

Thorburn Square Additional Comments

- Given the dedicated cycle way along Abercorn Way it's become rather dangerous for the cyclists and pedestrians as there is a lot of parking from non residents. Having controls along the road will significantly reduce the chances of accidents.
- on the website, the area for consultation includes Achilles Close, SE1 5HE and Acanthus Drive, SE1 5HH/SE1 5HJ but the paper version received through the post, it only appeared to include Abercorn Way and Acanthus Drive. To introduce parking controls to the front of the estate and exclude the rear of the estate/Achilles Close, will not resolve the parking pressures/reduce commuter parking on this estate.

The estate is owned and managed by Notting Hill Housing Trust and we will introduce parking controls to the parking bays we own on the estate to coincide with Southwark's parking controls, but this will only work if parking controls are also introduced on the road, Achilles Close, SE1 5HE.

- My property is private and I currently pay market rent. I struggle to pay this so having to pay parking permits would cause me a lot of problems.
- No parking zone please
- If a parking restriction was put in place on my street or nearby streets I'd contest the decision in court. I will not rest if a parking restriction is introduced, I will fight until all the double yellow lines are scrubbed out and signs dismantled.
- It's bad enough as it is. I already pay for my parking space in with my rent.
- I strongly object to this proposal as on the map it shows double yellow lines outside my property so would be unable to park. This is not an option for me as I have a newborn baby so need to park outside my property where I have been a resident for over 10 years now and never had an issue with parking.
- I would like to have a disabled bay as my son blue badge holder. my son has severe learning and physical disabilities and requires weekly treatment from his nurse at home. his infusion lasts up to 5 hours per week and his nurse has difficulty finding a parking space every week.
- We need a CPZ. We are a park & ride scheme for commuters, a dumping ground for unwanted vehicles, overflow van parking for various commercial companies (particularly delivery vans) and facilitating the sub letters who illegally rent on surrounding estates and are not entitled to an estate permit. We cannot cross the roads safely due to lack of visibility simply due to sheer volume of cars shoehorned in & suffer damage to our cars due to bad parking & squeezing in to spaces. The current status quo has such a negative effect on the residents life, we make decisions based on whether or not something 'car necessary' is worth it as coming home to spend half an hour driving around aimlessly and eventually parking 5/6 streets away is the situation upon return, even at weekends. Proposed developments on Southwark Park Rd & Welsford St means the situation can only get worse and must be dealt with now by implementing a CPZ.
- As a community midwife I am in and out of my car at all times of day and night. During the week both day and night I very rarely am able to park on my own road and on occasions have had to walk for atleast five minutes in the middle of the night to find my car, which makes me feel very unsafe. Not only do people come and go parking their cars on these roads, people often leave there cars parked for days at a time, and more recently vans are being parked outside of houses and left there for weeks at a time making it impossible to park in your own road. I feel an all day parking restriction would be the only thing to enable residents to park on their own roads.
- Can you end yellow lines on corners, making it safer for pedestrians to cross.
- We are and have been experiencing severe parking problems since the time the London

congestion zone came into being. Very difficult to park outside our property or anywhere in our street and adjoining streets. We would be very grateful if the parking permits system can be implemented as soon as possible. We are 100% in favour. Thank you very much.

- Parking restriction need to be put in place for the local residents to detract non "local" residents driving and parking on our streets to avoid the congestion zone. It is a daily sight to see motorists parking at 7-7.30am on our street and then walking to the tube station or bus stop. Thank you.
- The parking in our immediate area has reached crisis point. I have 2 young children and I am unable to take my car out during the week as I am never able to get a parking space anywhere near my home when I return. So we have to walk everywhere, through the rain, snow etc. I regularly see commuters getting off the bus or off their fold up bikes and then getting in to their car which is parked on one of our surrounding streets and driving off home. We have excellent bus and tube connections here, no one should need to drive their car and park on our streets to then continue their journeys onwards to work by bus, bike or tube. I find it increasingly stressful to cope with the parking situation here, there is rarely a time when the streets aren't full of cars. At the weekends though the streets are transformed - there is plenty of space for us and our visitors to park. This shows that the area is full of commuters parking here during the week. Its becoming unbearable and incredibly stressful. The other impact of this is lack of parking for trades vehicles and deliveries, and access is often extremely limited for emergency vehicles like ambulances and fire engines, and services like rubbish collections. We really need a CPZ, the current situation is dire. Thank you.
- Parking has become almost impossible in my street and the surrounding streets. People use our streets to park during the day and seem to operate a park and ride scheme. Vans pickup builders who park their cars on the street.
- The council has tried many many many times before to introduce parking in the region and every time the neighbourhood has spoken out that it didn't want restriction.

So the question is;

WHEN IS IT ENOUGH TO LEAVE THE NEIGHBOURHOOD ALONE.

Has it become some personal vendetta.

IF YOU REALLY CARE ABOUT THE PARKING ISSUES IN THE AREA THEN RELEASE CURRENT RESTRICTED AREAS FROM ITS RESTRICTIONS AND WIDEN THE FREE PARKING REGION.

- This is desperately needed - it regularly takes me 45 minutes or more to find a space. The constant driving of vehicles looking for a space and those parking on double yellow lines as no other spaces creates hazards for pedestrians and also creates yet more pollution. I have a toddler and serious back problems and have sustained injury carrying my tired toddler from the car which I've had to park at the far end of Lynton road on a number of occasions. A number of neighbours leave their bins in the road in a bid to claim there space and this antisocial behaviour is also causing friction amongst neighbours. A number of business vehicles have been parking in neighbours' disabled spaces.
- The proposal doesn't make sufficient allowance for sustainable modes and need for behaviour change, and wider opportunities such as electric vehicles, cycle parking and car clubs,
- The problem is only Monday to Friday during the day so limiting parking during the middle of the day is all we need to do to fix it. Please introduce Monday to Friday between 10am and 3pm only. This is when we have a problem parking. Please allow 2 permits per household. We are very concerned about the escalating costs of permits after the introduction. Please can permits be on a street by street basis.
- I am a blue badge holder and would like to be assured that a disabled bay would still be close to my house. I think a parking zone in our area would be a good thing as friends visiting me would find to much better to park.

- A study of how many cars travel into this area in order to park and travel further by tube (Bermonse). This would reduce the extent of the problem. A parking zone would make them park further outside the area and reduce traffic/pollution.
- As someone who is disabled with mobility issues I rely on my family to help with shopping, banking and help around the flat; this causes the council considerable amount of money as I do not require the services of a council paid for carer. If a charge for parking was levied my family (who live 20 miles away) would be penalised for coming to help and assist me and impart saving indirectly the council purse.
Note most off/on street parking is taken up by people prior to 8am who travel in by car, then go to work having parked, by bus or tube.
- Not very good at forms- Have never driven. I have a son and daughter, my son and family visit twice a year for two weeks (live abroad) they have a vehicle. Daughter visits during the school holiday with her vehicle, also collects me and returns me from Staffordshire and stays for the day or so. Will admit it is getting harder to park and will have to buy street tickets for them and any work men or delivery people. Hope you will make it clear where and purchase these. Thank you.
- It appears the majority of people who park in the area are commuters who use the free parking to their advantage causing issues for those who live here.
I live on Balaclava Road which only has one side of the road with houses. The other side has flats which have their own parking (which DO already have parking restrictions) and yet the number of cars on the street constantly far outweighs the numbers of properties assuming every household has a vehicle (which I can guarantee they all dont).
I dont believe its fair for those who live here to have all day restrictions as then we are being penalised with regards to visitors, deliveries and tradesmen but at eth same time no restrictions again means we are penalised as everyone outside the area takes advantage and takes up our spaces.
- We can never find anywhere to park on my road. The estate across the road park all their cars here, it's like a free car park for them! Commuters park here everyday and go off to work. We cannot even park on a weekend as the estate opposite park all their cars on my road and never move them. I would like residents parking, parking for those of us who live here in the houses in Balaclava Road.
- I park on Balaclava Road or Lynton road. Most residents will park their cars by the Sunday night and not need to move during the Mon-Fri working hours. During the weekend there is no problem, PLEASE NO parking zone on Saturday/ Sunday!! Keep it free.
- The parking situation on Balaclava road desperately needs to be addressed. At the moment it is almost impossible to park near our house and the movement of cars from 5.30am as the commuters who use our road for free parking arrive is very disturbing. Please institute residents only parking.
- Bans should be introduced on all commercial vehicles, especially white vans!!!
- Balaclava road is the worse road , as people who live in the state opposite park their cars in my road. They leave them there for weeks (as there are usually their second car or third car). I regularly get blocked in, especially on weekends, by cars belonging to those on the estate , which means I cannot move/use my car. commuter parking is a serious problem as well.
People on the estate opposite and commuters use my road as a free short/long term car park. I live in this road but can rarely park on my own car in my own road, as the estate opposite park their cars here along with the commuters. Residents parking 7 days a week 24 hours per day-like estates have.
- Currently problems with residents in Longfield estate parking on Balaclava. Traffic early morning (5am onwards) looking for parking spaces on Balaclava. Long term parking of vehicles which are not moved/for sale. Commercial vehicles from distribution business Mandella way use area taking spaces. Commuters parking here before taking bus etc.

- I think it is great that there will be residents parking and probably a 2 hour window in the day will deter non-residents. It is very difficult to find a space for my car on Balaclava Rd so hopefully when residents parking comes in there will be lots of possible spaces! Many thanks.
- I would like to know will there be one permit for the whole area, this could be an idea for the estate to be separate.
- I think you have covered most of the queries, however, there are too many cars for 'parking zones'.
- Vehicles parked on Lynton Road on either side of the entrance to Cadet Drive block the view of the vehicles entering, leaving and passing Cadet Drive. It is my view and the view of other residents I have spoken with that this poses a danger to drivers, cyclists and pedestrians. Extending the double yellow lines along Lynton Road would make it safer and I therefore propose this should be done along with any other parking layout changes.
- If the parking zone were to be introduced, to make the area safer to keep area away from commuters it is best to extend parking zone to my area as well.
- We pay enough each year for our vehicles e.g. congestion charge/ parking up town/road tax/ duty on fuel. Why should we pay to park outside our own front door. We don't have a problem with parking in this area. We all see this another way of getting more money out of us drivers, we don't need it.
- There is much more congestion on Lynton Road than there was 10 years ago. Lynton road on it's own would benefit from parking restrictions/controls.
- If Lynton Road is included in the proposed CPZ ALL the vehicles that park in neighbouring streets will attempt to park in Bushwood Drive. It is already difficult to reverse out of our (illegible) due to over parking on a daily basis. Vans obscure corners and large vehicles try to park in our narrow streets. I'm against a further CPZ for that reason.
- THE sooner the better as it is getting pretty dangerous turning round the corner as cars are parked any old way even double park blocking the access to take a shopping trolley through to our residence the talk is over now lets get started . many thanks
- See above in response to question 6.
- I am against having a parking zone because, having worked in parking, I know that residents will not be able to park more easily, but will have to pay for permits and are the most likely to get fines for having forgotten to move their car in the morning
- The double lining on Yalding Road has been exaggerated and we lost a couple of spaces for no reasons.

Cost of living in London is already really high, residents shouldn't have to support extra costs when it works perfectly well as it is.

Residents should be able to welcome visitors coming by car without any extra costs.

- Have more car parking place for resident, you should give every resident one free permit for the whole year and charge for the second car. There is no parking for residents in the evening after 10am to midnight. Thanks for accepting our comment.
- The proposal excludes cadet drive, which is largely a cul de sac and entirely residential. It is one of the few quiet streets in london and we have had problems with non residents parking in the street, including in the pavements and and also businesses conducting commercial vehicle repairs in cadet drive. These people conduct their work all day and night with music and very loud discussions. (The council are completely disinterested saying we can't prove it's commercial work, despite it being the same people and different vehicles all the time). It is also difficult to park here for residents.

If you impose a restriction in the immediate surrounding area and exclude cadet drive then it will increase even further the amount of vehicles seeking to park in cadet drive.

Accordingly I object to the proposal to introduce the restrictions. I propose that the restriction

is rejected, alternatively extended to include cadet drive.

- In general, I believe that if a vehicle parks too close to crossroads/junction it restricts the view of a car that is trying to get out onto a main road. Would be good if Southwark, if not the whole of the country, extended the length of double yellow lines (to improve visibility) at corners of roads where cars are likely to speed. For example, coming out of Cadet Drive onto Lynton Road can be very risky.
- Please consider introducing the proposal on Cadet Drive as myself and a few of my neighbours have often had trouble finding parking in our own area due to random cars being parked in our spot. Mostly on Monday to Friday where people will park there cars then go to work and not move there vehicle till late evening. As result myself and others often find ourselves parking elsewhere which does not make sense when we are residences in this area. Thanks.
- Abercorn Way and Acanthus Drive could be included in the adjoining Old Kent Road parking restrictions, as it opens south onto Rolls road. We do understand why there are no plans for parking bays on Cadet Drive, Bushwood Drive etc. These are already congested with people who do not live there, parking there for the day. We recommend limiting permits per household to only 2.
- Most times my son has a company car or sometimes my daughter comes over because my wife is not well and it will cost a fortune to park if parking is going to be charged. Also more parking should be made available for residents.
- I believe that the present parking arrangement are satisfactory and that it is not necessary to change the present parking availability.
- Resident parking- not before too long.
Commuters parking vehicles all day in Esmeralda Rd then taking bus to work. Contractors parking cars (non-residents) and taking van to work and returning later, parking van and leaving with car. Not to mention staff, six-form students and parents using road from Lnearby city of London academy as a car park! When you come home from work nowhere to park.
- Monday to Friday, during the day our road is empty. There is no issue from commuters parking in this area. The only time residents have trouble parking is in the evening. Therefore the proposal will cost residents money without resolving the problem. The root of the problem is insufficient parking for residents as the areas behind our properties are not used. This is in part due to poor upkeep from the council. Come see the space between Esmeralda road and Lynton road behind no. xx. If you proceed with the proposal it will prove your myth buster to be wrong- this is a money making scheme.
- Elderly people live here, do not drive or own a vehicle and nothing to say.
- -Naming this the 'Thorburn Square Parking Study' is misleading. Thorburn Square has NO parking inside the square, and most people in this consultation might assume from the title that this proposal it would not be relevant to them.

-The complete proposed zone is too large and should be reduced to more local zones, otherwise anyone from the whole area can park anywhere.

-Because of the additional double yellow lines, there will be a lower number of vehicles able to park in the roads than now. How many vehicles will be able to park with the restrictions, as opposed to currently (in Esmeralda Road for example)?

-Within the area designated by Southwark as the 'Esmeralda Road Estate' most, but not all, houses have access to their rear gardens for car parking. The access areas are designated as belonging to Southwark Council but currently have no parking restrictions shown or enforced for these areas. It is likely that non-permit holders will use this for parking, blocking access to properties.

- No problem with parking. Introducing adjacent parking restrictions will cause problems.
- Parking permits are long long overdue in this area, nothing worse than doing a days work then coming home and having to drive around and around and around the block again and again trying to find a parking space knowing full well commuters are occupying the spaces,i see this every morning when commuters park their car open their boot and get their fold up bike out to complete their journey,I'm not fussed to park right outside my property but to be able to park quite near would be nice,I'd gladly pay £125 a year if it would solve the congestion in the area and welcome it with open arms.
- This is an excellent idea and long overdue. Well done for getting it underway!

It would be amazing if, as part of this project, you could also make Reverdy Road one-way southbound only, to eliminate it's use as a fast northbound rat run every morning and evening.

Thank you so much.

- CPZ during MON-FRI daytimes.
- Think the proposal is a very good idea, but we did not receive a questionnaire only saw posters
- Too many cars are out on our street Monday to Friday and they don't live here. Weekends ain't the problem.
- Given the proposed developments on Reverdy Road and 11-13 Spa Road congestion for parking spaces will only get worse. As it stands, parking anywhere near our house is impossible on weekdays due to commuter parking. Need a CPZ -Mon-Fri- All day.
- Because we have free parking in our road the residents of nearby estates fill our road with their cars so by avoiding paying to park where they live. The parking zone a stop to this. Thus freeing up the spaces. Particularly bad when bringing shopping home.
- The map shows proposed double yellow lines on the wrong side of Reverdy Rd. We have a dropped kerb entrance to our garden/garage but you have placed the yellow strip across the road and left our side entrance blank. We pointed this out at the Thorburn Square consultation. So this is a reminder. The dropped kerb entrance is the side entrance to 143 Fort Rd also we are blue badge holders.
- Increasing the length of the double yellow lines at the east end of Fort Rd will decrease the parking by 4 cars only allowing 7 cars either side of the street when the council is offering 33 car tickets to the 8 houses in the street! also the flats, Thorborn Sq car park where 40 spaces were included in your survey will be taken away due to the Welsford development meaning even more demand for parking will occur at Thorburn. Flats will never have no need to park. Keep yellow lines as is in Fort Rd. The proposed drop kerb in the houses on (illegible) Fort/Reverdy Rd should not go ahead as the garage is not used for cars. You are just decreasing parking spaces for the sake of it.
- I would like to see a 2 hour restriction in the morning, 9am-11pm, to deter people from parking their cars in the area so they can access the city for work. This time would also deter all the DPD and Post Office workers (from Mandela Way) who may work on early shifts from continuing to park in our area.

I would also like to see a 2 hour restriction in the evening so that the people living on the estate do not use our street to park their cars after work, without the evening restriction those who work 9-5 can avoid buying a permit altogether. The parking problem is just as bad in the evening as it is in the daytime, especially now that Uber drivers use the area to wait for work.

Either way I am not keen on an all day restriction as this will become very costly if we have visitors/tradespeople.

The proposed double yellow lines on Southwark Park Road bays will mean less parking spaces

for the houses on Southwark Park Road and they will be forced to park on the surrounding roads, yet again causing an issue with parking spaces on our streets. Not to mention my concern on how this will effect the businesses there, which already struggle for business. My final concern is that if the restrictions are decided street by street parking will become impossible, whether you have a permit or not.

- We don't want any parking Zone don't force it upon us if you don't have enough revenue go back to west minister and ask for money. Ask the treasury to give you more money
- I fully support the proposal to introduce a parking scheme as I believe that we have for many years suffered from parking by non residents and commuters. I find that my family and friends chose not to visit Monday to Friday as parking is a real problem. The long term "dumping" of cars is a real issue.

In Fort Road and Alma Grove we also get a get deal of parking from residents of the Longfields Estates where a parking scheme is already in place who chose to parking in local roads as opposed to purchasing a permit for their own scheme.

- I strongly object to the introduction of double yellow lines on Lynton road and Fort road - seems to defeat the object of provisioning parking for residents when your taking away valuable parking space.

I welcome the introduction of controlled parking in the area however I believe all residents should be charged only for their permanent permit and visitors permits should be granted free of charge. On Lynton road in particularly I think we should move to angled bays to further support the provision of parking and also serve as a traffic calming measure.

Please also investigate the misuse of disabled car badges. I've never seen so many fit and able people driving and parking in the borough with blue badges!

- Having looked at the maps provided in the consultation I am NOT in favour of the proposed double yellow lines on Southwark Park Road between Longley Street and Monow Road. There is no rationale for double yellow lines on that stretch of road relating to safety or parking so as a council tax payer I prefer to avoid this unnecessary expense.
- Safer also as every morning there are cars speeding around looking for spaces
- It's imperative that residents don't have to pay for parking. However, commuters who work in the area and leave their cars in this neighbourhood should pay for parking and the money collected should be used to improve the landscape of the neighbourhood with more trees, improved recycling facilities, improved street lighting, improved pavements (currently it's impossible to access some pavements with prams, strollers, or wheelchairs due to the uneven surfaces).
- The parking situation has arisen because of workers in the city parking on our street and heading off for the day. People from the estates also park on the road outside our house. We do not move our car during the weekdays as we will not find a space to return to. We never park outside our house because there are no spots. I feel sorry for the older residents or people who want to unload and cannot park. We get work vans, commuters and zip cars parking on the street.
- Would the parking permit be different from the permit in the Longfield estate?
- I totally agree with the residence parking scheme in principal but have ticked undecided for the following reasons:
The area is far too large encompassing large estates surrounding an area of on street old houses in the Thorburn Square conservation area.
This scheme will not address the current problem of parking commercial/high sided vehicles, which causes un-social behaviour with their early hours/weekend movements. That's why 24/7 is required.

- This is just another money maker and there is no need for permits near my flat. I can always find space a space even if it's a short walk away. The problem isn't big enough to bring in parking restrictions.
- Do to people can easily access the parking zone, it will be nice if round the clock inspection be available in case illicit or any robberies could be on the (illegible).
- Dont think its a good idea, not fair on residents
- I would like controlled parking to be included in Goodwin Close to avoid the displacement issues caused by controls in neighbouring streets, to reduce emissions pollution in the Close and to help create a safer environment for resident children to exercise. There are currently obstructive parkers hindering the operation of refuse collectors and larger delivery / service vehicles.
- we are rehashing old ground for the sake of it. We said no before and I trust we will say no again. I wonder which of the councilors has a vested interest in this. I think before any action is taken all interests of all proposing councilors should be investigated including all family members and friends that stand to benefit from any work installation, investigation and running of the scheme.
- I think there needs to be parking restrictions on both sides of the road in Goodwin Close, either double yellow lines or a permit bay. We get a lot of problems with commuters and restrictive access.

Two other problems we have are companies using our Close as an inner city depot to leave their vehicles. Also fly tipping but only double yellow lines throughout the Close are likely to impact on that.

- I'm not a car owner but I feel anything which eases the parking problem is a good idea.
- Personally on my street everyone has a bay. Some people do not have cars and so our visitors can park in those. There is no disruption even if people park in each others as there is a lot of room. The issue is when people park on the street and block bends. I think those areas need to have a double yellow line.
- We are completely opposed to a parking scheme on our close. I have lived here for 27 years without the need of this. Why would I wanted to pay for parking when it is free. The only profit-makers would be you. NO THANK YOU.
- 1. I would like to see permit bays located on the road behind blocks 57-64 (north of house 4), 43-48 and 49-54 (north of house 8) Goodwin Close; doing so, in addition to the proposed permit bay on entering the Close, would discourage commuters searching for parking bays in the morning and reduce the danger caused by so many cars entering the Close.

2. I believe that residents should be entitled to a fixed number of free visitor permits per year, as is the case in other boroughs

3. The cost of residents' permits is too high. Could a residents receive a free permit for the first car?

4. There is a section of existing double yellow lines In Goodwin Close behind block 57-64 (north of house 4); the section is split in two, with room for one parking space in between the two sections. These double yellow lines are not shown on the proposed parking zone area map. I would like to see the gap between the two sections of double yellow lines either made permit parking, or the double yellow lines extended. My preference would be permit parking.

5. Please not: although I am happy for you to use my views above, I do not want my name or address or any other personal data made public in any form, including but not limited to online or in paper documents. I am happy to discuss this if needed.

- Bermondsey is insidiously becoming a no-go area with parking and congestion zone, and this will be just another nail in the coffin. There will always be a section of people who will not comply and this could set neighbour upon neighbour and cause arguments and bad feeling where there was none before. Southwark council has gained recognition (international) for being an age-friendly borough with age-friendly policies. It doesn't feel like it to all the elderly people I know and to us. The opinion of everyone I know is that this already a "done deal".
- There is an old saying "If it ain't broke, don't try to fix it". I have lived here for "33 years" without parking problems. Please don't cause any.
- I am agreed with the proposal.
- There currently is not a problem parking in the area. There will not be a parking problem in the area as long as there aren't any Parking Zones introduced in the area
- I am a blue badge holder and find parking difficult if we move our car as a result of people who do not live in this street regularly park here so therefore we find that we have to keep our car parked and are sometimes unable to use it because when we return there is nowhere to park
- Critical to make sure resident permits and visitor permits allow parking on nearby roads not just the road where a resident lives

Thanks!

- Parking by the garages on Thorburn Sq/Longley Street (the T at the end of Longley St) is also a problem - I worry about fire brigade access
- Currently parking is not an issue on Longley street. In my 12 years here I have been unable to park on this road 4 times which is very little. We have a good neighbourhood watch area where we ensure our local cars only are parked here. I have come and gone here both day and evening there are always spaces available. Also, why the discount for electric cars, they take up as much space and surely they are not cheaper to police!! Crazy. Unfair asking me to pay more just because I have an 1.2 litre car!!!!
- Hi
At the end of Longley Street, there are garages. The road outside of these is NOT on your consultation map as having any parking restrictions. If permit parking were to be introduced, you would have to include this area as well. I would prefer you marked it with a double-yellow line , as cars parked their currently restrict access to the garages.
- We all understand that something needs to be done with regard to parking controls within our area, but I feel that introducing parking meters would not be of any benefit in this instance.
- None - proposals look good.
- None - thank you for considering this.
- The consultation process is not fully conclusive as there is no indication of knowing how people will vote or whether we will know how people have voted. It is assumed that if this is a process that Southwark wants it will happen. Therefore, the consultation process is not fully transparent.

I believe that local residents should have a subsidised parking permit if this is put in place.

- I would like a solution which dissuades the parking of commercial vehicles and cyclists who drive as far as this area and then take their bike out of their parked vehicle and cycle on presumably to the congestion zone, thus blocking genuine visitors to the area.

I do not think I shall be able to join you at the public consultation on the 2nd November but these are my reasons in favour of instituting some kind of parking restrictions. I have a garage on my property so am fortunate not to have a parking problem myself. However, sometimes people DO park in front of my garage and garden parking access.

- None
- Very opposed.
- We personally have no issues with parking, as we do not use our car regularly. However I know it is an issue for our neighbours and therefore I reluctantly agree we should have one. Why reluctant? Because I do not think we should have to pay for it - whatever your reasoning this should be paid for from our council tax as with any other road works or improvements.
- The effect on our parking in the evenings is due to the City of London Academy - there are often evening events (including sports) at the academy which noticeably increases the volume of parked traffic on Lynton Road in the evenings. This is at a time when we are returning from work in our vehicles and cannot park near our house as a result. Also, there has been an increase in Air BnB renting in the street, meaning that there is a frequent turnover of new visitors/vehicles, sometimes many vehicles per Air BnB dwelling, thus impacting on the ability of local residents being able to park. It feels that it would be too punitive to put any cost onto residents as a result of these observations, while also I think the cost wouldn't make a difference, certainly in the evenings.
- Yet more political interference. Leave Uber alone and leave our cars alone.
- How are you going to spend the money raised by the residents paying for parking on their own streets. Will you improve the road safety of LYNTON road as the road surfaces are in a terrible state, the safety of young children running into the road through the congested parking already here, and also to address the nuisance noise we have had to endure since you badly built a sleeping policeman bump at the junction of LYNTON road and welsford street where we are affected by the constant noise of car bumpers scraping the Road day and night. Also how are you planning to enforce this cpz because in the 5 years I have never seen an officer and regularly see vans parked in disabled spaces and cars parked on double yellow lines, especially on corners!
- Currently Lynton Road is used by a lot of van owners and business owners to park up vans/large vehicles during the week and at weekends. There is also a lot of commuter parking, evident by how the road clears (apart from the vans) at the weekend. It's virtually impossible to park up near your house in the week and often on Sundays if returning from a weekend away. The street also has too many disabled parking spaces - at last count there are x3 just on our small stretch of road. As far as we can tell there aren't that quantity of disabled residents to justify these. Given that there is already a speeding issue on Lynton Road, something both myself and my husband have raised a number of times with Southwark Council, it would be great to take this into account re: the parking bays and set these up to make the most of the wide road and discourage people from speeding down Lynton Road e.g. can the parking bays be set out as they are on Gomm Road, near Southwark Park, with cars parked in towards the houses rather than parallel to them.
- I attended the drop in session on the 2nd November, where I asked for a loading bay at the side of our shop (Welsford Street) for deliveries and for our customers to pick up heavy goods.
The reason for my Part Day answer is that we are having large commercial vehicles being left in our street and the owners coming along in the morning swapping vehicles and leaving their cars all day. Hopefully a part day enforcement would help to stop this.
- We have had problems with commercial vehicles being left overnight only to be replaced by owners cars all day. Hope that a part day zone would help with this problem.
- Monday to Friday 8am to 12pm
- It is extremely difficult to park outside of our flats. I have a toddler who is often asleep once I collect him from nursery so I'm often struggling to carry a child whilst also carrying any bags I may have. this is an excellent idea as it will see the roads become much clearer and easier to park for residents.

- I strongly object to the introduction of double yellow lines on Lynton Road and Fort Road - seems to defeat the object of provisioning parking for residents when you're taking away valuable parking space.

I welcome the introduction of controlled parking in the area however I believe all residents should be charged only for their permanent permit and visitors permits should be granted free of charge. On Lynton Road in particular I think we should move to angled bays to further support the provision of parking and also serve as a traffic calming measure.

Please also investigate the misuse of disabled car badges. I've never seen so many fit and able people driving and parking in the borough with blue badges!

- The parking in Thorburn Square conservation area has gotten increasingly worse since my wife and I moved here 5 years ago. Largely this is the result of the fact the area is one of the few remaining uncontrolled parking zones left. This means commuters park their cars in the day and commercial van drivers park their cars overnight. It has become intolerable.
- Whilst all residents admit there is a parking problem, I believe that the introduction of "paid for" zones would not be the full answer. Even if this is introduced how can I guarantee that I will be able to park outside my house or close to it?
- Will the residents on Macks Road be allocated a residents parking bay outside their property or will it be 1st come 1st serve basis?
- Residents living in Macks Rd shouldn't be further inconvenienced by displaced cars from Thorburn Sq. We often can't park now because of cars from the Rovel Rd estate and commuters parking.
- We don't have a problem with parking as we only use our car on the weekends however there are a lot of vehicles which are parked in the street during the week by commuters who then walk to Bermondsey Station. If we did move our car we would find it hard to get a parking spot during the week.

In addition, a lot of trucks park outside the houses of my elderly neighbors, blocking the light into their houses. The people who drive these trucks don't live in the street however park their cars and then walk to their houses - this is very frustrating. A parking permit would stop these cars (hopefully) from doing that.

- There are no parking problems in my road at all, the neighbours are all fine with parking. We all get on well in our road, the only people who want parking permits are the people who do not own a vehicle.
- I would welcome the parking to be on my street, all day and evening all weekend we have large vans parked along the street when outside my house they block all the light out it needs to be addressed and very quickly. When you ask them to move they ignore you. I am all for this scheme and I won't mind paying for when my family visit. Everyday people are parking leaving their cars and going to work, we have two cars that are parked every day, the drivers get a portable bike from the boot and ride off with it. I have even been asked directions to the nearest station after they have parked up. The situation is getting unbearable so I hope you can do something about it.
- - Business vans parking on the road blocks off light in the living rooms.
 - Double parking on the road is both health hazard and health safety risk for residents. Speed cars travel on street?
 - We do not want parking meters on the road.
 - Road is designated to residential parking only.
 - We do not have parking anywhere else except at the front of our houses.
 - It's not fair to impose extra charges on residents. No road sweepers for weeks, rubbish collections very limited. The pavements uneven due to an accident.

- Pay road tax.
- Pay council tax.
- Pay water rate.
- Most of the people on our road are pensioners and old ladies living on pension.
- Double parking risk for residents.
- Some dog owners let their dogs foul the pavement and these are health hazard.
- Random parking for residents not reasonable as if one come back from shopping and has to park a good distance away from one's one door, how do you off load your shopping with children and grandchildren.

- This will only increase the cost to residents. Is it fair that residents are made to pay more for a problem that doesn't seem to be an issue?
- There is not a problem with parking in my road. The residents in the surrounding roads have off road parking spaces at the rear or side of there properties. A special needs school is in my road and parking restrictions would affect the staff. The proposed area is not providing for residents and visitors who have a blue badge and the council is proposing to charge them form parking in the area. Any resident having work done or repairs to there property will also have problems with parking. Why change something that works, by imposing parking charges that the elderly and disabled residents may not be able to afford
- Parking isn't an issue. This will just bring extra costs and hassle.

Parking should be free for residents

- provide transparency on the cost, both the impact on our council tax, permit costs(is there a limit to how many), visitor permit costs and how long a visitor permit book lasts

also why is there no option for 1-2hr return window, for times when I may have a plumber, builder or guest for lunch,

- There is not a problem to park in my street and nearby streets as the residents have a designated parking space either behind or next to their properties. If the road has to have parking permits this would cause problems for staff and visitors to the special needs school in the road. There is also a need for more disabled parking in the area and blue badge holders should not have to pay for parking even at a reduced rate.
- It is not fair to make residents pay to park on roads where they live (and never had to pay before). If residents have contacted you due to lack of parking spaces then introduce FREE permits for residents.

-

- The proposed layout suggests double yellow lines on Macks Road in a substantial part of the road which is currently used for parking. This seems completely unnecessary and will add to congestion. The only part of Macks Road which should be kept clear is the access to Painters Mews.
- The situation on Reverdy Rd and the surrounding areas is untenable. It is practically impossible to move a vehicle during a week day and return to find a space available to park in. This makes even a simple trip to the shops for an hour something that has to be weighed up, given that one has to park on the adjacent streets.

A parking zone is long overdue and much needed.

- A CPZ is required in this area and I would suggest that 08:30-18:30 is not long enough, it should be 7-days per week for 24-hours a day. In addition, I would add that no 'business' permits should be issued within this CPZ as this area is predominately residential and we have enough issues currently trying to park all our private cars in this area. The layout and design of the CPZ looks well considered but would ask that all 'disabled' spots are reviewed, as a few

disabled residents are no longer living in the area (i.e. 33 Reverdy Road) but the disabled bay remains creating more parking issues.

- I think it would be sensible to not have the double yellow on Southwark Park Road between Alma and Reverdy, as that would provide a bay for Southwark Park Rd residents
- Great idea for CP2 as it would be nice to come and park in your own street instead of 2 or 3 streets away.
- I would like to propose Reverdy Road (SE1 5QD) as a new location for a street hangar shelter. To provide new secure stands for bikes. With "quiet routes", "southwark spine" cycle route and the "cycle super highways", southwark council has been working brilliantly to an important addition to the cycle network for London. Now a road cycle parking could complete the journey!!
- Residents should have priority but should not need to pay to park i.e. should be able to apply for a free permit.
- To assist visitors and tradesman to the area. I believe that the south side of Lynton road from the west to Cadet Drive should be residents plus pay and display. Also, the area of Balaclava Road to the south of Fort Road. This does not infringe on any (illegible) short term visitors and workmen local access without visitor passes.
- The area around Thorburn Square has many terraced estates with space for one car only in/none. 3 permits per household would put pressure on space available and many people have more than one vehicle including work vehicles. Now is probably not the time to ask residents to pay for parking as building on the proposed (illegible) housing at the top of Reverdy Rd and the development of council housing in the (illegible) street will mean some/many parking spaces will be rescinded to allow holders access to the street.
- 1. All parking within this scheme is already taken up by residents anyway.
 2. Having a parking zone means that residents will park in the same place but will have to pay for it.
 3. The majority of houses have one or two cars
 4. Many houses have been converted into flats which means 4 cars and maybe more.
 5. The scheme does not make extra parking space available for residents.
 6. There are no factories, stations, shopping centres where workers, commuters, shoppers would need to park and so take up resident's places.
 7. This is purely a money making exercise for the council to extract more revenue.
 8. Why does the council when allowing new houses to be built not insist that off road parking for 2 cars per property be a regulation to the development and relieve the overcrowded street parking.
 9. I do not own a car and my visitors, should they drive here, have to take their chances of parking like everybody else and restrictive parking would mean that they park at a shopping centre (with limited times), or, not visit at all.
 10. Socially and economically this scheme is hairbrained, except for printing money of course.
- Parking is difficult at anytime throughout the week currently. We are also concerned about the new development on the corner of Reverdy Road/Southwark Park Road that will offer no parking to residents so without parking restrictions things will only get worse.
- The map of the proposed parking zone shows all the existing disabled bays as remaining where they are. Are these still in the relevant / required positions? These would presumably have been put in, in front of the house / flat of a person in need of the space, however as the tenancy / ownership of many of the properties have changed they may now either no longer be required or would be better repositioned to spread them more evenly through the street.
- Thank you for consulting. Parking is difficult with a number of households on Reverdy Road owning more than one car each, sometimes three or more cars per household, including lengthy vehicles for business use. The disabled bays also take up more than one parking space per household. Cars are parked all day by commuters, those who work in the area and also by

residents who do not live in Reverdy Road. Often, cars are abandoned for months, requiring reporting. With the change to residents parking only along Yalding Road, it is essential that Reverdy Road also has a parking zone. I'm amazed that a conservation area should have no such zone, when it is surrounded by parking controls.

- There are four disabled spaces together outside of my property meaning the chances of parking close to my property are diminished. Surely it would make more sense for the four spaces to be spread out. Rarely/never are the four spaces used.
- I often have friends drive to visit and I rent cars for work etc. I have hardly ever had problems with parking. More often in the evenings, it is busier - when I believe the people who live there are parking there for the night. Sometimes I have to park on a nearby street but it is never more than a couple minutes away. Parking right in front of your door is never going to be a given, so I prefer the flexibility and ease of there not being a parking zone where I live. Sometimes abandoned cars are left on our street and the council could be quicker at addressing these. That would be my only comment for council involvement in the street regarding cars.
- It's long overdue. Park king is very difficult indeed and when you have a baby/toddler and an infirm father as I do it's even harder
- I have a company van as well as a car. My van is registered to the company I work for so I can get proof from them so I can get a permit. A friend of mine works for the same company and he was unable to gain a permit for Woolstaplers Way. Thank you.
- This is long overdue! Having to park three streets away due to commuter parking is very frustrating and will only get worse with the new old folks home due to be built at the end of our road very soon.
- Although there is a parking problem, I do not believe that bringing in parking permits will solve the problem as one of the major problems is many residents have 2 or more vehicles and so permits will not help with this. In fact by bringing in yellow lines in certain areas will make it even worse as cars from those areas will be displaced onto other local streets. It seems one of the reasons the council wants to bring in these permits is to raise a lot of revenue as you will release more permits than parking spaces so the council will be the only one to win in this situation.
- I completely support this proposal. Especially helpful is the proposed introduction of double-yellow lines on the eastern side of Goodwin Close as this street is too narrow to accommodate parked vehicles on both sides of the road.
- You need to stop people putting padlocks on the parking bays with the poles.
- Recently you have brought in parking restrictions on Rouel road estate, I must point out I was not consulted about this and did not hear anything from Southwark council. Residents on the Rouel road estate who do not want to buy the permits, they will be parking their cars on the nearby road, where you are considering bringing in the new parking zone. If you bring in more yellow lines to our area, this will only displace those cars who cannot park to other streets. If in the parking zone area there are 400 car parking spaces, you issue 500 or more permits to residents, obviously there will not be no where near enough parking spaces for everyone's cars. Although, there does appear to be a problem with parking, I do not believe that the answer is parking permits to solve the problem, some residents have 2 or more vehicles.
- Why did the council increase the width of the pavement near the junction of Southwark Park road and St James Road, reducing the existing parking available and making the junction almost impossible to negotiate when large lorries are delivering to the Tesco Metro. There is no need to have such a large pavement area here as it is never busy enough
Also why is there a small parking space right on the junction outside the Tesco Metro, this is not a disabled parking space and is quite obviously dangerous.
The above has resulted in reduction of parking for shoppers trying to make use of the local businesses (which the council should be encouraging) and forcing people to use larger

supermarkets. The parking bays are also poorly planned in size as they are quite often too big for one car but too small for two

- I've never had a problem parking near my house when using my zipcar. Neither have the various tradesmen when visiting my home. There are cars in the local area but it doesn't seem to be problematic. My neighbours all park their cars directly outside their properties. This is just an additional tax on hard working people.
- Too many people park in my road during the day, then go off to work. This sometimes makes it hard for delivery of parcels etc...
- I would suggest not having parking available on both sides of Lynton and Monnow Road. I currently use these roads, and find that it is extremely dangerous.

At present, Lynton and Monnow roads are used as a rabbit runs to miss the traffic on the Old Kent road. Cars are parked on both sides, and cause a dangerous narrowing.

I have often driven down, and although it is my right of way, on coming traffic does not stop or slow down, infact they continue at speed trying to pass. I have needed to stop or swerve to avoid a collision. If parking is introduced, i would suggest having offset bays and double yellow lines. This would allow traffic to pass more easily.

The houses within Trothy, Strathnarn and Simms road all have a dedicated parking space within the residents car parks, there is no need for cars to be parked on street.

- I don't think in all areas of Thorburn Square that there is an issue as I don't feel there is a problem on my side of the Square. However if you put permits on some parts, the other areas of the Square will end up being the same. I do think it's commuters and it's not fair for the affected residents but we should not have the short straw of having to pay for our own resident permits either.
- At the moment there is not a big enough issue with parking to make any changes.
- Our home is on Southwark Park Road and the map indicates that there will be double yellow lines outside of our house.

Is there any scope to have a time limited bay for residents on this stretch of road?

Currently cars are parked outside on the single yellow line without impunity, sometimes for days at a time.

The cars block the crossing point where the road narrows slightly and prevent larger vehicles, such as buses, from getting through.

Because of the cars parked here, it is also very difficult for homes on this stretch of road to receive deliveries or load up vehicles.

I don't expect to park my car directly outside of my home and would be very happy to be able to park around the corner with a residents' permit, but there are occasions when it is necessary to have some kind of vehicular access.

- 1) Regarding the proposed parking zone area, I wanted to highlight an error: on the north side of Southwark Park Road between Alma Grove & Reverdy Road there is a parking bay. On the proposal it is showing as a double yellow line. Can you confirm what your proposal is for this bay?
- 2) It appears from the proposed plans that all single yellow lines are being changed to double yellow lines, yet there is nothing in the plans detailing the rationale for this. Would it not be simpler to maintain the single yellow lines with restrictions?
- For me doesnt make sense a resident have to pay to parking. Residents should have a free permit, at least 1 per residence.
- Monday to Saturday the streets in our area are next to impossible to park in, in fact if I take my car out during the day, I am most likely not going to be able to park again in my parking street,(Alma Grove) until night time if I am lucky!

Right from about 6am, people from outside this area are touring round taking up parking places as soon as residents move out. They park up and then go into central London by bus, train and underground, and remain parked until they go home after they have finished work. On Saturdays they are parking up to go shopping in central London!

Harris Accadamy is in use for evening football games, Saturday Muslim Groups, and sometimes on Sundays it is used as a church. All these events cause users to park in our streets.

I cannot park in Southwark Park Road, outside my house, because Southwark Council have put a Pelican Crossing right outside my front door, and they have also narrowed the road and made Southwark Park Road No Parking, so that most residents who live in this part of Southwark Park Road have to park in the side streets. This is a problem Caused by Southwark Council, so it is about time that the Council put in residential parking.

- It needs to be introduced as we can never park, I have driven around for an hour before trying to park near our home but it needs to be affordable for residents and visitors.
- Can not stop on main road due to island crossing Reverdy rd disabled bay I applied for. But other cars etc park in it. I had all the hard work to get it but the bay is always full had to let my car go as house bound but my grandson has to pick me up and drop me back when attending hospital.
- Thanks for doing this survey, the streets are now full of commuters vehicles who park up then continue their journey on bus, tube and fold up bicycles
- To ask for the single yellow line on both sides of the road outside the shops on Southwark Park Road to remain so as they are used by both the residents and the shop customers.
- I am concerned about the double yellow lines proposed outside our house on Southwark Park Road (opposite the shops). Our neighbours and ourselves are currently able to park outside our homes for a few minutes in order to unpack shopping or to load bulky items in our cars. Double yellow lines would make it incredibly difficult to get certain items to our cars or to receive deliveries from workmen. Though I do think that the yellow lines near the island crossing need to be extended by a meter to stop buses being blocked in.
- Parking problems in this area are caused by commuters and/or business vehicles being parked early in the morning, left during the working day and collected late at night or in the case of some vehicles being 'dumped' in the area for many days / weeks on end. The best way to address this would be a two hour or four hour parking restriction on Monday - Fridays during the working day. The parking difficulties are far less serious at weekends.

Please ensure that if roads in the Thorburn Square conservation area are part of the parking zone that residents living on Southwark Park Road itself can park in those roads, because there is "no parking" outside our houses on Southwark Park Road so we would have nowhere to park our cars if excluded from the zone.

The proposed new double yellow lines on Balaclava Road outside the gate at the back of 52 Southwark Park Road may be unnecessary as planning permission has been sought to convert the ground floor into a flat and the rear parking area into its garden, in which case there will be no need for parking / dropped kerb at the rear of that building any more, so the space could be used for resident or visitor parking.

The proposed prices for visitor permits are far too high and should be significantly reduced, however if only a short period of restriction is used per day then 'full day' permits won't be needed and a two hour (or slightly longer) permit would suffice and should be offered at a reduced cost to residents.

- We/ I have not observed any major parking problem in suggested Thorburn Square.

Moreover, if there was any it was caused by and only after you introduced parking permits on my street Southwark Park Road. Having conducted my own investigation there is no problem with parking for households with one car. Consequently those who own two or more vehicles may and would always have problems with that. It is important to my neighbours, direct ones do not have any cars (124a-c, 126 b-b, 128a-b). Hence their space have been used by those who have more than one vehicle. Thus it would be fair and logical to introduce (if any) permits for those who have registered more than one vehicle under the property in the area in questions.

- I do not have a parking problem. I feel it's a way for council to make more money. I am going to have to pay for my family to visit me. Even if I am taken ill and at the age of 81 it is highly likely.
- I have a blue badge can I still park in a resident parking bay and do I have to pay.
Thank you very much
- We had a questionnaire regarding parking in this area some years ago and it was voted against. Extortionate price for a permit. Car drivers are constantly being penalised I will probably never have any visitors if this is passed. Business's will suffer.
- Plans seem ok but I can see no mention of anything about commercial parking restrictions which is one of my main concerns as already mentioned
- We have done without lines or permits for over 34 years, This is just a way to collect extra money for the council. No lines. no permits.
- The roads surrounding Thorburn Square are constantly being filled from Monday to Friday 7am - 7pm with commuters who park their cars then go off to work using public transport.

In Thorburn Square carp ark (Welsford Street side) work vans are constantly being parked there.

- If controls are introduced on Longley street, they will push non- permit holders to Thorburn Square.
- I rather feel that this is linked to the development of Thorburn Square garages and land which I am worried about.
- I am not clear whether the plan includes the 6 parking bays attached to Thorburn Square on Fort Road entrance; it seems they may be considered 'off road' bays. I think these should be included in the plan. The same applies on all 4 sides.
- I think that permits would not be the solution to parking issues in the area.
should the scheme go ahead i do not agree with the number of permits being proposed that each household is able to buy. There should be a cap on the number of permits that directly related to the number of spaces available.

For example.... if there are 100 parking spaces available, then allowing for people not having a car, some people being away and some people being out in their cars, the number of permits sold should not exceed 125.

if the proposal does get adopted than further will need to be done to protect parking on Thorburn Sq estate which is currently not part of the proposal

- At present, there is ample on-street parking on Welsford Street, the street that leads out from our flat in Thorburn Square. I can see my car from my flat and feel it is safe to park it there. I find that 90 per cent of the time, I get a parking space on Welsford Street with no difficulty on any day of the week.

If ever I can't get parking, there is then space in the car park, reserved for Thorburn Square residents, behind the garages on one side of Welsford Street.

My initial reaction to the consultation about parking controls was that, if the Thorburn car

park was tidied up - it is currently full of gravel, pot holes and overgrown weeds - then the system could work. However, we have since been served with a planning application for 10 new council homes which would replace the garages on Welsford Street, taking away the car park that exists.

That would mean I would have no place to park my car on the street near my home as I am unlikely to get parked on the one side of Welsford that would be available to permit holders (the other side of Welsford is being made unavailable to parked cars, according to the proposals, through the implementation of a double yellow line) .

The Thorburn car park, thanks to the housing development, would be eliminated as well, meaning I would no longer have anywhere safe, in my eyes, to leave my car overnight. This could also cause my annual car insurance to increase.

I feel this is a lose-lose situation for me as a local resident. We would face a development on our doorstep and the near-total loss of nearby parking.

I do not currently feel like there is a parking issue in the area, but new developments - such as the proposed block of 10 council homes - would undoubtedly put pressure on the area.

I notice that, according to the map, one side of Welsford Street has a proposed double yellow line, taking away even more spaces. It is not clear what the reason is for this. Is that to make way for the housing development, which is not even mentioned in this parking consultation? I feel it is disingenuous not to have mentioned the housing development at all in this proposal, especially given it serves to bring more cars to the area.

And finally, there is a safety issue to consider. The idea of a 'pocket park' on Welsford Street sounds pleasant in theory but we already have lots of people congregating in the middle of Thorburn Square, making it noisy and subject to anti-social behaviour around the clock. Another place for such people to loiter at all times of the day does not seem a conducive to resident safety.

- None to be done free parking is the best option.
- Myself and husband would very much like to have permit parking, In Trothy Road at the moment there is no restrictions and Monday to Friday it is impossible to park . People drive to London to work and park all day ,cars are often left for a week or more. I find this is very unfair to local people.
- Parking permits are just taking more money out of people's pockets. Help them rather than wasting time, money and effort trying to bring this in. There was parking survey a while back. It was overwhelming resisted. STOP IT!!!
- this has nothing to do with parking, it's just another way to screw money out of people.
- I think the idea is ridiculous, there is absolutely no need for parking zones in local area.
- I've lived here nearly 35 years it's never been a problem to park and would like it to stay the way it is, why should we have to pay to park in our own street.
- I know of residents, using dustbins to keep parking space available for when they come home from work. Vehicles being broken into, residents prefer their vehicle parked outside their home.
- There is not a major problem with parking currently in the area, but I am worried that if some of the area gets a CPZ, it will put a lot of displacement onto our road, plus we do tend to get dumped cars in our road that sometimes remain upto 6 months before being removed. So hopefully this will also help with this problem.

- We do not have a parking problem, also the cost of the parking permit is a cost which we cannot afford, on top of all our other living costs. Also some tenants with off road parking are having trouble with illegal parked vehicles in their bays, this will increase if the parking zone charge is introduced. Southwark council do not help with their removal.

I attended your meeting in Thorburn on Thursday 2 November regarding parking permits. I was speaking to one of your staff at the meeting and she advised me to attach a letter to my questionnaire. I have a few points we have lived in Trothy Road for over 30 years and now it seems that we will have to pay to park outside our house. Would it not be possible to give free permits to people who live there then have a voucher for visitors to park. We do have double yellow lines in some areas already and these are patrolled by parking attendants so they will be no extra cost to enforce vehicles that should not be there. As to commuter parking if you were to say no parking between 8am-2pm this will stop this problem that you feel we have in the area.

- - As mentioned earlier, we have a car share and the car is not registered to us. That there is no option to have a permit for a car which regularly visits and which is reflected in a more acceptable price (the visitor permit prices are not acceptable for our current situation).
 - There is no problem with parking 95% of the time, I do not think that the occasional days when it is busy warrant parking controls. The times which are busiest for parking are at times when all residents are at home, namely week day evenings. Introducing parking controls will not reduce the number of residents with cars or increase the number of parking spaces.
 - The price of the permits is too high, especially the price of visitor parking. We regularly have family to stay and a £5 day stay is extortionate.
- Every household in the street has it's own off road parking space, either outside the house or in one of the car parks on the estate. It is others that park along the street and the commercial van(s) that block the street. This is what needs to be regulated here.
- About time
- Welsford Street opposite Paterson Park has been used a a free parking street by cars, lorries, vans all of them NOT local residents. This should stop. Thanks.
- the council just want to make money
so back off our street
- just make sure all the new build building in the area do have their own free parking in their basement.

stay away from our free parking space.

- We don't want or need it. The area has had no problems people find parking easily. You're just making scenarios up to impose parking controls
- Even though residents only parking restriction has just been introduced on our estate, we still can't tell if all residents will still be guaranteed a parking space on the estate. If this is not the case, at least one could still find a parking a parking space even if it is several streets away from home. This proposal will make this impossible for residents who do not have the resident permit for street parking.
- I would like the parking permits (including visitors) to be valid on all streets within the proposed zone.To be enable us to shop at for example the Southwark park road (blue) shops.
- Hello there, I noticed that the entrance to Robin court on Yalding Road does not currently have double yellow lines allocated to it on the current plan. We rely on people not parking across the entrance to the access the car park at the rear of the property. Please can you make sure double yellow lines are applied. I noticed that a similar entrance to Painters Mews on Macks road does have double yellow lines allocated to their entrance. Many thanks.
Attached Thorburn Square proposed parking zone area plan.
- I'd like Yalding Road to be made one way.

- Decreasing the parking spaces available to non-residents would discourage non-residents from driving to the area, and then driving round and round looking for parking spaces. This would decrease traffic volumes.

Encouraging local people to use local shops will be good for local business. Cyclists are good for local business because they have more money (because they don't own a car) and tend to shop locally (for the same reason)

- Quietway 1, a major cycling route, crosses through the study area. I myself regularly cycle this route. It is important that traffic volumes in the area decrease, so that cyclists and pedestrians from outside the area, as well as local residents, are able to walk and cycle. Decreasing the parking spaces available to non-residents would discourage non-residents from driving to the area, and so decrease traffic volumes.

Of course, only 40% of households in Southwark own a car, and Southwark's transport strategy prioritises walking, cycling, and public transport over driving. So it is important that the available parking space reflects this.

Reducing traffic and encourage walking and cycling will also be good for local businesses, as cyclists and pedestrians are more likely to enter shops and spend more once they are there.