writing in response to the statutory consultation letter sent to my residence. I would like to state my strong opposition any implementation of Controlled Parking Zones in the Surrey Docks area for any duration whatsoever. The current supply of roadside parking is more than adequate for all current and future residents. Moreover, Norway, Greenland and South docks are located a substantial distance from the proposed developments referenced in the consultation, greatly removing the risk of any increases in roadside parking. Implementation of a CPZ will add significant financial burden to the population in the Surrey Docks area and will destroy the welcoming character of this location. Instead, I propose that any CPZ implementation be limited to a 1/4 mile radius of all new developments in Rotherhithe if at all necessary. I would like to request that you kindly confirm receipt of this strongest possible objection. Sincerely,
Support	I live at xxx and I own 1 car I have a private parking bay at the rear of my property in green acre square which is in the deeds of my property Opposite my private parking bay is a triangle where even now people park which makes it very difficult for me to move my car I would like to see the triangle with double yellow lines to stop the annoying parking as this will get progressively worse with your plans Also I would like to see private parking road signs put on the entrance to green acre square As there are already signs on the Opposite side to xxx square I Completely understand why this has to be implemented but there are residents with 2 3 and 4 cars with no allocated parking also a number of properties in xxx have blocked up there garages for home improvements and now do not have any parking apart from the street any many of these particular residents will park in my private parking bay or in front of my private parking bay I await a personal response as living here for 30 years I can see a lot of angry residents Many thank
Object	Hi I would like to vote against the CPZ in the Rotherhithe and Surrey Docks area. Regards
Object	Dear TMO Officer, Reference: TMO2122-004 CPZ S I am writing in response to the statutory consultation letter sent to my residence. I would like to state my strong opposition any implementation of Controlled Parking Zones in the Surrey Docks area for any duration whatsoever. The current supply of roadside parking is more than adequate for all current and future residents. Moreover, Norway, Greenland and South docks are located a substantial distance from the proposed developments referenced in the consultation, greatly removing the risk of any increases in roadside parking. Implementation of a CPZ will add significant financial burden to the population in the Surrey Docks area and will destroy the welcoming character of this location. Instead, I propose that any CPZ implementation be limited to a 1/4 mile radius of all new developments in Rotherhithe if at all necessary. I would like to request that you kindly confirm receipt of this strongest possible objection. Sincerely,
Object	Dear TMO Officer, Reference: TMO2122-004 CPZ S I am writing in response to the statutory consultation letter sent to my residence. I would like to state my strong opposition any implementation of Controlled Parking Zones in the Surrey Docks area for any duration whatsoever. The current supply of roadside parking is more than adequate for all current and future residents. Moreover, Norway, Greenland and South docks are located a substantial distance from the proposed developments referenced in the consultation, greatly removing the risk of any increases in roadside parking. Implementation of a CPZ will add significant financial burden to the population in the Surrey Docks area and will destroy the welcoming character of this location. Instead, I propose that any CPZ implementation be limited to a 1/4 mile radius of all new developments in Rotherhithe if at all necessary. I would like to request that you kindly confirm receipt of this strongest possible objection. Sincerely,
Enquiry	Good Afternoon, I have just received your letter regarding Statutory Consultation-Rotherhithe and Surrey Docks Controlled Parking Zones. I have visited your website but cannot find what I am looking for can you tell me if these restrictions will be included in xxx Many years ago we were allocated two bays for the residents of xxx and we have made use of them ever since although have had problems with vehicles parking and going to work resulting in problems for us who actually live in xxx. Please would you let me know of the plans for xxx Kind regards
Object	Dear TMO Officer, As a resident (xxxx), in the area the above change is proposed, please find this representation as an objection to the proposed CPZ and operating times. I am a pensioner and my wife is also disabled and we rely on family to be freely and to park outside our house during the weekdays to help us with our care needs and support. They have to travel from outside the borough to get us. In addition we are a low-income household and cannot afford the additional cost of permit fees. I hope that this is taken into consideration. I have lived here for 25 years and parking has never been a major issue near my house so this seems unnecessary and therefore a poor use of my council tax fee. Yours sincerely,
Object	Dear TMO Officer, I am writing in response to the statutory consultation letter sent to my residence. I would like to state my strong OPPOSITION to any implementation of Controlled Parking Zones in the Surrey Docks/Rotherhithe Peninsula area for any duration whatsoever. The current supply of roadside parking is adequate for all current and future residents. Implementation of a CPZ will add significant financial burden to the local population and will destroy the welcoming character of the area. I would like to request that you kindly confirm receipt of this strong objection to the proposals. Kind regards,
Object	Dear TMO Officer, Reference: TMO2122-004 CPZ S I am writing in response to the statutory consultation letter sent to my residence. I would like to state my strong opposition any implementation of Controlled Parking Zones in the Surrey Docks area for any duration whatsoever. The current supply of roadside parking is more than adequate for all current and future residents. Moreover, Norway, Greenland and South docks are located a substantial distance from the proposed developments referenced in the consultation, greatly removing the risk of any increases in roadside parking. Implementation of a CPZ will add significant financial burden to the population in the Surrey Docks area and will destroy the welcoming character of this location. Instead, I propose that any CPZ implementation be limited to a 1/4 mile radius of all new developments in Rotherhithe if at all necessary. I would like to request that you kindly confirm receipt of this strongest possible objection. Sincerely,

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Enquiry	<p>Hi Team Please see below. Kind regards I Senior Project Support Officer (Acting) Environment &amp; Leisure I Highways Southwark Council, Third Floor, Hub 2 London SE1P 5LX PO BOX 64529 From: Sent: Thursday, July 22, 2021 2:47 PM To: Highways &lt;Highways@southwark.gov.uk&gt; Subject: statutory consultation - Rotherhithe and Surrey Docks Controlled Parking Zone You kindly sent proposed parking etc to my neighbour, Mrs xxxx at xxx. I live just along from her at xxx but from xxxx it's missed off the map - could you email me. It bypasses xxx and then shows the flats at xxx, the electric post (I presume) and disabled bay 😊. My question is 1. I have a driveway and garage and always park in driveway in front of garage but if I don't need a parking permit but do need a visitors permit - can I apply at any time if I don't have a permit? The driveway road as is not wide enough for a visitor car or cars. I do have a disabled permit if that makes a difference for visitors. 2. At the moment we get cars from over the road ixx, the xxs and from 362 block of flats, next to me and now flats above the new Co op (marked as PH on map). All except flats above co op, have garages (no driveways) underground or otherwise who constantly park along by us. xxx Management or residents have in the last year, stopped their own residents from parking outside their homes or in their access road hence they park in xxx - some have garages but some have converted - so they park in xxx. They have also stopped access for delivery men to go into Sovereign View like they used to - so again the drivers park in xxx. I feel sorry for them lumping deliveries up their 3 flights of stairs just because they can no longer get access. There is plenty of room for them to park on their site but obviously residents/management are trying clean up their site at the expense of ours! You can see I have a gripe especially recently they have put a sign up private property, residents only - its part of the Thames Walk and public right of way! Nothing to do with you I know. Snobs 😊 3. xxx - is this going to be double yellow lines as there is no indication? - all new developments off Salter Road seem to have parking and no one should be parking in xxx but I know the teachers/helpers park there from Peter Hill School, xxx on map - perhaps a special permit for the school to park on xxx - some park in xxx and seems a shame they can no longer. Anyway just a suggestion. 4. I would like to clean uxxx like they have ixxx View but seems impossible if developers don't do enough parking or their Management deter there own residents parking so they have to go elsewhere. Sorry I have been wittering on - I could go on - buses sometimes have problems passing as there is parking on both sides of the road especially when we have DHL, Tesco's, Waitrose parking temporary whilst they deliver to xxx as they have been stopped from going into flats now. Even further up buses have problems with parking both sides of the road. double yellow lines on one side of the road would help - on the map it should be wher xxx is, Blacksmith Arms and around the bend towards the Farm. If you could email me just my bit of map - thank you and a response just about Permit if it is in your remit.</p>
Object	<p>Dear TMO Officer, Reference: TMO2122-004 CPZ S I am writing in response to the statutory consultation letter sent to my residence. I would like to state my strong opposition to any implementation of Controlled Parking Zones in the Surrey Docks area for any duration whatsoever. The current supply of roadside parking is more than adequate for all current and future residents. Moreover, Norway, Greenland and South docks are located a substantial distance from the proposed developments referenced in the consultation, greatly removing the risk of any increases in roadside parking. Implementation of a CPZ will add significant financial burden to the population in the Surrey Docks area and will destroy the welcoming character of this location. Instead, I propose that any CPZ implementation be limited to a 1/4 mile radius of all new developments in Rotherhithe if at all necessary. I would like to request that you kindly confirm receipt of this objection. Sincerely,</p>
Object	<p>To whom it may concern. I am objecting to the proposed control parking plan for Rotherhithe &amp; Surrey Quays: Reference: TMO2122-004 CPZ S I did not get a formal letter about the consultation &amp; only found out about the plans from a friend. These plans will compromise all journeys, especially to school and back and are a money generating scam to rip off poor residents living in the area. Also, why should residents pay for having someone to visit them? We are not all rich yuppies living in the loop &amp; these plans will make working class residents poorer. Regards</p>
Object	<p>Dear TMO Officer, Reference: TMO2122-004 CPZ S I am writing in response to the statutory consultation letter sent to my residence. I would like to state my strong opposition any implementation of Controlled Parking Zones in the Surrey Docks area for any duration whatsoever. The current supply of roadside parking is more than adequate for all current and future residents. Moreover, Norway, Greenland and South docks are located a substantial distance from the proposed developments referenced in the consultation, greatly removing the risk of any increases in roadside parking. Implementation of a CPZ will add significant financial burden to the population in the Surrey Docks area and will destroy the welcoming character of this location. Instead, I propose that any CPZ implementation be limited to a 1/4 mile radius of all new developments in Rotherhithe if at all necessary. I would like to request that you kindly confirm receipt of this strongest possible objection. Sincerely,</p>
Comment	<p>Dear officer, I am writing to voice my concern about the plan to mark double yellow line for xxx because: - Parking restrictions are welcome by the residents as we have observed ruthless parking on the street on an ongoing basis which caused a lot of disruptions of traffic. However, double yellow line is overkill for a small street like this. Resident-only parking is sufficient to tackle the traffic flows. - The residents on the street were not consulted, and most of us are opposed to this plan/proposal - Overall, I believe resident only parking permit is a good solution to bring revenue to the council while keeping the traffic and climate impacts in control. -- Regards,</p>
Object	<p>Dear TMO Officer, Reference: TMO2122-004 CPZ S I am writing in response to the statutory consultation letter sent to my residence. I would like to state my strong opposition any implementation of Controlled Parking Zones in the Surrey Docks area for any duration whatsoever. The current supply of roadside parking is more than adequate for all current and future residents. Moreover, Norway, Greenland and South docks are located a substantial distance from the proposed developments referenced in the consultation, greatly removing the risk of any increases in roadside parking. Implementation of a CPZ will add significant financial burden to the population in the Surrey Docks area and will destroy the welcoming character of this location. Instead, I propose that any CPZ implementation be limited to a 1/4 mile radius of all new developments in Rotherhithe if at all necessary. I would like to request that you kindly confirm receipt of this strongest possible objection. Sincerely,</p>

Object	<p>Dear Sirs I wish to object to the proposed CPZ in the Rotherhithe and Surrey Docks area. m l a owner ee own, xxx, Rotherhithe, London, My objections are as follows: 1.The initial public consultation survey questionnaire was flawed. There was no option for “NoZone” or “No CPZ”. Consultees were only given the option to select “Other” and then write in a comment like “No Zone”. This was not intuitive. Respondents were therefore not given a fair or reasonable opportunity to select “No Zone” or “No CPZ” 2. There was only a 2% consultation response rate from residents which might indicate that the questionnaires were not properly or widely distributed, may have been unclear, too complex or daunting to complete. This is a very small percentage response to validate such a big decision. 3. The community meetings were very well attended by residents. The objections to the CPZ were numerous, strong and vocal. These objections are not mentioned anywhere in the reports and no weight has been given to these. 4. The majority of respondents to the consultation (61%) stated that they never had any difficulty parking on the streets in the area. This statistic does not seem to have been taken into account at all in the decision-making process. 5. CPZ is not and has never been required in this area. Only 13% of residents indicated any weekday parking difficulty in the questionnaire. 6. There is never any shortage of weekday kerbside parking space on Rotherhithe Street, in fact there is an abundance. This contradicts the Council’s stated need to prioritise kerbside space. 7. If the council wishes to use kerbside space for other purposes (e.g. plants or bike racks) then there is already a surplus without the need to introduce CPZ. 8. The consultation and decision took place before the impact of Covid-19 and makes no account of the reduced vehicle numbers and reduced travel as a result. 9. On 22nd July 2021 Transport Minister Grant Shapps said in his written statement to Parliament “In the last 18 months fundamental changes have occurred in commuting, shopping and business travel”. The report makes no account of this and should be reviewed. 10. The consultation and decision making takes no account of the reduced number of vehicles due to the imminent introduction of the ULEZ. This will remove many older vehicles from the street anyway without the need to implement CPZ. 11. The recommendations in the report for the scheme to progress are insubstantial and contradictory. In the report 16a. states that the council must prioritise kerbside space but there is already an abundance of kerbside space in xxx. The Council state that their objective is to maintain and improve resident’s current quality of life, but the introduction of a CPZ will likely achieve the opposite. 12. The Council reports that only 25% of journeys are made by driving, further reinforcing the point that the CPZ is unnecessary. 13. The fact that the Council have chosen to proceed with planning for up to 3000 new homes (in excess of the normally allowable urban density) at Canada Water and therefore create possible future parking issues in those new-build areas is not an equitable or fair reason to penalise the existing residents in the surrounding areas who have currently have no parking issues. 14. The majority of xxxx is sufficiently geographically distant from the new-build areas to be unaffected. Locally targeted solutions at the new-build sites should be considered instead. 15. The annual cost of permits for residents and visitors will prove to be an unnecessary additional financial burden for many at this already difficult time. 16. The ongoing applications process for residents and their visitors will prove to be an unnecessary additional administrative burden. 17. The signage, road markings and street furniture would be unsightly particularly along Rotherhithe Street which has many listed buildings and other buildings of historical or architectural interest. Some of the installations may also pose an obstruction or health and safety risk. 18. Installation of signage, road markings and street furniture will cause significant and unnecessary disruption for many residents. 19. Introduction of parking restrictions would create unnecessary inconvenience for residents and their visitors including tradesman and deliveries. 20. Introduction of parking restrictions would create unnecessary inconvenience and loss of business and revenue for local businesses particularly retailers where customers park outside. 21. The ongoing cost of implementing and administering the scheme would be significant and is a wasteful and unnecessary use of the Council’s resources and public funds. 22. It is clear that the Council is simply trying to force through the CPZ in order to meet the planning requirements for the Canada Water development with no due consideration for existing residents. 23. Increased trends towards homeworking and online shopping have dramatically reduced trip rates and seem unlikely to be fully reversed. This has not been taken into account. 24. A flawed public consultation which ended in 2019 before COVID 19 and the introduction of ULEZ is no longer relevant. 25. The consultation should be repeated in a fair and equitable manner with “No Zone” or “No CPZ” Yours faithfully</p>
Object	<p>Dear Sir Re. TM 02122 004 CPZ S I am writing to object strongly to this proposal for the following reasons I have a boat on Greenland Dock, the whole Dock is surrounded on 3 sides by pedestrian walkways except xxx which always provides necessary access and parking for boat and house residents. In the 4 years I have had the boat, I have never not found a space to park. The proposed scheme will not provide any more parking on xxx, nor any less, it will not be a benefit to residents in any way. xxx is very quiet and safe for pedestrians and cyclists as it is now, and the scheme won’t change this. So in conclusion there is no proven need for it. The only thing this proposal will do will be to penalise residents who live in this PTAL level B area which is difficult to access by public transport. All residents I have spoken to see this simply as a money making scheme by Southwark Council that doesn’t benefit us in any way. We already pay hefty mooring fees and Council Tax, so do not need this expense imposed on us as well, as yet another level of bureaucracy. I therefore urge you to let xxxx stay as it is Yours Sincerely</p>
Object	<p>Dear Sir / Madam Per your letter dates 8th July 21 about the proposed Rotherhithe / Surrey Quay CPZ i am writing to express my objection to this decision. I live in xxx and there are less than 10 cars on my street and there is never a problem with parking / abuse or mis parked vehicles. I can appreciate schemes near the stations are needed but that doesn't apply where i live xxx This feels like a very cynical revenue generating scheme so the Council can charge for badges that aren't needed. Could you therefore explain why this is needed? and how much money it will cost to implement and generate? Regards</p>
Object	<p>Dear TMO Officer, Reference: TMO2122-004 CPZ S I am writing in response to the statutory consultation letter (dated 8 July 2021) sent to my residence. I would like to state my strong opposition to the blanket implementation of Controlled Parking Zone (CPZ) in the Rotherhithe and Surrey Docks area for any duration. I would also like to express my shock about this plan, which I was not made aware of until this letter arrived. Being a resident in Rotherhithe for the last eight years, I have observed that the current supply of roadside parking seems adequate for the current and potentially future residents. The proposed development in the consultation report entitled Rotherhithe and Surrey Docks CPZ is centred at the Canada Water station and distanced from the outer part of the peninsula roughly bounded by the Russian Dock Wood and Ecological Park. The implementation of CPZ of all Rotherhithe and Surrey Docks could increase not only financial burden to the local residents but also potentially foster hostility within and between the local community and visitors. In view of the current Canada Water Master Plan, it would be more sensible for the CPZ, if absolutely needed and rigorously justified, to be restricted to the new development area near Canada Water station. After reading the consultation report, I am very sad to find no clear and justifiable rationale behind the CPZ plan. The statistics in 16a and 16b are about the whole Borough of Southwark, disregarding demographical and geographical diversity within the borough. Since the most recent Census was just conducted, the information cited in 16c is apparently from the previous Census, which could be dated. 16d about the unequivocal relationship between the 3000 new homes and the need of the CPZ for the whole Rotherhithe and Surrey Docks (‘essential’ is the word used in the report) sounds prescriptive and lacks convincing evidence and reasoning. Furthermore, the extremely low response rate (2%) in the earlier consultation is really concerning with regard to the representativeness and validity of the results, and the figure also implies the possible lack of active engagement from the Council in the consultation. The report also fails to address the sampling principle behind the 15,323 questionnaires being sent out, the questionnaire design, the procedure of data collection and the method(s) of data analysis, which are fundamental to ensure the rigour and ethics of the earlier consultation. Lastly, there is no strong argument and concrete evidence in the report regarding potential benefits and drawbacks of the CPZ plan to local residents, which might lead to questions amongst some (if not many or most) local residents about the Council's intention(s) behind this plan. I would like to reiterate my opposition to the CPZ</p>

	<p>in Rotherhithe and Surrey Docks, and would greatly appreciate your consideration of my view and all others' that you receive during the statutory consultation period. Please confirm your receipt of this email. Best regards,</p>
Object	<p>I think the proposal to have controlled parking zone in Rotherhithe and Surrey Docks area is appalling! As a resident, there had been no issue with parking along xxx. Therefore, I opposed to the proposal. Once again this is Southwark council being greedy in getting more money from residents! We pay enough council tax with poor service from this council. Resident in xxxx</p>
Object	<p>Dear Sirs, I am writing to formally oppose the proposals to implement a CPZ in the Rotherhithe and Surrey Docks area. As a resident in the xxx area (xxx), I would note that there have been no issues with parking here that would suggest a need to implement a CPZ. There is no overcrowding, always plenty of space, and residents rely on this parking for visitors and deliveries as well as parking their own vehicles. To reiterate, I have seen no evidence to support the need to implement a CPZ in this area, as it will only harm residents. Regards,</p>
Object	<p>Dear TMO Officer, Reference: TMO2122-004 CPZ S I am writing in response to the statutory consultation letter sent to my residence. I would like to state my strong opposition any implementation of Controlled Parking Zones in the Surrey Docks area for any duration whatsoever. The current supply of roadside parking is more than adequate for all current and future residents. Moreover, Norway, Greenland and South docks are located a substantial distance from the proposed developments referenced in the consultation, greatly removing the risk of any increases in roadside parking. Implementation of a CPZ will add significant financial burden to the population in the Surrey Docks area and will destroy the welcoming character of this location. Instead, I propose that any CPZ implementation be limited to a 1/4 mile radius of all new developments in Rotherhithe if at all necessary. I would like to request that you kindly confirm receipt of this strongest possible objection. Sincerely,</p>
Object	<p>Dear Sir / Madam, I have received a letter from Joanna Redshaw dated 8th July 2021 (tomorrow) regarding the statutory consultation for the Rotherhithe and Surrey Docks Controlled Parking Zone. I note that the no specified format has been provided for those responses, either in the letter sent me, nor at the website address provided in the letter, so I will provide my comments in my own format. I have reviewed the proposed controlled parking zone and would like to register my opposition to the proposed controlled parking zone for the following reasons: 1. The proposed area completely changes the nature of living in Rotherhithe, which has always been accessible to cars making local journeys. As someone who bought a property in Rotherhithe in 2003 this is part of my rationale for buying here and then living here for so long, and I see no benefit to me or my neighbours in making these changes. I do believe that those of us who live here and who own cars have rights and do not feel it is appropriate to force a political preference against cars upon us, when there is no practical local reasons for doing so. I note that London wide political policies such as the low emission zone and congestion charging are far better ways of tackling London wide issues of congestion and pollution, neither of which are a huge problem on the Rotherhithe peninsula. In summary, local parking issues should be focussed on the impact and quality of life of local residents only. 2. The ability to drive from place to place in Rotherhithe is not an overused privilege. Most people commute by public transport and walk to local parks and services and the streets on the peninsula are, in relative terms to the rest of London, extremely quiet. There appears to be no reason therefore to force controlled parking zone measures on the area with the intention of reducing traffic. Doing so will simply make life more difficult for residents when making a local car journey is necessary - such as for example when my wife had an operation recently and was unable to walk long distances. The ability to drive locally to take her to local services was essential for her being able to get out and about at what was an otherwise difficult time. 3. In a similar vein, lack of street parking does not currently appear to be an issue around most of the proposed area. There are, for example, almost limitless spaces around the xxx near to the xxx, at all times, including daytimes Monday - Friday. Why implement a controlled parking zone when there are no major issues with parking? 4. The proposal appears to be at least in part driven by future projections made as a result of the new proposed residential / commercial developments around Canada Water, however as noted above there are not currently any significant traffic or parking problems over the vast majority of the proposed area, which covers the whole of the peninsular, both near and far from the new developments. It is therefore not clear to me why it is necessary to take such a wide ranging action when there is no current need for it and may not be for many years into the future (if ever). It would be much better to scrap these controlled parking zone proposals now and revisit them in a more specific way at such time that actual problems arise in order to address those (and only those) issues that then exist. 5. My final comment is that if the council is concerned that parking pressure in adjoining areas will become unmanageable with current arrangements as a result of the Canada Masterplan developments (a point which as mentioned above is not currently proven) then this suggests that the proposals that have been approved have not taken a realistic view on how much parking per unit of new residential / commercial unit is actually needed. Rather than punishing existing local residents by removing our parking rights to manage a problem that the Canada Water Masterplan (not specifically approved by us through a local referendum or otherwise) has created, it would be better if Canada Water development proposals took a realistic, instead of a political, view on likely car ownership levels with the new developments and adjusted those plans now to include sufficient new parking spaces accordingly so that parking pressures do not become a problem in adjoining zones in the future. This point also applies to other local services such as schools and GP surgeries as well, where I note that there does not appear to be much thought given as how realistic levels of future and likely rising demand will be managed into the future. For example I have seen no plans for a new primary school - it looks like existing schools with limited physical space will be forced to expand, which does not appear to be a well thought through solution. I hope these comments are taken seriously and I would be happy to elaborate if needed. Your sincerely</p>

Appendix 2\_ Responses Redacted

Object	Dear TMO Officer, Reference: TMO2122-004 CPZ S I am writing in response to the statutory consultation letter sent to my residence. I would like to state my strong opposition any implementation of Controlled Parking Zones in the Surrey Docks area for any duration whatsoever. The current supply of roadside parking is more than adequate for all current and future residents. Moreover, Norway, Greenland and South docks are located a substantial distance from the proposed developments referenced in the consultation, greatly removing the risk of any increases in roadside parking. Implementation of a CPZ will add significant financial burden to the population in the Surrey Docks area and will destroy the welcoming character of this location. Instead, I propose that any CPZ implementation be limited to a 1/4 mile radius of all new developments in Rotherhithe if at all necessary. I would like to request that you kindly confirm receipt of this strongest possible objection. Sincerely,
Object	One of the great things about this area is not having to worry about endless parking fines for pulling over for a minute and restrictions and having people able to visit you and park on the street without it costing them a fortune this is greedy & not necessary unless this will reduce council rates significantly I do object.
Object	Dear TMO Officer, Reference: TMO2122-004 CPZ S I am writing in response to the statutory consultation letter sent to my residence. I would like to state my strong opposition any implementation of Controlled Parking Zones in the Surrey Docks/ Rotherhithe area for any duration whatsoever. The current supply of roadside parking is more than adequate for all current and future residents. Moreover, Norway, Greenland and South docks are located a substantial distance from the proposed developments referenced in the consultation, greatly removing the risk of any increases in roadside parking. Implementation of a CPZ will add significant financial burden to the population in the Surrey Docks area and will destroy the welcoming character of this location. Instead, I propose that any CPZ implementation be limited to a 1/4 mile radius of all new developments in Rotherhithe if at all necessary. I would like to request that you kindly confirm receipt of this strongest possible objection. Sincerely,
Object	Dear TMO Officer, Reference: TMO2122-004 CPZ S I am writing in response to the statutory consultation letter sent to my residence. I would like to state my strong opposition any implementation of Controlled Parking Zones in the Surrey Docks area for any duration whatsoever. The current supply of roadside parking is more than adequate for all current and future residents. Moreover, Norway, Greenland and South docks are located a substantial distance from the proposed developments referenced in the consultation, greatly removing the risk of any increases in roadside parking. Implementation of a CPZ will add significant financial burden to the population in the Surrey Docks area and will destroy the welcoming character of this location. Instead, I propose that any CPZ implementation be limited to a 1/4 mile radius of all new developments in Rotherhithe if at all necessary. I would like to request that you kindly confirm receipt of this strongest possible objection. Sincerely,
Object	Dear TMO Officer, Reference: TMO2122-004 CPZ S I am writing in response to the statutory consultation letter sent to my residence. I would like to state my strong opposition any implementation of Controlled Parking Zones in the Surrey Docks area for any duration whatsoever. The current supply of roadside parking is more than adequate for all current and future residents. Moreover, Norway, Greenland and South docks are located a substantial distance from the proposed developments referenced in the consultation, greatly removing the risk of any increases in roadside parking. Implementation of a CPZ will add significant financial burden to the population in the Surrey Docks area and will destroy the welcoming character of this location. Instead, I propose that any CPZ implementation be limited to a 1/4 mile radius of all new developments in Rotherhithe if at all necessary. I would like to request that you kindly confirm receipt of this strongest possible objection. Sincerely,
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Object	Dear TMO Officer, Reference: TMO2122-004 CPZ S I am writing in response to the statutory consultation letter sent to my residence. I would like to state my strong opposition any implementation of Controlled Parking Zones in the Surrey Docks area for any duration whatsoever. The current supply of roadside parking is more than adequate for all current and future development and my area of globe pond road is located a substantial distance from the proposed developments referenced in the consultation, greatly removing the risk of any increases in roadside parking. Implementation of a CPZ will add significant financial burden to the population in the Surrey Docks area and will destroy the welcoming character of this location. Instead, I propose that any CPZ implementation be limited to a 1/4 mile radius of all new developments in Rotherhithe if at all necessary. I would like to request that you kindly confirm receipt of this strongest possible objection. Sincerely,
Object	RE: TMO2122-004 CPZ S Please see attached letter of objection and supporting photographs regarding the Rotherhithe and Surrey Docks Controlled Parking Zone. Please note that there are a number of problems with the online submission process which I have detailed in a footnote. As a result it is not possible to make a full and proper submission online. I have also sent a copy via registered post. Kind regards

Enquiry	<p>Dear Traffic orders, I wish to object to controlled parking Rotherhithe and Surrey Quays. At the moment, it is possible to drive and park freely when visiting local businesses and other residents, or when welcoming visitors to this part of Southwark. The proposal would put an end to this and would land a hefty burden on local residents, potential residents, local businesses and visitors to the area. Concerns have been raised with regard to the negative impact on free movement and the local economy. It would be great if it were possible to continue to encourage visitors and business from outside the peninsula to visit and generate business without this hurdle. Why is it important for the Council not to introduce a CPZ in Rotherhithe and Surrey Quays Other parts of south London and the Borough do not use CPZ and are perfectly successful, despite high volumes of residents or visitors. The Council has recently twice consulted on loneliness and it is important to be able to receive visitors and to be able to drive to visit others. If there is pressure on parking it is because the current masterplan has not provided for enough parking spaces for the new residents. What steps has it taken to provide new residents with parking spaces? The current masterplan does not provide sufficient amenities such as medical facilities and unfortunately it remains necessary for us to travel out of area to obtain many goods, services and public service facilities. Just because the area has 'development potential', why should the residents and future residents of the area be disadvantaged by the constricting development plan while other residents in the Borough are unaffected? Isn't it possible to carry both existing and future residents together? The drastic CPZ arrangements indicate that there is a flaw in local planning in that there are far too many homes being built for the size of the area and the amenities. There are simply not enough schools or doctors proposed, and this proposal clearly indicates that the local transport structure, which is already extremely poor (poor bus services, lack of cycle routes, lack of charging points, lack of available cycles, lack of transport for older people), is going to be severely exacerbated. It looks very 'unintegrated' and a knee-jerk reaction to the proposals of big developers, which is driven more by financial rewards than by helping current and future residents to develop sustainable lives. I urge the Council to stop this CPZ. Please may you help with sharing the following: - The Equality Impact Assessment for this proposal - The findings of the original consultation - The numbers of local businesses and residents who rejected a CPZ, with this expressed as a proportion (rather than the number of local businesses and residents who indicated that if a CPZ is introduced they would wish for the shortest possible duration) - Can you send a summary of the Council's executive views on the advantages and disadvantages of this proposal? -Has there been any local in person consultation on these plans? -Have there been any objections to these plans? -What other ideas are being considered apart from placing purely placing additional financial burdens on residents, visitors and local business? - Can you send information on where councillors have debated this? - Why a CPZ of 12-1pm could not be considered as a more moderate approach? - Whether, if this plan is introduced, residents, visitors and businesses should be given free parking passes so that it does not affect them negatively? - Could any monies which we need to generate to pay for local services be raised by other means, for instance, by raising local Council Tax? Please may the Council stop this policy as it seems overly draconian and imposes an unreasonable fetter and financial burden on the locality. Very best</p>
Object	<p>Dear TMO Officer, Reference: TMO2122-004 CPZ S I am writing in response to the statutory consultation letter sent to my residence. I would like to state my strong opposition any implementation of Controlled Parking Zones in the Surrey Docks area for any duration whatsoever. The current supply of roadside parking is more than adequate for all current and future residents. Moreover, Norway, Greenland and South docks are located a substantial distance from the proposed developments referenced in the consultation, greatly removing the risk of any increases in roadside parking. Implementation of a CPZ will add significant financial burden to the population in the Surrey Docks area and will destroy the welcoming character of this location. Instead, I propose that any CPZ implementation be limited to a 1/4 mile radius of all new developments in Rotherhithe if at all necessary. I would like to request that you kindly confirm receipt of this strongest possible objection. Sincerely,</p>
Enquiry	<p>Dear Sir or Madam In response to the letter dated 8th July 2021 regarding the proposed parking restrictions zone on xxx, I would like to make my comments known as below. I have noticed that there will be double yellow lines on both corners to the entrance of xxx from xxx, which is excellent as the fire engines go up to Vaughn street at least 2-3 times per week because of the sheltered housing at the top. Currently there are double yellow lines kn the right hand side of the street from xxx to the post box (on the corner only) and on the other end on the corner towards xxx. I feel it would be beneficial for safety that, that side of the road become a double yellow all the way down. Regarding the proposed times of parking restrictions, I have lived on this street for 25 years and parking during the day has not been a problem. The problem starts in the evening around 5:30pm, so I would like to propose that the restriction be in place from 5:30pm to 8:30pm Mon-Fri. I live at xxx, I applied for the disabled bay 20 years ago at which time it was allocated to my property but over the years this has changed and now anyone with a badge can park in that bay. The disabled person in my 38 year old daughter. She is in a wheelchair permanently. This parking space is very beneficial to both myself and my daughter as it is directly outside the door. The pavement is narrow, it is a lot easier for me to get her from the car to the property, as I am now a pensioner and it is a lot more strenuous to get her in and out than what it used to be. She is older and I am weaker. I would like to know if there is a way to pay a yearly amount (disabled bay/permit bay) to secure that parking space for the property? Thank you in advance for considering my comments. Kind regards</p>
Object	<p>Dear TMO Officer, Reference: TMO2122-004 CPZ S I am writing in response to the statutory consultation letter sent to my residence. I would like to state my strong opposition to any implementation of Controlled Parking Zones in the Surrey Docks area for any duration whatsoever. The current supply of roadside parking is more than adequate for all current and future residents. Moreover, Norway, Greenland and South docks are located a substantial distance from the proposed developments referenced in the consultation, greatly removing the risk of any increases in roadside parking. Implementation of a CPZ will add significant financial burden to the population in the Surrey Docks area and will destroy the welcoming character of this location. Instead, I propose that any CPZ implementation be limited to a 1/5 mile radius of all 2021 new developments in Rotherhithe if at all necessary. There are no such developments at Russia Dock Road so there is no need to burden us financially. I would like to request that you kindly confirm receipt of this strongest possible objection. Sincerely,</p>
Object	<p>Dear TMO Officer, Reference: TMO2122-004 CPZ S I am writing in response to the statutory consultation letter sent to my residence. I would like to state my strong opposition any implementation of Controlled Parking Zones in the Surrey Docks area for any duration whatsoever. The current supply of roadside parking is more than adequate for all current and future residents. Moreover, Norway, Greenland and South docks are located a substantial distance from the proposed developments referenced in the consultation, greatly removing the risk of any increases in roadside parking. Implementation of a CPZ will add significant financial burden to the population in the Surrey Docks area and will destroy the welcoming character of this location. Instead, I propose that any CPZ implementation be limited to a 1/4 mile radius of all new developments in Rotherhithe if at all necessary. I would like to request that you kindly confirm receipt of this strongest possible objection. Sincerely,</p>
Enquiry	<p>Ref TMO2122-004 CPZ S' With regard to the proposed CPZ, can you confirm, that yellow lines will be continued on to the access to Residential Squares and Closes, as this is where traffic will try to take advantage of. Also, some residents have on drive parking. If yellow lines are across their access, how does this effect their right to park on their drive? One last query. There are a number of schools in the proposed CPZ. Will enforcement take place at school run times?</p>

Appendix 2\_ Responses Redacted

Object	Dear TMO Officer, Reference: TMO2122-004 CPZ S I am writing in response to the statutory consultation letter sent to my residence. I would like to state my strong opposition any implementation of Controlled Parking Zones in the Surrey Docks area for any duration whatsoever. The current supply of roadside parking is more than adequate for all current and future residents. Moreover, Norway, Greenland and South docks are located a substantial distance from the proposed developments referenced in the consultation, greatly removing the risk of any increases in roadside parking. Implementation of a CPZ will add significant financial burden to the population in the Surrey Docks area and will destroy the welcoming character of this location. Instead, I propose that any CPZ implementation be limited to a 1/4 mile radius of all new developments in Rotherhithe if at all necessary. I would like to request that you kindly confirm receipt of this strongest possible objection. Yours sincerely, -- Kind Regard
Object	Dear TMO Officer, Reference: TMO2122-004 CPZ S I am writing in response to the statutory consultation letter sent to my residence. I would like to state my strong opposition any implementation of Controlled Parking Zones in the Surrey Docks area for any duration whatsoever. Specially for current residents. I propose that any CPZ implementation be limited to a 1/4 mile radius of all new developments in Rotherhithe if at all necessary. I would like to request that you kindly confirm receipt of this strongest possible objection. Regards,
Object	Dear TMO Officer, Reference: TMO2122-004 CPZ S I am writing in response to the statutory consultation letter sent to my residence. I would like to state my strong opposition any implementation of Controlled Parking Zones in the Surrey Docks area for any duration whatsoever. The current supply of roadside parking is more than adequate for all current and future residents. Moreover, Norway, Greenland and South docks are located a substantial distance from the proposed developments referenced in the consultation, greatly removing the risk of any increases in roadside parking. Implementation of a CPZ will add significant financial burden to the population in the Surrey Docks area and will destroy the welcoming character of this location. Instead, I propose that any CPZ implementation be limited to a 1/4 mile radius of all new developments in Rotherhithe if at all necessary. I would like to request that you kindly confirm receipt of this strongest possible objection. Sincerely,
Object	Send by email: traffic.orders@southwark.gov.uk <> Re: TMO2122-004 CPZ S Dear TMO Officer, I am writing in response to the statutory consultation letter sent to my residence. I would like to state my strong opposition of any implementation of Controlled Parking Zones in the Surrey Docks area for any duration whatsoever. The current supply of roadside parking is more than adequate for all current and future residents. Moreover, Norway, Greenland and South docks are located in a substantial distance from the proposed developments referenced in the consultation, greatly removing the risk of any increases in roadside parking. Implementation of a CPZ will add significant financial burden to the population in the Surrey Docks area and will destroy the welcoming character of this location. Instead, I propose that any CPZ implementation be limited to a 1/4 mile radius of all new developments in Rotherhithe if at all necessary. I would like to request that you kindly confirm receipt of this objection. Yours sincerely,
Object	There has never been any parking problems in this area. It is at least three quarters of a mile from the nearest station(Canada Water/Surrey Quays) and regard this as another tax on the motorist. If the scheme is implemented it will force people to park in the private roads that the council have no adopted and cause chaos and arguments between residents.
Comment	Dear TMO Officer, We write to raise our concerns about the above proposal, as it relates our development, xxx and the section of xxx front of the Sports Ground, covered by Map 2. While we support the proposed placement of the double yellow lines as detailed in xxx, as it will discourage commuters/mini cab and uber drivers who park there, and allow access for Refuse Disposal Lorries and grocery delivery lorries, we have three main areas of concern: 1) the larger areas on the map not assigned any designation on the colour key - 'left blank' (illustrated in the same way freehold home's private driveways); 2) areas covered by the green grid: "Areas within the parking zone without line markings"; and 3) the stretch of in front of the Sports Ground. Currently, the larger 'left blank' central area across from numbers 68, 69, 71, 72 and , 87, 88 is used by those residents to park, and the area between the wall of #s 67 and the drives of #s 61, 63, 65 and 66, and the larger area behind #s 57, 58, 47, 48, are relatively car free and used as safe places for young children to play/bike ride. We are concerned that those commuters and taxi drivers who normally park where the double lines are proposed, will now compete with residents for parking in these 'left blank' areas, and obstruct the safe play areas of road. It is unclear to us as to whether or not there will be restrictions on parking in the areas covered by the green grid markings. If parking remains unrestricted in these areas, commuters will simply park there. If the green grid does represent the area in which there will be CPZ signs, our concerns about the 'left blank' areas being used for permit free parking by non-residents remains. We are also concerned about the plans for double yellow lines along the entire stretch of xxx in front of the Sports Ground. When events are held there (several nights midweek, and weekends), the overflow of over 20 cars from the onsite carpark extends along xxx, often reaching beyond xxx. It is very short sighted not to provide any permit and pay bays for visits to the Grounds, to compensate for the loss of parking on Salter Road, and will simply drive those looking for Sports Ground parking deeper into xxx and xxx. Additional paid parking bays outside the Sports Ground are necessary. Yours Sincerely,
Object	Dear TMO Officer, Reference: TMO2122-004 CPZ S I am writing in response to the statutory consultation letter sent to my residence. I would like to state my strong opposition any implementation of Controlled Parking Zones in the Surrey Docks area for any duration whatsoever. The current supply of roadside parking is more than adequate for all current and future residents. Moreover, Norway, Greenland and South docks are located a substantial distance from the proposed developments referenced in the consultation, greatly removing the risk of any increases in roadside parking. Implementation of a CPZ will add significant financial burden to the population in the Surrey Docks area and will destroy the welcoming character of this location. Instead, I propose that any CPZ implementation be limited to a 1/4 mile radius of all new developments in Rotherhithe if at all necessary. I would like to request that you kindly confirm receipt of this strongest possible objection. Sincerely,
Object	Dear TMO Officer, 19th July 2021 RE: TMO2122-004 CPZ S Objection I am writing to make a representation against the changes with reference TMO2122-004 CPZ S - Rotherhithe and Surrey Docks Controlled Parking Zone. I am the owner and resident of xxx. The proposal to implement a controlled parking zone indicates that there will be double yellow lines on xxx, in particular in front of my property. The street has dropped curbs and double yellow lines would make sense to avoid blocking resident's driveways. However I object to the proposal on the basis that: 1. My property (and many others oxx) has a garage conversion ( converted into a living space). There is insufficient space to park on my driveway without obstructing the public pavement. The dropped kerb is therefore not in use and I park my car on the street. 2. I have a young family (as do a substantial number of residents on xxx) and there would be material inconvenience and safety concerns if I am not able to park outside my property to load my children into my car. 3. I (and many residents oxxx regularly have groceries delivered in order to stay safe during the pandemic. I have relied on grocery deliveries before the pandemic and will continue to do so after. If double yellow lines are introduced, the delivery driver will have nowhere to park for the safe attended unloading of the groceries. 4. There will be no reasonable place to park for trades people carrying out works at my property and for my other visitors. I am happy for single yellow lines to be conditionally introduced on Fishermans Drive contingent upon agreement to the following request which I am making here: 1. A Resident Permit Holder Parking bay outside my property xx (and where the owners consent, any properties on the street where the dropped kerb cannot be used due to garage conversions/obstruction of the public pavement). Otherwise, I object to the proposal for double yellow lines and a controlled parking zone on xxx Yours Sincerely,

## Appendix 2\_ Responses Redacted

Object	Dear TMO Officer, Reference: TMO2122-004 CPZ S I am writing in response to the statutory consultation letter sent to my residence. I would like to state my strong opposition any implementation of Controlled Parking Zones in the Surrey Docks area for any duration whatsoever. The current supply of roadside parking is more than adequate for all current and future residents. Moreover, Norway, Greenland and South docks are located a substantial distance from the proposed developments referenced in the consultation, greatly removing the risk of any increases in roadside parking. Implementation of a CPZ will add significant financial burden to the population in the Surrey Docks area and will destroy the welcoming character of this location. Instead, I propose that any CPZ implementation be limited to a 1/4 mile radius of all new developments in Rotherhithe if at all necessary. I would like to request that you kindly confirm receipt of this strongest possible objection. Sincere
Object	Dear TMO Officer, Reference: TMO2122-004 CPZ S I am writing in response to the statutory consultation letter sent to my residence. I would like to state my strong opposition any implementation of Controlled Parking Zones in the Surrey Docks area for any duration whatsoever. The current supply of roadside parking is more than adequate for all current and future residents. Moreover, Norway, Greenland and South docks are located a substantial distance from the proposed developments referenced in the consultation, greatly removing the risk of any increases in roadside parking. Implementation of a CPZ will add significant financial burden to the population in the Surrey Docks area and will destroy the welcoming character of this location. Instead, I propose that any CPZ implementation be limited to a 1/4 mile radius of all new developments in Rotherhithe if at all necessary. I would like to request that you kindly confirm receipt of this strongest possible objection. Sincerely,
Enquiry	Dear Sirs With reference to the above-referenced proposal for the controlled parking zones in the Rotherhithe Peninsula, I would like to ask what the council will do to help those residents who have areas of "communal private parking" adjacent to roads which are now going to be designated as "no parking". I have attached a screenshot of the area that I live in - xxx. At the rear of our houses we have garages and an area of privately-shared land (I have outlined these in green). We already have something of a problem (mainly from schooltime traffic, where parents of the nearby primary park and leave their cars for a short time) - but with the CPZ proposals there is a real concern that people who currently park their cars on xxx and xxx will seek areas that have no restrictions - and will seek to park their cars for the entire day in the private area, possibly blocking access to garages (this has happened in the past) We have been advised by the police that because this area is private, they have no powers to move cars. This is a subject that I raised in the initial 2019 consultation - but has not been addressed. It is clear that our particular road is not unique, there are other areas like this. I would be grateful if you would let me know what remediation measures the council will be taking to ensure that residents with private parking areas are not adversely affected by the proposed CPZ Regards
Object	Dear All, I am writing as a resident affected by the proposed Rotherhithe and Surrey Docks Controlled Parking Zone - TMO2122-004 CPZ S I am opposed to the introduction of a Controlled Parking Zone. While I understand that traffic control is needed in London, I believe these efforts should be focused in central London to discourage workers commuting to their places of work. Rotherhithe and Surrey Docks is a residential area that does not see a massive flow of cars and there is very little traffic to begin with. The creation of a CPZ will harm the mobility of the residents of Rotherhithe and Surrey Docks and will also harm the few small businesses that still exist in this community by increasing the costs of owning a car. The introduction of a CPZ will only benefit the council by creating another revenue stream, while residents that have recently moved or bough properties in the area are completely prevented from applying for a parking permit, making it nigh on impossible for new residents to achieve the same mobility as the older residents. As such, I believe the introduction of a CPZ will disproportionately affect new residents and I am strongly opposed to this. Best wishes,
Object	Dear TMO Officer, Reference: TMO2122-004 CPZ S I am writing in response to the statutory consultation letter sent to my residence. I would like to state my STRONG OPPOSITION to any implementation of Controlled Parking Zones in the Surrey Docks area for any duration whatsoever. The current supply of roadside parking is more than adequate for all current and future residents. Moreover, Norway, Greenland and South docks are located a substantial distance from the proposed developments referenced in the consultation, greatly removing the risk of any increases in roadside parking. Implementation of a CPZ will add significant financial burden to the population in the Surrey Docks area and will destroy the welcoming character of this location. Instead, I propose that any CPZ implementation be limited to a 1/4 mile radius of all new developments in Rotherhithe if at all necessary. I would like to request that you kindly confirm receipt of this strongest possible objection. Sincerely,
Object	Morning, We have received the letter Rotherhithe and Surry docks controlled parking zone. As residences of Rotherhithe, We are absolutely disagree the CPZ. This is a peninsula and residential area and quite peaceful and not a business zone. Only local resident or their friend may park their. During the pandemic time, lots of people lost job. You did not think how to help them, instead, you charge them hundreds pounds more. It even makes people's life worse. I do not want to lose the confidence to the government, but what you do is to make poor people worse as lots of more new rich family/immigrants come here. Obsoletely bad idea of CPZ.
Enquiry	Dear Sir / Madam Further to your general correspondence to residents, dated 8 July 2021, I have reviewed the proposals in the Public Notice, also dated 8 July 2021, and note that xx is included within your proposals for a Controlled Parking Zone. Please can you confirm by return that this does not include the square at the top of xxx which is a private estate with four (4) parking bays being in the ownership of Nos. 1 to 11 xxx The ownership of these parking bays is confirmed within the title deeds and General Development Order S/82/52. These documents explicitly state: "The accommodation for car parking shown upon the plans submitted shall be provided before the commencement of the use hereby permitted and retained permanently for the accommodation of the vehicles of the occupier or persons calling at the premises only and shall not be used for any other purposes." I would be obliged if you could supply the precise details and plans for the proposed Controlled Parking Zone as applicable to Steers Way, as these details do not appear to be available online or within the Public Notice. Best Regards
Enquiry	Hi, Please see below. Kind regards, Nazihah Begum I Project Support Officer Environment & Leisure I Highways Southwark Council, Third Floor, Hub 2 London SE1P 5LX PO BOX 64529 -----Original Message----- From: Sent: Wednesday, July 28, 2021 3:04 PM To: Highways <Highways@southwark.gov.uk> Subject: Rather hive and Surrey Docks controlled parking zone Dear Colleague Can you confirm. if permission is granted to go ahead with the CPZ when will it start and also will residence be asked to pay a fee for parking permits.
Object	To: traffic.orders@southwark.gov.uk Subject: TMO2122-004 CPZ S Dear TMO Officer, Reference: TMO2122-004 CPZ S I am writing in response to the statutory consultation letter sent to my residence at xxx. I would like to state my strong opposition any implementation of Controlled Parking Zones in the Surrey Docks area for any duration whatsoever. The current supply of roadside parking is more than adequate for all current and future residents. Moreover, Norway, Greenland and SURREY docks as we as xxx WHERE I LIVE are located a substantial distance from the proposed developments referenced in the consultation, greatly removing the risk of any increases in roadside parking. Implementation of a CPZ will add significant financial burden to the population in the Surrey Docks area and will destroy the welcoming character of this location. Instead, I propose that any CPZ implementation be limited to a 1/4 mile radius of all new developments built this year 2021 only in Rotherhithe if at all necessary. The plan suggested to allow for new builts to have sufficient parking, isn't going to be helped by an expensive to local residents parking fee/permit where in our ENTIRE street and the streets adjuscent there have been ZERO NEW DEVELOPMENTS IN THE LAST FEW YEARS. I stead, it will cause issues between residents, confusion and moreover a financial burden that is unreasonable given the reasons stated for this implementation. FURTHERMORE, WE HAVE OCCUPIED A SPECIFIC PARKING SLOT SINCE THE PURCHASE OF OUR HOUSE 7 YEARS AGO and most of our neighbours have been exercising

	<p>their right to a parking slot for decades, which of course has legal implications if this is taken away after lengthy occupation. I would like to request that you kindly confirm receipt of this strongest possible objection. Sincerely,</p>
Enquiry	<p>Dear TMO Officer, I hope this email finds you well. Whilst I am aware of the original notices from 2019 I was not aware of the meetings and therefore had no opportunity to attend and comment. Can a response of 2% (A cold call in Marketing terms) really be called a Statutory Consultation? The fact that notices have already been posted around the area announcing zone S is coming means that Southwark have already determined the outcome of the Consultation. Can a question of which type of CPZ do you want, really be considered a consultation when the correct first question should have been, do you want a CPZ? Reducing the number of cars, (from what number to what number) is vague and takes no account of the type of vehicle and its usage. A more rolled out approach to electrical charging/parking over a number of years would displace fossil fuel vehicles and give owners time to replace their vehicle without affecting their right to choose how they travel from A to B. I have made a point of checking vehicles carrying the "Southwark" logo and so far they all have filler flaps on the rear of the vehicle indicating that Southwark still supports fossil fuels for its own fleet. This really is nothing more than a money making scheme from parking fines. Southwark council have raised £200,000 from fines to roll out this scheme and I am certain that they have worked out the return on investment is for this scheme. How many cars are parked in the consultation area currently and what number does Southwark expect to reduce that to. How many permits will Southwark issue and at what price? How many bays will be available to permit holders? What procedures will be in place to allow residents to have trades people come to their homes and not get a fine? Thanks in advance for your reply. Regards.</p>
Comment	<p>TMO Officer, In ref to TMO2122-004 CPZ S, I have the following concerns: The area of CPZ S is too large. This needs to be made smaller into smaller areas as with the new proposed development of the Surreys Quays shopping centre and that Greenland Dock being close to Surrey Quays and Canada Water, other residents from the Rotherhithe peninsula on the river and at the top of the dock will drive to be closer to the transport links and park to be nearer the shops. This is already happening. I propose having the CPZ S to be broken down into areas such as just Brunswick Quay as a zone and Greenland Quay to be a zone, etc. In Brunswick Quay you have decided to put double yellow line opposite 109,111,113 and 115. I would recommend three permit bays for residences of those properties as they won't be able to park in front of their garages! Also to put double yellow lines on the front of Brunswick Quay between the resident permit and parking using payment. This is reducing the resident bays too much! Regards</p>
Object	<p>Dear Sir/Madam. I cannot believe that you are continuing to pursue implementation of this CPZ given the complete change in circumstances since the proposal for this project materialised. I'm dismayed that there appears to be a cynical and opportunistic motive here on behalf of Southwark Council to create a new income stream when in actual fact the CPZ is not warranted or desired locally. The objections I wish to support are numerous and documented below:</p> <ul style="list-style-type: none"> <li>* Firstly this proposal came about at a time when the area believed that we could be enjoying the facility of a foot and cycle bridge between Rotherhithe peninsula and Canary Wharf in the coming years which would likely have made implementation of a CPZ reasonable if not desirable, however plans for that river crossing were shattered long ago and we will remain a desperately quiet part of London where residents can enjoy real peace and free on street parking. This is not the time to continue to pursue a project that is no longer required when the problem it would have potentially solved will not now materialise.</li> <li>* The initial public consultation survey questionnaire was flawed. There was no option for "No Zone" or "No CPZ". Consultees were only given the option to select "Other" and then write in a comment like "No Zone". This was not intuitive. Respondents were therefore not given a fair or reasonable opportunity to select "No Zone" or "No CPZ"</li> <li>* There was only a 2% consultation response rate from residents which might indicate that the questionnaires were not properly or widely distributed, may have been unclear, too complex or daunting to complete. This is a very small percentage response to validate such a big decision.</li> <li>* The community meetings were very well attended by residents. The objections to the CPZ were numerous, strong and vocal. These objections are not mentioned anywhere in the reports and no weight has been given to these.</li> <li>* The majority of respondents to the consultation (61%) stated that they never had any difficulty parking on the streets in the area. This statistic does not seem to have been taken into account at all in the decision making process.</li> <li>* CPZ is not and has never been required in this area. Only 13% of residents indicated any weekday parking difficulty in the questionnaire.</li> <li>* There is never any shortage of weekday kerbside parking space on Rotherhithe Street, in fact there is an abundance. This contradicts the Council's stated need to prioritise kerbside space. If the council wishes to use kerbside space for other purposes (e.g. plants or bike racks) then there is already a surplus without the need to introduce CPZ.</li> <li>* The consultation and decision took place before the impact of Covid-19 and makes no account of the reduced vehicle numbers and reduced travel as a result.</li> <li>* On 22nd July 2021 Transport Minister Grant Shapps said in his written statement to Parliament "In the last 18 months fundamental changes have occurred in commuting, shopping and business travel". The report makes no account of this and should be reviewed.</li> <li>* The consultation and decision making takes no account of the reduced number of vehicles due to the imminent introduction of the ULEZ. This will remove many older vehicles from the street anyway without the need to implement CPZ.</li> <li>* The recommendations in the report for the scheme to progress are insubstantial and contradictory. In the report 16a. states that the council must prioritise kerbside space but there is already an abundance of kerbside space in xxx.</li> <li>* The Council state that their objective is to maintain and improve resident's current quality of life, but the introduction of a CPZ will likely achieve the opposite.</li> <li>* The Council reports that only 25% of journeys are made by driving, further reinforcing the point that the CPZ is unnecessary.</li> <li>* The fact that the Council have chosen to proceed with planning for up to 3000 new homes (in excess of the normally allowable urban density) at Canada Water and therefore create possible future parking issues in those new-build areas is not an equitable or fair reason to penalise the existing residents in the surrounding areas who have currently have no parking issues.</li> <li>* The majority of Rotherhithe Street is sufficiently geographically distant from the new-build areas to be unaffected. Locally targeted solutions at the new-build sites should be considered instead.</li> <li>* The annual cost of permits for residents and visitors will prove to be an unnecessary additional financial burden for many at this already difficult time.</li> <li>* The ongoing applications process for residents and their visitors will prove to be an unnecessary additional administrative burden.</li> <li>* The signage, road markings and street furniture would be unsightly particularly along Rotherhithe Street which has many listed buildings and other buildings of historical or architectural interest. Some of the installations may also pose an obstruction or health and safety risk.</li> <li>* Installation of signage, road markings and street furniture will cause significant and unnecessary disruption for many residents.</li> <li>* Introduction of parking restrictions would create unnecessary inconvenience for residents and their visitors including tradesman and deliveries.</li> <li>* Introduction of parking</li> </ul>

	<p>restrictions would create unnecessary inconvenience and loss of business and revenue for local businesses particularly retailers where customers park outside. * The ongoing cost of implementing and administering the scheme would be significant and is a wasteful and unnecessary use of the Council's resources and public funds. * It is clear that the Council is simply trying to force through the CPZ in order to meet the planning requirements for the Canada Water development with no due consideration for existing residents. * Increased trends towards homeworking and online shopping have dramatically reduced trip rates and seem unlikely to be fully reversed. This has not been taken into account. * A flawed public consultation which ended in 2019 before COVID 19 and the introduction of ULEZ is no longer relevant. * The consultation should be repeated in a fair and equitable manner with "No Zone" or "No CPZ" as an option. As you can see this project no longer makes any sense and the council could easily find itself in difficulty if it continues to pursue this ridiculous folly and residents like me are willing to collectively come together a mount a protest if you do so. Please take note now and leave the area of Rotherhithe St and the peninsula alone. If you have issues to solve in the new build areas focus your efforts there, stop penalising your long term residents. I look forward to hearing your response to each individual objection. Kind regards,</p>
<p>Object</p>	<p>Good morning, My partner (cc'd) and I are tenants living in Rotherhithe (xxxxS). We would like to please state our objection to the proposed CPZ (Controlled Parking Zone) in Rotherhithe/ Surrey Docks. Below are our reasons: - The initial public consultation survey questionnaire was flawed. There was no option for 'No Zone' or 'No CPZ'. Consultees were only given the option to select 'Other' and then write in a comment like 'No Zone'. This was not intuitive. Respondents were therefore not given a fair or reasonable opportunity to select 'No Zone' or 'No CPZ' - There was only a 2% consultation response rate from residents which might indicate that the questionnaires were not properly or widely distributed, may have been unclear, too complex or daunting to complete. This is a very small percentage response to validate such a big decision. - The community meetings were very well attended by residents. The objections to the CPZ were numerous, strong and vocal. These objections are not mentioned anywhere in the reports and no weight has been given to these. - The majority of respondents to the consultation stated that they never had any difficulty parking on the streets in the area. This statistic does not seem to have been taken into account at all in the decision making process. - The annual cost of permits for residents and visitors will prove to be an unnecessary additional financial burden for many at this already difficult time. - The ongoing applications process for residents and their visitors will prove to be an unnecessary additional administrative burden. - The signage, road markings and street furniture would be unsightly particularly along xxx, which has many listed buildings and other buildings of historical or architectural interest. Some of the installations may also pose an obstruction or health and safety risk. Best regards,</p>
<p>Object</p>	<p>Dear Sir/Madam I am a resident and home owner on xxx. My address is in xxx. I am writing to you to oppose the changes for the establishment of a controlled parking zone in the area. As a resident of the area I am worried that a denial of free parking down the street will prevent myself from being able to drive to work, having to commute by public transport instead, which is a very difficult thing to do for my work place which is remotely located. In addition to this my family members often visit me and make use of the free parking. My parents are very old and cannot travel long distances from the parking spots. I am quite cynical that this is all a ploy for the council to generate more money for themselves at no advantage to the residents of the street. I am perfectly happy with cars parking down the street and it has never caused me problems before. It is one of the increasingly shrinking areas of London that has managed to stay mostly residential with very few commercial properties around the area, often socialisation happens around residents' cars as they are leaving/arriving and having lived in London for a decade, I haven't quite found a place that captures the same neighbourly atmosphere in the city as my street has. I am worried the council will step in and ruin things, often as government overregulation always does. The area around Southwark is slowly gentrifying and changes like this are worsening the area's appeal to minorities like myself. Should these changes be approved you will find harsh opposition from myself and other members of the street. I will be infuriated to find out that the government has ignored my protests and will not stay silent on the matter. Do the right thing.</p>
<p>Object</p>	<p>Dear Sirs, I would like to object to the CPZ. 1. CPZ is not and has never been required in this area. Only 13% of residents indicated any weekday parking difficulty in the questionnaire. 2. A flawed public consultation which ended in 2019 before COVID 19 and the introduction of ULEZ is no longer relevant. 3. The council are trying to force through the CPZ in order to meet the planning requirements for the Canada Water development within due consideration for existing residents. 4. The introduction of parking permits would cause unnecessary inconvenience and expense. 5. The majority of Rotherhithe Street is sufficiently geographically distant from the new-build areas to be unaffected. Locally targeted solutions to the new build sites should be considered instead. 6. The council should not penalise the existing residents in the surroundings areas who have currently no parking issues because they are building 3000 new homes in the Canada Water area. 7. The council reports 25% of journeys are made by driving – no need for CPZ. 8. Flawed questionnaire with NO zone or No CPZ as an option. Kind regards</p>
<p>Object</p>	<p>Dear Sirs, We object to parking permits for xxx</p>

Appendix 2\_ Responses Redacted

Object	<p>I would like to object to the proposed Rotherhithe &amp; Surrey Docks CPZ, reference: TMO2122-004 CPZ S I have been a resident of the area for 11 years at three locations, two on xxx and one at x (xxx). I own a car and park it on the street. Usually I commute to work using public transport and during the pandemic I have been working from home. In both cases my car remains parked outside my residence during weekdays. In the 11 years I have lived in the area I have never had any problems parking during the week, either in the immediate area I was living at the time or near to local amenities (shops, doctor, dentist etc.) that I needed to visit. xxx, and most of the area impacted by the proposed CPZ, is a considerable distance from the Canada Water Development, the reason cited for the introduction of the CPZ. It seems highly unlikely that most of this area would be impacted by the Development, and highly likely that the same area would be negatively impacted by the introduction of the CPZ. It would be far more beneficial to ensure adequate parking at the site of the new development for those who cannot use public transport and to increase capacity on the local public transport which would both benefit residents and make public transport more attractive to those that the development seeks to bring in to the area. Currently there is no problems with parking in the area, particularly on week days. The proposal (CPZ Mon-Fri, 08:30-18:30) seems to target a time when there is abundant available parking and will primarily impact local residents who, like me, do not use their cars on weekdays. I also object to the way in which the consultation has been conducted. I was aware of the Canada Water Development, but paid it no heed as it was based miles away from where I live and based around the current amenity hub of the area where a degree of disruption is expected and which covers a large enough area that it can be self-contained. I was not aware of the CPZ proposals until the recent mailshot, and had no information regarding the impact it would have on me or my fellow residents. Now that I am aware of it, it seems to be being presented as a “done deal” – no “No CPZ” option, just a choice of “bad or worse”. Specific objections: 1. As above, this seems to be fixing a problem that does not exist 2. As above, the proposed solution seems likely to be worse than the problem it purports to fix 3. As above, the area covered by the proposal is disproportionately large 4. As above, the lack of transparency or publicity regarding the CPZ proposal 5. As above, the lack of a “No CPZ” option 6. The Rotherhithe Movement plan states that “a Controlled Parking Zone (CPZ) for the area is essential. In particular, this is the only way to enforce the permit-free planning conditions for the Canada Water development”. It seems entirely unreasonable and unfair to impose a CPZ on the rest of the area so that the new development can be permit-free. I am quite happy with the area as it is. I do not begrudge new developments, but when they impact me negatively then I have to say that I would rather not have them if that means that I do not have the negative impacts (like the CPZ) 7. I (and, by the last numbers I have seen, 17% of the UK population) do not own a mobile phone. As such I object strenuously to the proposal of “pay by phone” (2c – shared use parking places) or any other phone-only schemes as this discriminates against me and those like me. 8. The introduction of permits for residents will at the very least add unnecessary inconvenience for residents and increase the administrative and enforcement burden on the local authorities. The impact on tradesmen and visitors will be worse. And all for no good reason. I would strongly request a review of this proposal, with due consideration to a no-impact (no-CPZ) alternative and to an open and fair consultation with the local community rather than the invisible consultation there has been to date. Regards,</p>
Object	<p>As a resident of xxx and being housebound and totally reliant on supermarket and courier deliveries etc. This is a tiny cul de sac, and with parking restrictions brought in, life would become intolerable. Having lived here for 37 years, please leave well alone.</p>
Object	<p>Good morning, My partner (cc'd) and I are tenants living in Rotherhithe (XXX). We would like to please state our objection to the proposed CPZ (Controlled Parking Zone) in Rotherhithe/ Surrey Docks. Below are our reasons: - The initial public consultation survey questionnaire was flawed. There was no option for 'No Zone' or 'No CPZ'. Consultees were only given the option to select 'Other' and then write in a comment like 'No Zone'. This was not intuitive. Respondents were therefore not given a fair or reasonable opportunity to select 'No Zone' or 'No CPZ' - There was only a 2% consultation response rate from residents which might indicate that the questionnaires were not properly or widely distributed, may have been unclear, too complex or daunting to complete. This is a very small percentage response to validate such a big decision. - The community meetings were very well attended by residents. The objections to the CPZ were numerous, strong and vocal. These objections are not mentioned anywhere in the reports and no weight has been given to these. - The majority of respondents to the consultation stated that they never had any difficulty parking on the streets in the area. This statistic does not seem to have been taken into account at all in the decision making process. - The annual cost of permits for residents and visitors will prove to be an unnecessary additional financial burden for many at this already difficult time. - The ongoing applications process for residents and their visitors will prove to be an unnecessary additional administrative burden. - The signage, road markings and street furniture would be unsightly particularly along Rotherhithe Street, which has many listed buildings and other buildings of historical or architectural interest. Some of the installations may also pose an obstruction or health and safety risk. Best regards,</p>