

Additional Comments

Astbury Road	<p>I think putting in a controlled parking would have a considerable financial effect on our business especially as the fee is considerably higher than if you were a resident. We have just signed a 10 year lease and this was not foretold to us at the time. If we had to pay the fee for a business over the course of 10 years it would cost us £25,000.00 just to park! It would end up pushing the small businesses out of the area, therefore will increase the amount of people out of work because the parking fees are way high and not affordable, causing companies to close or move further out!</p>
Montpelier Road	<p>The cost of the proposed permit is expensive, and brings no guarantee that I (a resident) will be able to park my vehicle on the road I live on. Some residents have two or three cars that are all taking up spaces on the road, some parked for days and weeks without being moved, and yet, they would pay the same costs as I would.</p> <p>The proposed controlled parking zone is not a solution to the parking problem the residents are currently experiencing. It will simply put more of us into financial hardship without any of the benefits mentioned.</p>
Clifton Crescent	<p>COULD WE GET CYCLE PARKING ON CLIFTON CRESCENT?</p> <p>MOST OF THE PARKING SEEMS TO BE COMMUTERS SO A COUPLE OF HOURS RESTRICTION MAKES MORE SENSE ALLOWING PEOPLE TO HAVE VISITORS.</p>
Hollydale Road	<p>WITH OUR PROXIMITY TO THE STATION WE DO FEEL THAT PEOPLE USE HOLLYDALE ROAD AS A PARK AND RIDE LOCATION. AS RESIDENTS WITH CHILDREN IT IS VERY HARD FOR US EVER TO PARK CLOSE TO OUR HOUSE DURING THE WEEK. DAYTIME PARKING DURING THE WEEK IS PARTICULARLY DIFFICULT ESPECIALLY AS WE NOTICE THAT SOUTHWARK COUNCIL WORKERS ARE ABLE TO PARK AT THIS END OF THE STREET. WE WHOLEHEARTEDLY BACK THE INTRODUCERS OF A PARKING ZONE</p>
Kirkwood Road	<p>DISABLED BAYS - CHECK ALL ARE STILL NEEDED. SOME ARE UNUSED AND TAKING UP SPACE.</p> <p>ELECTRIC POINT - WOULD THINK ABOUT GETTING AN ELECTRIC CAR</p>
Pomeroy Street	<p>The costs of putting this scheme together seem a waste of money which could be better spent on other aspects of the borough. I'm sure that the traffic wardens, and fine collection would be contacted out which would cost more money to the council in the long term, as the private companies are all about profit.</p> <p>How about better provisions for cycling, cycle parking, and secure cycle hangers instead of spaces for cars parking. Also making roads safer. Pomeroy Street is a 20mph road but the sign posting is hardly visible, road markings worn out. Crossing the road at the zebra crossing is a challenge at peak times when taking my son to school as cars just speed across ignoring pedestrians. Having a lot of parked cars in fact slows the traffic down in various places. How about better traffic speed calming methods on Pomeroy Street first.</p> <p>Pomeroy Street pavements are already narrow and just wouldn't be suited to more street posts</p> <p>There was an abandoned car that had been sitting on Pomeroy street for over a year and the council didn't do anything about it. I reported it twice and it has only just been removed. How many other abandoned vehicles can also be removed from the streets.</p> <p>Are you planning doing something about multi-car households? That would help alleviate the issue. Maybe second and third cars cost more for their permits.</p>

Bath Close	THIS IS CLEARLY A MONEY MAKING EXERCISE. THIS IS NOT FOR THE BENEFIT OF THE RESIDENTS IN THE "QUEENS ROAD AREA". THE FEW PEOPLE WHO PARK AND USE THE TRAIN STATION CAN NOT COMPARE TO THE COST TO THE RESIDENTS. WHY WOULD RESIDENTS PAY YOU OVER A HUNDRED POUNDS TO PARK ON THE ROAD JUST BECAUSE OF A FEW PEOPLE WHO PARK TO USE THE STATION. HOW DOES YOUR PARKING CHARGES DIRECTLY BENEFIT THE RESIDENTS? HAVE YOU CHECKED HOW MANY CARS ARE THERE AT 12AM?
Lausanne Road	Total and utter nonsense. Waste of time and money and resources. Stop troubling people's lives and trying to get more cash out of them fir living near a station. And whomever thinks this is a good idea needs to get their head out of 1st world problems and smell the dam coffee!
Brayards Road	I SEE THESE PARKING ZONES AS JUST A MEANS OF RAISING REVENUE AND A TOTAL INCONVENIENCE TO CAR OWNERS WHO HAS ALREADY PAY A LARGE AMOUNT OF MONEY IN ROAD TAX TO HAVE THEIR CARS ON THE STREET. (PLEASE FORGET THE IDEA) AND THINK OF ANOTHER WAY TO INCREASE YOUR REVENUE IF YOU MUST.
Queens Road	If it's not broken don't fix it. The businesses work well with the locals and the locals do not want a control parking, neither do we.
Woods Road	I do not agree with the proposal.
Dayton Grove	Seems a bit ridiculous to be honest. There is not a parking problem I can always park outside or near my house any day any time. This will just be unnecessary and create problems for visitors and residents alike.
Kings Grove	I imagine complaints are more to do with being able to park close to their house and this will do nothing to solve that. In fact, I think it will be worse and annoy people. I also don't like the idea of the enforcement people cruising around on mopeds (as they do in other parts of London) looking for opportunistic ticketing. I can assure you that at all times of the day there are 10s of spaces on Montpellier Road so people just need to be prepared to walk. In addition the pricing structure is wrong. Your policy is now outdated, it is not just G-whizz and Prius with a hybrid in them now but a much bigger range including 4x4s.
Brayards Road	1. A very good idea - desperately needed. We have 2 children under age 3 and the fact that the car can be parked up to 1/2 a mile away from the house with no loading/unloading causes real difficulties. 2. Brayards Rd can get quite busy, including quite a few lorries. Much of the traffic already goes too fast. I suppose there's a risk that with fewer cars parked, drivers may go even faster. Will this be kept under review? 3.I didn't see many car club spaces/electric car spaces. I would have thought there's a market for more of these in the area, at least 4 or 5 car club spaces over the total consultation area and one or two electric car spaces. Might encourage greener habits? 3. (Unrelated to the consultation, but grateful if you would please forward to the relevant team): when Brayards Rd was resurfaced in the summer a drain outside number wasn't finished properly - there's some sheeting caught under the tarmac that flaps over the drain. Could this please be rectified to stop if from blocking the drain?
Burchell Road	As mentioned - I do not think a parking permit/zone would fix the issue as I do not think it is due to commuters (alone). Parking is very restricted at weekday nights too. With new flats being built all over the place I think it's due to high concentration of people living here and owning cars. It would help if new flats, at least substantial ones, had on site parking e.g. parking area on ground or basement floor.
Astbury Road	THE MAJOR PROBLEM IN ASTBURY ROAD IS SOUTHWARK COUNCIL EMPLOYEES AND THEIR VISITORS USING IT AS A FREE CAR PARK. WHY HAS THERE BEEN NO IMPACT STUDY OR CONSULTATION WITH RESIDENTS? NO OTHER COMPANY WOULD HAVE HAD PLANNING CONSENT. THE SELFISH AND INCONSIDERATE NATURE OF BOTH THE NUMBERS AND INEPT FASHION OF THEIR PARKING (HUGE GAPS BETWEEN CARS) IS THE ISSUE AND YOU COULD

	SOLVE THAT WITH A FREE MEMO TO YOUR STAFF
Lugard Road	THE PARKING DENSITY HAS INCREASED DUE TO THE NUMBER OF COUNCIL OWNED VEHICLES BEING PARKED FOR ACCESS TO THE COUNCIL OFFICES OPPOSITE THE STATION. THESE VEHICLES APPEAR TO BE PARKED WITH IMPUNITY AND ARE GIVEN CARTE BLANCHE TO PARK ON DOUBLE YELLOW LINES BY PARKING ENFORCEMENT OFFICERS, THIS APPEARS TO BE POLICY. COUNCIL STAFF SHOULD BE ENCOURAGED TO PARK LEGALLY, EVEN IF IT MEANS A SHORT WALK FROM A FEW STREETS AWAY.
Kings Grove	Kings Grove is full of bins - millions of them all the way down the road. It looks terrible on what would otherwise be a pretty road to live on. I feel very strongly that something should be done to improve this issue. Adding additional signage is not going to improve the issue. This road is unique in that there is not through access. This might increase number of people driving to the end to turn around because they've learnt it's permit only once they've turned into the street.
Lausanne Road	<p>The current system, whereby the area has few restrictions, including few yellow lines, means that parking works in an organic way with residents and visitors managing to find places nearby even at the busiest times. If the roads become cluttered with bays and meters and yellow lines, it may keep away some commuters but it will also cause endless issues and frustrations for residents and visitors.</p> <p>As Lausanne Road is a busy thoroughfare it may also increase safety risks by making it more difficult for residents and visitors to move between vehicle and house.</p> <p>Specifically, as an example of how problems will be created by proposed new restrictions: On the proposal the idea to put double yellows down a long stretch of our road to block off drop kerbs; at least one of these dropped kerbs is blocked by a fence so it is currently a useful extra parking place and, the proposed lines extend in front of our house which is not a dropped kerb and therefore is a proper parking space. Where a dropped kerb is obviously a functioning entrance to a property, drivers do not park so why the need to formalise this and lose spaces when there is a system that currently works?</p>