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Representations in opposition to the proposals

17	I'd like to vote against ST LEONARDS CPZ 'I' zone in which Moorcroft Road is included.
24	<p>I am writing to object to the proposed creation of Saint Leonards North I zone covering Drewstead Road and Mortimer Close.</p> <p>I live on Mortimer Close and one of the attractions of this area compared with Wandsworth where I used to live was the absence of any residents' parking permit scheme here.</p> <p>In my experience these schemes simply create more bureaucracy, and rather than addressing the real problem they simply move the parking problem to the next zone along, creating ongoing pressure to create more and more zones. They create resentment from residents like me who end up having to fork out for visitor permits whenever they need a plumber, and who see these schemes as simply a way for the council to make money. They are particularly troublesome for elderly people who need visits from carers etc.</p> <p>In one sense the scheme does not directly affect me since I have the luxury of a paved front yard where I park my car off-street. However a parking scheme would reduce my inclination to turn this area back into garden and grass, which would have had environmental benefits, and may create the reverse pressure for other people who currently have a front garden to apply to concrete over that valued green asset.</p> <p>Over the last eight months I have had building work done on the property which has involved numerous contractors needing to park on the street outside the property. Had this scheme been in place, this would have created a major, major headache and additional expense for me as well as completely unnecessary hassle for them. During the entire period of the work there was not a single day when they did not have space to park on the street - so I see absolutely no reason why these controls are needed!</p> <p>The controls will also be bad news for local businesses – for example, on the rare occasions when I have call to drive from this location elsewhere, I will often stop en route to grab a coffee or sandwich at a local café or shop. Having schemes like this all around the area will significantly reduce the likelihood that I shall do so, therefore depriving local businesses of the income.</p> <p>Finally, whilst in most instances I am a pedestrian or cyclist, I am also an occasional motorist and have great sympathy with those who need to use their cars more frequently than I do, for example to take children to school, transport those with mobility issues etc. They are currently suffering a wave of overregulation in this area at a time when they are also being encouraged to use private car transport more in order to reduce the risk of Covid transmission.</p> <p>I do wish that local councils would stop this mad, ever-increasing wish to impose new regulation on things that are not broken and do not need fixing. The backlash you have received in relation to the no through traffic zones elsewhere in the borough does not seem to have taught you anything. When it comes to regulating parking and car use, please just go away and leave us alone!</p>

<p>26</p>	<p>Pretty frustrating to receive the news of a new tax in the form of a resident parking scheme on my road Kingscourt road in streatham.</p> <p>If we are going to now receive the new yearly tax, do we think we could sort fibre broadband for the road too and use the money to pay for that as the current copper wire direct to exchange is pathetic? Particularly as we all work from home. It simply doesn't work.</p> <p>No doubt you will reply and say that the broadband is a responsibility of Openreach, but frankly fixing that issue using the money generated from the new parking scheme is pretty much the only reason I could find to justify it.</p> <p>Looking forward to hearing plans of the broadband being installed.</p>
<p>27</p>	<p>I wanted to let you know that we are all completely against the useless parking measures you want to put on our road as it is a quiet private road where the measures do not need to be introduced as they will only make our life harder. We will not be happy about this and are very upset at these silly measures. Please rethink what u are planning to do as it is useless , on hoadly road atleast.</p>
<p>31</p>	<p>I would like to object to the statutory consultation to introduce CPZs in St Leonard's North, St. Leonard's Central and Stanthorpe triangle.</p> <p>These measures are penalising residents who do not use their cars to commute and use other greener modes of transport to do so. This has become far more common since the start of the pandemic as more residents work from home and has not been taken into account in the Stage 1 consultation which was carried out in September 2019.</p> <p>The measure also disproportionately disadvantages those who live in less expensive houses or flats without drive-ways.</p> <p>This is clearly just a way for Lambeth Council to generate money from residents who already pay extortionate council tax.</p>
<p>38</p>	<p>I am against this proposal as outlined in this Notice posted to me, to introduce new controlled parking zone.</p> <p>I am a retired resident, living on De Montfort Road and I park my car outside my house throughout the day. I pay my road tax, and I do not know why I should pay another extra charge during the working week to park my car on the road that I reside on. Why should residents be panelised for parking their car on the road they live on.</p> <p>Residents who live in these zones should have free parking within these zones, as it is currently is (free).</p> <p>This is another indirect tax for the poor residents who live in these zones, and this is the reason that I am against this.</p> <p>I think more should be done about cars that are untaxed or abandoned that are parked within these zones. We have traffic wardens just walking or cycling up and down the road just looking for, and giving parking tickets to cars parked illegally on double yellow lines and ignoring these cars. We have a car parked on this road with no number plates which has been currently ignored by these traffic wardens for many months!</p>

<p>57</p>	<p>Thanks for the follow up letter about St Leonard's CPZ. I had a look at the proposal, however I am not certain why there is a difference between St Leonards Central and North zones (I guess due to the previous consultations)? As a resident in the North zone, I don't think proposed CPZ adds any value in the current term of 12.00noon-2pm Monday-Friday, having in mind it's close proximity to the station and regular commuters taking advantage of the area to park their vehicles all the time. Also, cost versus benefit for the residents is very minimal, as cost will outweigh the benefit, unless Central and North zones are both combined and controlled in the same way (e.g. 8.30am-6.30pm Monday-Friday). The other thing that stands out is the ratio of pay by phone to residents permit holders spaces, there are way too many pay by phone spaces, which won't make parking any easier in the area (could even make it worse and congested). Having also in mind recent council tax hike, I disagree with the current plan, unless St Leonards North zone is being operated and controlled as the Central zone.</p>
<p>85</p>	<p>As a resident in the proposed Zone I (St.Leonard's North), I object to the scheme on the basis of what it won't do, rather than the little that it will do.</p> <p>The scheme provides no new bike hangers for people such as myself, who live in multiply occupied buildings and tenements, where it doesn't feel safe to leave bicycles out in the communal gardens, or where residents do not enjoy a garden.</p> <p>It provides no free-bike scheme stations which we need in the pandemic and shall need in the post-pandemic period and which should be decentralised from central London.</p> <p>It provides no privileged parking bays for (electric) car hire schemes.</p> <p>It also does not provide a residents' parking scheme, which charges progressively according to the volume of fossil fuels residents' vehicle burn (with, for the time being, a zero charge for those which are electric).</p> <p>It does nothing to prevent more affluent, multi-car owning, detached and semi-detached home owners unsustainably cutting down the trees and shrubs in their front gardens and converting the latter into concreted and tarmaced private parking lots.</p> <p>Once the scheme has incorporated the above amendments, its time period should be extended to 24 hours.</p>

89	<p>I am writing to express my objection to the proposed parking measures in St Leonard's North.</p> <p>I recently purchased my car in direct response to the horrific circumstances in the local area that saw a woman murdered, in the knowledge I am able to park it outside my flat and travel around safely- especially at night.</p> <p>It was the final straw and the only solution to me feeling safe enough to live, work and travel around the city and the ability to park on my own road was of paramount importance.</p> <p>Your proposed measures are going to directly impact this and I don't think Lambeth Council take people's circumstances into consideration whatsoever.</p> <p>I was recently handed a PCN for driving down a restricted road, Amesbury Avenue, at night, to drop my friend, another young female, to her door, in the dark.</p> <p>It was made extremely clear that unless I was literally on the way to hospital or something of that level, my representations would be rejected, so I paid it.</p> <p>FYI your vehicle restriction signs don't show up on maps.</p> <p>But it just one more example of the lengths you are taking to control traffic without considering people- especially women's safety, I am disappointed and really hoped as a council would have done more (I am yet to see a single measure put in place to ensure women's safety since her murder).</p> <p>There is also absolutely no word of permits in the letter sent to me, or whatever enormous cost this would be to a resident either.</p> <p>Looking forward to hearing from you soon.</p>
113	<p>I would like to lodge my disapproval of this proposal as outlined in this Notice posted to me, to introduce a new controlled parking zone.</p> <p>I am a resident on De Montfort Road who has parked his car outside his house for many years throughout the day free of charge. I am not sure, why after many years parking my car outside the house I live in, I should be charged to do so! The poor residents who have cars that are parked within these zones are being penalised by Lambeth Council as another indirect tax to fund the council.</p> <p>Have any considerations been given for residents that park their cars outside their house throughout the day?</p>

<p>115</p>	<p>I write in relation to the proposed CPZ in St Leonards. I have been a resident in Becmead Avenue for more than 20 years. While the number of cars parking in the street has increased, the problem for residents is not that great as the vast majority have off street parking in this road. The introduction of a CPZ particularly at the hours of 12-2 pm will have the effect of making it very difficult for residents to have their friends or family visit them at lunch time as the pay by phone facility will only operate for 1 hour during that time. This will force residents who want to invite friends or family to visit to be restricted.</p> <p>There are a number of restaurants and cafes on the Streatham High road which would also be impacted by the timing of the CPZ and might lose trade as people cannot park (even if they were happy to pay) to use the facilities on a week day. After the disruption that covid 19 has bought to this sector, surely the council should be doing all it can to help these businesses get back on their feet not limit their ability to attract customers.</p> <p>At present many residents in this street with off street parking have a white line in front of their property which they can use to allow visitors or trades people to park on while they visit their property. What would be the status of the white line once a CPZ is introduced. If no parking on the white lines is enforced by the parking wardens the street effectively loses a number of spaces that reduce the pressure on the rest of the street and would require residents to pay for friends or tradesperson parking which is unnecessary. The treatment of white lines is not clear in the proposal.</p> <p>I object to the introduction of the CPZ as I do not believe it is needed in Becmead Avenue and surrounding streets and will cause inconvenience and cost to local residents.</p>
<p>122</p>	<p>I am writing in response to the notice to introduce parking restrictions in St Leonards Ward.</p> <p>As a resident in the St Leonards (North) ward, I object to the introduction of parking restrictions in this and the surrounding area. As a Motorbility car leaseholder who parks on Drewstead Road, I have never found there to be any issue with parking availability on the street at any point over the last 15 months since I moved into my property.</p> <p>In the document 'ODDR - Proposed St Leonards Streatham Vale West CPZ.pdf' it is noted that there is no clear majority support for the introduction of these measures and strong objection by resident respondents in my area. I also find there is a significant lack of data supporting the justification to import controlled parking zones on the grounds of climate and air quality, or reduced parking on the street/improved accessibility.</p> <p>There is reasonable to good availability of parking over each day on Drewstead road and no clear data showing an issue with people parking up to then use the station and travel via train/bus. The inclusion of parking restrictions will not make any short-medium term impact on the number of residents owning and parking cars on the streets, apart from becoming an extra tax on local residents during the context of a pandemic and increased financial vulnerability of residents. This is in the context of one of the highest council taxes in the capital.</p> <p>Charging parking fees on the basis of emissions again is not required to promote air quality. The imminent expansion of ULEZ to the south circular will hasten this change alongside other London wide and national regulation, as well</p>

	<p>as the increasing imposition of low traffic neighbourhoods and other measures locally that make cars often the slowest means of transport. I also note that the relatively poor provision of EV charging points in the borough both regular and rapid charging points compared to other parts of the borough and neighbouring boroughs such as Wandsworth, is inconsistent with your stated urgency of responding to the climate emergency.</p> <p>I fail to see how this policy meets its stated aims and objectives, especially in the context of the majority of local residents reporting minimal issue with parking availability in your previous consultation. I see no clear link between taxing residential cars that will not suddenly disappear from the neighbourhood just because a new tax is introduced, and the aim of reducing congestion of parked cars.</p>
141	<p>The proposal to introduce the above is really not needed in the above zone but if you still decide to implement then the residents of the each house should have the exemption to park at least one car without having to pay parking charges and this could easily be done by registering a car belonging to the residents. I hope that this proposal is acceptable.</p>
161	<p>I'am a business owner at the premises mentioned below. My business will be impacted if CPZ is introduced in my area. Therefore I object to proposed introduction of Controlled Parking Zone in my area</p>
163	<p>I write with regards to the above, to raise my objections to the proposed plans.</p> <p>I am a resident of Woodbourne Avenue and therefore directly impacted by any proposed change. I place great value on Streatham High Road and believe that the introduction of parking restrictions which will deter shoppers, will be detrimental to local business and the development of our high street.</p> <p>Furthermore, I do not welcome the prospect of having to pay for a resident parking permit which I assume will be the case.</p>

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Representation against proposed CPZ

We do not oppose the principle of the introduction of a CPZ in Hoadly Road because without it this residential area will continue to be used as a car park by people driving to work at Streatham and Clapham High School, commuters to local stations, and drivers living in nearby areas already covered by CPZs. However, we are concerned that the proposed parking layout will not provide enough spaces for residents in Hoadly Road. This is important because one of the aims of the CPZ identified by the Council is to facilitate residents parking near their own homes (Delegated Report April 2021 para 1.11).

The Council's own 2017 parking survey has identified 64 unrestricted parking spaces (plus 2 disabled bays) in Hoadly Road.  
[www.lambeth.gov.uk/sites/default/files/2018-07-18%20Streatham\\_Common\\_Parking\\_Report.pdf](http://www.lambeth.gov.uk/sites/default/files/2018-07-18%20Streatham_Common_Parking_Report.pdf)

The proposed CPZ substantially reduces the number of parking spaces in Hoadly Road. The Council has not provided any figures for either the whole proposed CPZ or just for Hoadly Road despite being asked to do so. However, Hoadly Road seems to be the worst affected in the St Leonard's North part of the proposed CPZ because the plot widths and arrangement of single rather than paired drives means that many kerb lengths between drives do not meet the Council's minimum requirement to install a marked parking bay.

We have calculated that there will be only 47 parking spaces ie a loss of 17 parking spaces. Most residents on the eastern side of the road will not be able to park outside their houses during the controlled hours because the kerbside is to be yellow lined.

There are 44 addresses in Hoadly Road. All houses have drives and at least one off street parking space. Responses to the CPZ survey question about car ownership confirm that in Hoadly Road average car ownership is almost 2 cars per household (13 respondents had 24 cars). On the face of it, 47 spaces on-street might seem reasonable, but these spaces are not exclusively for Resident permit holders. All would be available for Pay By Phone visitors and 21 out of 47 parking spaces would also be available for Business users.

There is currently substantial daytime parking demand due to the staff and Sixth Form pupils at Streatham and Clapham High School (SCHS, located opposite the southern end of Hoadly Road). This school is expanding, having been granted planning permission in 2019 to increase the number of pupils from 505 to 650. Weekday daytime parking surveys in May 2021 recorded 67 cars parked on-street in Hoadly Road, which indicates a very high level of parking stress. This dropped to 49 in the evening. Thus there is substantial daytime demand, almost certainly due to SCHS. Whilst the CPZ controls may act as a deterrent and reduce car commuting (one of the aims of introducing it) there is also going to be a substantial reduction in spaces available and this could cancel it out.

The SCHS annual travel survey (part of the school's Travel Plan, required by Planning Permission 14/01361) recorded that in September 2020 a total of 57 (47%) staff travelled to work by car, 6 (5%) of whom were car-sharing, amounting to about 54 cars. Only around 8-10 cars are parked in the SCHS car parks, and most staff park on-street in surrounding residential roads. Whilst not all staff necessarily attend SCHS at the same time, nevertheless there is a substantial influx of car parking when SCHS is open. It is hoped that the cost of parking in the CPZ will achieve a shift towards sustainable travel. However, apart from those SCHS teaching staff who may buy Teacher parking permits, and non-teaching staff who may buy Business parking permits, part-time staff may find that the 1 hour PBP parking facility is enough to allow them to drive to work for their morning or afternoon session and park on-street.

	<p>In these particular circumstances ie loss of on-street spaces and strong demand from an adjacent non-residential use, there needs to be an emphasis on providing some Resident-Only parking bays in Hoadly Road. The bays where Business parking is allowed should be reduced and a proportion of the others should not be available to PBP users.</p> <p>If you are not willing to amend the proposals in favour of residents at this stage, we request a firm commitment from Lambeth to review the operation of the CPZ within 6 months of its introduction and again within 1 year and to adjust the scheme as required. Since each single parking bay or run of parking bays is to have its own sign, changing the purpose of bays is presumably simply a matter of changing the sign and would not be onerous.</p> <p>We have further concerns, mentioned to the Council previously, that the introduction of the CPZ will encourage more residents to fully pave their front gardens to avoid paying for multiple parking permits. Paving of Hoadly Road front gardens creates car parking space for 3 or more cars. This loss of greenery is harmful to the appearance of the road and to biodiversity, but we understand that provided permeable paving/SUDS is used it does not need planning permission. This unfortunate trend is likely to be exacerbated by the lack of on-street parking space for residents, caused by removal of spaces and having to compete with commuter parking.</p> <p>There is no easy answer to this. However, since this environmental damage is likely to be a direct consequence of introduction of the CPZ we request that the Council set aside some of the revenue obtained from permits and charges to mitigate that harm by paying for:</p> <ul style="list-style-type: none"> <li>a. the planting of more street trees and</li> <li>b. a campaign and funding for the planting of trees or hedges in residents' front gardens.</li> </ul>
<p>185</p>	<p>I write with regards to the above, to raise my objections to the proposed plans in Streatham.</p> <p>I am a resident of xx Woodbourne Avenue and therefore directly impacted by any proposed change. Streatham High Road struggles at the best of times and believe that the introduction of parking restrictions which could deter shoppers, will be detrimental to local business and could result in further shop closures.</p> <p>Parking is not a major problem in Streatham and this is simply another tax.</p> <p>Furthermore, I do not welcome the prospect of having to pay for a resident parking permit which I assume will be the case.</p> <p>CPZ Parking restrictions and LTN's are things that Streatham does not need in these struggling times.</p> <p>This is a very badly thought out proposal.</p>

<p>193</p>	<p>I am Chair of The Spinney Residents Association and as a body representing residents in The Spinney want to make the following representations on the CPZ consultation.</p> <p>The Spinney suffers from problems of parking as cars frequently park there from the school and also from part time workers locally, causing problems for residents wanting to park in their road. This problem has become more acute and causes difficulties for the residents who are older people plus those families with young children. It's noteworthy that this has considerably worsened since the council undertook its parking study over two years ago <a href="http://www.lambeth.gov.uk/sites/default/files/2018-07-18%20Streatham_Common_Parking_Report.pdf">www.lambeth.gov.uk/sites/default/files/2018-07-18%20Streatham_Common_Parking_Report.pdf</a> .</p> <p>It is unclear from the plans how many parking spaces there are in The Spinney but we are assuming that these spaces will not be exclusively for Resident permit holders. We note that one of the aims of the CPZ identified by the Council is to facilitate residents parking near their own homes (Delegated Report April 2021 para 1.11).</p> <p>So for The Spinney there needs to be :</p> <ul style="list-style-type: none"> <li>• Five resident parking bays exclusively for Resident permit holders (equivalent to one per house)</li> <li>• Ensuring that on the opposite side of The Spinney by the Common where cars with dog walkers park that there are two parking spaces at the end facing the school gate.</li> <li>• A review of the operation of the CPZ within 6 months of its introduction and again within 1 year and to adjust the scheme as required</li> </ul>
<p>196</p>	<p>In principle I am in favour of a CPZ but, in practice, I am unable to as I have some concerns and suggestions regarding specifically my immediate area, the western (Tooting Common, cul de-sac) end of Drewstead Road, which I outline below.</p> <p>Residents' parking will obviously help significantly with commuter parking during the day, but I am concerned that the specifics of the proposals outlined will mean there are insufficient residents' parking spaces for the bottom end of Drewstead Rd/ Mortimer Close.</p> <p>At the end of Drewstead Road (below Abbotswood) and on Mortimer Close, Lambeth are currently proposing:</p> <ul style="list-style-type: none"> <li>• Residents' parking bays for a total of potentially 26 cars max (assuming considerate parking)</li> <li>• Double yellow lines at the western (Common) end of Drewstead Road</li> <li>• Double yellow lines around BOTH "roundabouts" in Mortimer Close</li> <li>• Single yellow lines outside all driveways (to extend 0.5-1.0m past end of dropped kerb)</li> <li>• A bay sized for only one car outside 1 &amp; 2 Mortimer (where, overnight at present, there are often 4 cars parked perpendicular to the kerb)</li> </ul> <p>I have undertaken a short survey of the number of cars parked overnight on the road in the Drewstead Rd/ Mortimer Close dead-end (101 and 86 Drewstead and below, 23 houses in total) on a selection of evenings, as an estimate of the number of residents' cars. This is summarised in the table below, together with the number of proposed Residents' spaces under the CPZ:</p> <p>You will see that on the nights surveyed, there would be between 5 and 10 more residents' cars parked on-road than is currently proposed under the details of</p>

	<p>the CPZ</p> <p>Note also that the proposed single yellow lines will mean that residents will no longer be able to park outside their own driveway whenever they wish. The situation is particularly acute for the main part of Mortimer Close which will be “short” of 6 or 7 spaces currently utilised. The proposals will make it impossible to park perpendicular to the kerb outside Nos 1 and 2 Mortimer Close as is currently the case and where there are often 4 cars (only one, parallel space, is proposed). Of course, Mortimer residents unable to park there will shunt the problem onto Drewstead Road.</p> <p>I would be happy to support the CPZ if Lambeth addressed the issue of a lack of residents’ spaces and were able to slightly modify the proposals as per the suggestions detailed below:</p> <ul style="list-style-type: none"> <li>o Provide one additional resident’s space on the southern apex of the Drewstead/ Mortimer “roundabout”. Cars currently regularly park here and do not extend into Drewstead Road, nor would they block sight lines or prohibit easy access to Mortimer Close</li> <li>o The removal of the proposed single yellow lines to enable residents to park for the full 24 hours outside their own houses (for example often I park outside the driveway of 84 Drewstead, with the owner’s permission)</li> <li>o the removal of the proposed double yellow lines on both sides of the road at the bottom of Drewstead Road, instead providing residents’ bays (this space again is currently used, does not impede access to anywhere, does not affect sight lines)</li> <li>o the substitution of three residents’ bays perpendicular to the pavement outside outside 1-2 Mortimer Close for the single, parallel bay currently proposed</li> </ul> <p>Undertaking these modifications should provide an additional 5 residents’ bays plus allow 24 hour parking outside one’s own driveway. The suggestions are based on the existing situation post 6.30-7.00pm (when we don’t currently have any problems) and would not impede traffic flow, access or sight lines. Furthermore, with an additional 5 resident’s bays from what would otherwise be “wasted space”, Lambeth could charge a total of over £1,500 per annum, to assist with enforcement for example</p> <p>Attached is a copy of Lambeth’s existing plan of the detailed proposal, focussed on our immediate area, marked up to show the suggested additional residents’ spaces</p>
<p>199</p>	<p>I am writing to express my concerns with the proposed controlled parking zones on Drewstead Road.</p> <p>I have lived at the address since 1987 and over this time many homes have been created and with that many vehicles have also arrived. I only started driving again in 2020 to enable me to travel safely to and from work.</p> <p>I depend on my car for commuting to work as a Supply teacher. With Remote teaching becoming more and more necessary, I have had to stay at home - thus parking all day on Drewstead Road. As a zero hour contract teacher, I do not earn the amount needed to pay for a garage space at £365 yearly on the Magdalen estate.</p> <p>I am very worried that I will have to get rid of my car just as lockdown has lifted for me to get secure work for the future. I will have to turn work down if I cannot travel to the site.</p>

	<p>It might help if I knew how much a permit to park on the road would cost, but even better if Drewstead Road could be left alone for the residents.</p>
<p>201</p>	<p>I am concerned with parking St Leonard's CPZ, as with other business along Streatham High Road. As an independent shop, I travel into streatham by car as this is the only way to come to work and to bring my stock in, that I need to carry out services to my clients.</p> <p>For those of us, who have business in Streatham, to park in the surrounding these are the only parking space. With the area that are showed on map. This will an impact on business where there controlled parking zone, with controlled hours 12.00 noon-2.00pm. this will make it very difficult to leave work to remove a car, fine somewhere else to park then get back to work. As a business would there be a permit to park near to where work take place?</p>
<p>204</p>	<p>My family live at 103 Drewstead Road, and we wish to make representation against the current proposed CPZ in our road and area. We had originally stated that we did not feel that parking was a problem and no CPZ was needed, and this is still our personal opinion.</p> <p>We see however that a statutory consultation has started so therefore wish to add our comments, should it go ahead.</p> <p>From your plans viewed online, the number of available parking spaces at the bottom of Drewstead Road and Mortimer Close are insufficient for residents, even without the added number of visitors e.g. dog walkers.</p> <p>This is borne out by a survey carried out by my neighbour at 101 Drewstead Road who focussed on parking by only neighbours over five days, finding that many additional spaces are required just for residents, based on his understanding of the plans.</p> <p>We can verify these results, as it is plain to see that the number of residents' cars outnumber the proposed number of available bays. This will cause instant problems between us all.</p> <p>In fact, the proposed implementation of 5 metre bay plus one metre each end by a dropped kerb (i.e.7 metres between dropped kerbs) will further reduce available parking, as evidenced by the plans for Hoadly Road which will have an impact on Drewstead Road and other surrounding roads.</p> <p>When visitor parking is added to this, the situation will be intolerable.</p> <p>It is very unfair for us to be left with these problems.</p> <p>Please reconsider the plans, and create more parking by using a more flexible approach, for instance, by designing more bays around Mortimer Close, even at 90 degree angles to make use of available spaces (as previous seen on earlier plans received in an email from Leonardo Morris, Senior Parking Engineer, on 28/1/2020), and allowing parking at the very bottom of Drewstead Road, perhaps at a perpendicular angle too,</p> <p>This will help alleviate what otherwise could be an awful permanent situation.</p> <p>With your help this could be eased</p>

206	<p>I wish to oppose the proposed parking controls in my road Hoadly Road as the plans do not identify enough parking spaces for the users of this road, especially as a yellow line is proposed for almost one whole side of the road. Please reconsider these plans as this loss of current available parking will impact heavily on us and all roads in this area.</p>
209	<p>As a resident of Drewstead road I am really upset to hear that there will be new parking regulations put in place. As a single woman with a car that is required for travel to work I am being informed that I will be required to pay for a permit to park. This is unacceptable. Permits should be allocated to residents that require them at no cost. Any additional visitor permits can be purchased at a cost however it's not fair to make residents hand out their earnings just to park on their own road. I hope this proposal is considered, to be clear I'm not against the cpz.. I'm against the audacity of making residents pay to park near their homes.</p>
220	<p>Ps I am hoping I am in time to make another point - whilst in some ways a few double yellow lines could assist us in preventing people parking in daft places in Mortimer Close (around the two turfed / roundabout areas) and causing lorries etc to have to cut across the turf in order to get past, I am also concerned that sensible yellow lines may proliferate unnecessarily so that we end up with much less parking space than currently. For example there is no need to have double yellow lines at the bottom of Drewstead road - dog walkers park there quite peaceably at present and if you stop them, it will simply displace them into Mortimer Close, causing increased problems for residents. Similarly if you decide to mark parking bays in Mortimer Close itself please do make good use of the space to maintain maximum parking spaces - for example the ones on the two south and north ends of the close should be nose/tail to kerb (rather than side of the car to the kerb) to enable at least 3 spaces on each of these two ends, in the same way that we all currently park. I think there is also room to maintain 3 or 4 spaces running east west along the south side of the turf where people routinely park at present. If these spaces are lost then you will make things worse rather than better for us.</p>
245	<p>I would like to make the following comments in a personal capacity as a resident at number x The Spinney.</p> <p>For a tiny cul-de-sac, The Spinney has more than its fair share of parking as we have teachers at the school, various local workers and users of the common, including dog walking businesses leaving their cars here for various periods. We have elderly residents in our road and also young children meaning that it is essential that we are able to park close to our house. I have also noted that the parking study was undertaken over two years ago - ago <a href="http://www.lambeth.gov.uk/sites/default/files/2018-07-18%20Streatham_Common_Parking_Report.pdf">www.lambeth.gov.uk/sites/default/files/2018-07-18%20Streatham_Common_Parking_Report.pdf</a> .</p> <p>I can't see from the plan but it is important that the current parking spaces are replicated. This needs to include on the opposite side of The Spinney nearest to the school gate. It is not appropriate to leave that end clear as a "turning circle" as it is perfectly possible to turn when you have legitimately accessed The Spinney and it is essential that traffic is not encouraged to use The Spinney as a turning circle. This already happens with a number of mini cab drivers and creates worrying pollution at our end of the road.</p> <p>In addition, I would request that –</p> <ul style="list-style-type: none"> <li>• There are five resident parking bays exclusively for Resident permit holders (equivalent to one per house)</li> </ul>

	<ul style="list-style-type: none"> <li>• There is a review of the operation of the CPZ within 6 months of its introduction and again within 1 year and to adjust the scheme as required</li> </ul>
254	<p>I have had a look at the proposed controlled parking zones in Streatham, in which I am residing in the "St Leonard's North 'I' Zone". I personally do not agree with this idea. Reasons stated below:</p> <ul style="list-style-type: none"> <li>• I moved here in 1983, since then I have been parking 3 to 4 houses away from my own house and till this day I've been parking up to 5 to 6 houses away from my house. Nothing has changed since.</li> <li>• The only people who will benefit from this scheme is the businesses and the council, not the residents.</li> <li>• We the residents will have to pay for the parking on top of road tax, car insurance, and a very high council tax (which is over £2000).</li> <li>• We are already paying a ridiculous amount of money for council tax (£2000+), whereas residents half mile down the road in Wandsworth pay less than £1000. And your solution is to make us pay even more for parking which is unfair.</li> <li>• I believe this is simply just another money-making scheme by the council to benefit from by gaining extra revenue.</li> </ul> <p>Quote Reference: ST LEONARDS CPZ</p> <p>I hope you take this into consideration before implementing this CPZ.</p>
267	<p>Really disgusted by the way we and all on drewstead road have only found out about parking restrictions due to take place soon on our road . And apparently yellow and double yellow lines being painted all over our driveway/front . No letter no nothing to inform us at all !!! As a resident and have been for some time . Really is appalling to be left in the dark and fir yous to just do as you please regarding the matter . We have two vehicles which we can park every day out side our home , your suggestions as to what we must do now , ??? I'd gladly like to hear what your solution is !?</p>
268	<p>I have only just found out about new parking restrictions that are due to be implemented on Drewstead road.</p> <p>I live on Drewstead road and have lived here for many many years and did not receive any letter or warning or consultation on this matter .</p> <p>Of course I object to this for many reasons and as a female for safety reasons like to park my very green small city car near to my house for safety reasons if coming home late. And many more reasons besides...</p> <p>Also would have appreciated being asked or informed or sent a letter or consulted on this matter and not just found out through my neighbour.</p> <p>Please take this email as ' I object ' to these new parking restrictions And please send me the information about them to my address</p>

272

Letter dated 26/05/2021 and also email of 11/06/2021

I have analysed this data and wanted to point out a few points.

1. Less than 20% of people surveyed, responded
2. Where the most responses were for 10 hours a day was around the roads that have quick train station access, i.e Gleneagle Road SW16. Streatham Station is a quick access to Farringdon etc.
3. The data compiled states that 10 hours was the most following 2 hours but extensive research by Leonardo shows that 2 hours would resolve the issue. So why was 2 hours not shown rather than 10.
4. The trend for Abbotswood Road, Hoadly Road, Drewstead Road has started because you have just diverted traffic from one area of Streatham to another and those cars are moving.

I am sure you will not deny that CPZ is a revenue making scheme for Lambeth. It is also important to mitigate non-residents from parking within the area, there needs to be things done in the right way and the focus needs to be long-term on not just residents but our high street too!

We are in challenging times, especially for businesses and when you see such poor measures that Sadiq Khan has taken over the past 2 years, we do not want them taken in Streatham. Our High Street is dying & you must be aware that the A23 Streatham High Road was rated the worst high road in the country.

The regeneration plan is fantastic but when you put measures to stop businesses, residents and people to our area it will have a long term effect. A mere example TFL lied to us for a bus lane that was needed 7am to 7pm along the A23. It caused an upheaval in traffic, a year later it went to 24 hours. If the need was 24 hours why was this not done one year ago when the reports were compiled

As you are a senior parking engineer it would be good to discuss over a detailed call. I am here to help promote local businesses, local communities and our residents. I want to make sure that we do the right thing the first time around. I know each road in this area as a resident for 40 years and can tell you what the issues would be for each road and how to mitigate them.

Representations in support of the proposals

18	<p>Ref: St Leonard's CPZ</p> <p>I live at xx Drewstead Road, Streatham, SW16 1xx.</p> <p>I'm very much in favour of the CPZ proposal for my area - St Leonard's North 'I'.</p> <p>Anything that reduces traffic in general in London is a good idea.</p> <p>The proposal for controlled hours of 12-2pm Mon to Fri would seem to be a sensible compromise - discourages commuter parking by people trying to access Streatham Hill station, but lets visitors/shoppers find places to park.</p>
20	<p>I am a resident at xx Kingscourt Road (SW16 1xx). My wife and I strongly support the introduction of a CPZ.</p> <p>As I have discussed with Counsellor Griffiths, post Covid we are seeing a lot more cars on the road. Further, I observe daily instances of "road rage" when cars are unable to pass, and I am concerned that one day this will escalate to violence.</p>
39	<p>I am a local resident Woodfield Ave SW16 and in support of this scheme. I hope it will encourage people to not think about driving to this area to park but cycling or walking instead.</p>
51	<p>1. I am strongly in favour of the proposed St Leonards North CPZ in general, for the following reasons:</p> <ul style="list-style-type: none"> <li>- It will put an end to the long term parking (and dumping!) of vehicles that transferred to this area when the Hyde Farm CPZ was introduced.</li> <li>- It will put an end to commuters and other long stay users driving to the area and parking all day in order to access Balham and Streatham Hill stations.</li> <li>- It will hopefully reduce car commuting by staff of the rapidly expanding Streatham and Clapham High School for Girls in Abbotswood Road, whose parked cars make life difficult for residents, delivery drivers, refuse truck drivers and others.</li> <li>- By reducing parking demand, it will contribute to the wider objectives of reducing carbon emissions and air pollution, encouraging the use of more sustainable modes of travel, and improving the quality of the local residential environment by reducing the dominance of parked and moving vehicles.</li> <li>- It will improve the safety and quality of London cycle route No. 5 that passes through Abbotswood Road.</li> </ul> <p>2. However, some improvements could and should be made to the CPZ arrangements in Drewstead Road, to improve road safety and especially to reduce the driver aggravation and frustration that currently occurs throughout the day. The problem arises because there is insufficient width between vehicles parked on either side of the road for two vehicles to pass. The opportunity should be taken, with small modifications to the CPZ, to tackle this problem, as explained below.</p> <p>There are two sharp bends in Drewstead Road where lack of forward visibility</p>

	<p>creates situations where vehicles get stuck, and reversing and juggling has to occur to unblock the situation. These bends are at the junction with Woodfield Avenue, and (particularly) near the entrance to the railway sidings. The presence of parked vehicles (especially vans) on the inside of these bends often restricts forward visibility and therefore frequently creates the jams I have described. In my view, therefore, the inside of these bends should be painted with double yellow lines.</p> <p>In addition, jams occur when two or more drivers proceed together (stupidly) to a passing place that has insufficient length to accommodate them, again causing a jam and the need for reversing to free up the situation. Therefore, the 2 further locations in Drewstead Road where passing occurs should also have double yellow lines, extending either side of the junction/access way in the same manner as at the junction with De Montfort Road. These 2 locations are: the entrance to the undercroft parking (opposite No 34), and the junction with Dingley Lane.</p> <p>The situation with the weekly refuse vehicles would also be greatly improved with these additional measures.</p> <p>The suggested increase in double yellow lines will of course marginally reduce total parking capacity. However, the creation of the CPZ will reduce parking demand, and so I would judge that there would be no adverse consequences in terms of the balance of supply and demand.</p> <p>I note from the stage 1 consultation results that only 34% of Drewstead Road respondents felt they had a parking problem. It should not be taken from this that there is no problem to be dealt with. While many residents of Drewstead Road may not have difficulty parking their cars (especially those living in the section west of Woodfield Avenue), the parking situation causes a great deal of difficulty for those driving through the section between Woodfield Avenue and Streatham Hill station, as I have described as above.</p> <p>(3. Finally, an alternative solution for Drewstead Road - and the area generally - would be to cut off the rat-run between Garrads Rd and Streatham Hill Station that is formed of Woodfield Avenue and Drewstead Road. However, I recognise that this goes beyond the CPZ issue, and would be a discussion to be had further down the line.)</p> <p>I will be happy to discuss any of the above further.</p>
<p>54</p>	<p>Just to ensure that my views as part of the consultation in regards to controlled parking Statutory Consultation, St Leonard's &amp; Streatham Vale West Area 07 May 2021 - 04 June 2021 are taken into consideration as part process.</p> <p>As a resident I am strongly in favour, this has been long overdue as it will reduce traffic flow in and around the environmental common area and dangerous parking in and on the island at Mortimer Close.</p> <p>It will also raise much needed revenue for the council.</p> <p>I can not support this motion more strongly.</p>

<p>69</p>	<p>I wanted to get in touch regarding the parking consultation review. I am in full support of parking restrictions being put in across Streatham due to how busy the roads currently are without them, in particular the street I live on - Kingscourt Road. The fact that there are few parking spaces means cars often cannot pass each other on the road, which I have often seen resulting in arguments and road rage when I have been walking on the road.</p> <p>I must say I am however incredibly surprised to see that the restriction in the St Leonard's North will only be 12-2pm while the Central Ward is 8:30-6:30pm. It seems quite pointless considering that 2 hours is unlikely to be a deterrent, people with either just 'gamble' and leave their car there when visiting the area or pay the cost and the street will still be full.</p> <p>Do you know why this is? I'd like to share my view that the parking restrictions should be 8:30-6:30pm like St Leonard's Central.</p>
<p>73</p>	<p>I would like to express my support for the proposed Controlled Parking Zone in St Leonards, Streatham. For the past few months it has become almost impossible to park in Kingscourt Road where I live.</p> <p>Thank you for your work on our behalf.</p>
<p>77</p>	<p>Thank you for addressing the needs of residents in the area with the proposed CPZ. Parking in my road (Kingscourt) has become so difficult recently and this should really help.</p>
<p>90</p>	<p>RE: Statutory Consultation - 7 May to 4 June 2021 St Leonard's North (Zone I)</p> <p>As a resident of the above zone, I am writing to confirm my support for the introduction of a CPZ in my street and the wider area as designated by Zone I. My reasons for supporting this proposal are summarised as below:</p> <ul style="list-style-type: none"> <li>- The introduction of a CPZ in Sternhold Avenue has created a huge overspill of long-term parking, now very evident in my road and the surrounding roads.</li> <li>- This overspill has created issues for vehicles over 7tonne in weight, that now routinely reverse back past my house, due to their turning angle being restricted as they turn left into Abbotswood Road. This includes 44 tonne articulated lorries, that on occasion have been stuck for well over an hour.</li> <li>- This situation is now causing obvious anxiety for some neighbours, resulting in angry notes being left on vehicles and vehicles left long-term with notices saying, "This vehicle is not abandoned".</li> <li>- Discourteous drivers parking over my driveway, which has a dropped down curve and whiteline, installed at a large expense. This causes stress to my household, and also means that it is then impossible to park our electric van on the driveway in order to charge the batteries.</li> </ul> <p>I think that the only sensible and equitable solution is to introduce a CPZ. I have checked the cost for my household to park one vehicle in a bay close to my house and, I think that it is fair and reasonable.</p> <p>Once again, I fully support these proposals.</p>

	<p>I am quite happy to discuss any of the above in further detail with a representative from Lambeth Council.</p>
93	<p>I am generally in favour of the proposals. I live in zone 'I' according to the plans.</p> <p>Preferably I think it would be better to introduce a one way system or speed humps down Kingscourt road and Norfolk House road to mitigate the ridiculous levels of car and motorcycle speeding down these narrow hilly streets. I am assume as this is not part of your plans that it is not feasible for some reason. To mitigate that would suggest ensuring sufficient provision / length for double yellow lines to allow for passing places, I notice there is some on the plan but it could benefit from more. The noise and beeping created by cars meeting head on who refuse to budge is frustrating whilst having to work at home. This is also true for delivery vehicles for parcels or groceries blocking the street.</p> <p>Additionally noisy mopeds using Kingscourt road to Mount Ephaim lane as a cut through to Bedford hill or vice versa to the high street is ridiculous given it is signposted as a no through road. It would be beneficial to imrove enforcement here.</p> <p>I am also in favour of increasing the length of time/hours for controlled hours for longer than 12-2pm given people are often using the parking for schools and other taxi idling.</p>
94	<p>I strongly AGREE with the proposal, parking has become a nightmare in St Leonard's North, I often have to park a 5 or 10 minute walk away from my house.</p>
104	<p>Thank you for the consultation. I live at xx Kingscourt Road.</p> <p>I think some parking control would be fine but we need a way that we as residents can leave our cars in the road. I assume there will be a residents parking permit scheme if so? I don't need my car every day for work as I go in by transport or cycle.</p> <p>It is difficult for us as people come and work and park in the road - all part of Streatham being lively - but parking is increasingly hard for us and i often have to park a little way off.</p>
105	<p>I am resident at 7 Mortimer Close, SW16 1AQ. I support the proposal to introduce a Controlled Parking Zone in St Leonard's North subject to:</p> <ul style="list-style-type: none"> <li>- Clarification that the two grass islands in Mortimer Close will have double yellow lines around them. The reason for this is that the large refuse vehicles and delivery trucks will have sufficient space to enter and leave the close without out damaging the grass verges;</li> <li>- That the parking bays at the east and west ends of the inner close (outside numbers 1 and 2, and 11 and 12) should remain as angle parking bays in line with custom and practice for the last 30 years. This will ensure sufficient parking bays for the residents of Mortimer Close.</li> </ul>
108	<p>I live in Mortimer Close and really hope we get CPZ here Cars are left here for weeks and months because there are no parking restrictions. The 2 grass verges are constantly parked on and the pavements as well. I really support CPZ. It really needs to have warden control here</p>

<p>109</p>	<p>I live in the st Leonard's North cpz and am strongly in support of the scheme as neighborhood parking has become impossible and we are in need of control parking.</p> <p>My only comment would be I would be in support of extending the proposed hours of the cpz from 830 -1830 to reflect controls in surrounding areas.</p>
<p>110</p>	<p>I live at xx Moorcroft Road within the proposed St Leonard's North "I" CPZ and received your consultation letter.</p> <p>I am strongly in favour of a CPZ in the area. Parking has become increasingly scarce in our roads. We rarely find parking on our road and normally have to park several roads away to find space. The lack of spaces means that cars sometimes have no choice other than to park over the lines on corners (even if they risk a ticket).</p> <p>The problem is particularly acute on Norfolk House Road, Moorcroft Road, Kingscourt Road, Brancaster Road, Blake more Road and Mount Ephraim Lane. This may be due to the tight terraces and multiple flats, plus the proximity to the High Road.</p> <p>My only suggestion would be that the zone hours should be longer: 8.30am - 6.30pm. The current parking issues are a day long problem.</p>
<p>111</p>	<p>Further to the proposed PCPZ, I live in Mortimer Close, SW16 1AQ. I am in favour of the proposals. Thank you.</p>
<p>114</p>	<p>As a local resident and employee at a local business I wanted to take the time to respond to the above stated consultation.</p> <p>Having responded to the original consultations and surveys, I welcome the provisions for a new CPZ with one hour control to help open up parking and prevent commuters parking all day, whilst allowing visitors and shoppers to not pay parking fees, encouraging visitors to our high street and local businesses.</p> <p>However I would like to state a few points of concern from the plan that has been proposed.</p> <p>Firstly putting single yellow lines over driveways. I can see the need for this on thinner roads where there may be a lack of passing points, but on roads where the council are already removing the amount of parking available by reducing the number of bays, this restricts some residents from parking. Residents in the borough and other boroughs currently enjoy being able to park in front of their own driveways, along with their guests. If the council would like to institute this, can it be justified compared to leaving white lines blocking dropped kerbs.</p> <p>Secondly this would be electric car charging. We already benefit from a few public chargers based on Norfolk House Road, but if the council were serious about the move towards net zero, surely the encouragement in the uptake of electric vehicles for seasoned drivers would be encouraged? Although current policy is to reduce the number of drivers overall, there are some people that have to drive and having the benefit of on-street charging will help to encourage them to switch over. The chargers that are already installed are also rather inaccessible as they are always occupied by the same vehicles. Surely increasing the number of electric only bays would encourage drivers who can</p>

	<p>afford it to switch over, and the increase in 'lamp-post' chargers will further this.</p> <p>Many thanks for your consideration, and I welcome your input to the above.</p>
117	<p>Thank you for letting me know about the proposed CPZ</p> <p>This could not have come soon enough ... Kingscourt Road is a nightmare. If I'm honest I'd have liked the times that are residents only, to be longer but this is better than nothing</p> <p>During Lockdown 1 it was a real eye opener as the street was so much quieter with people not going to work, but by lockdown 3 it was worse than ever. This would be down to a combination of two factors. Firstly people were driving instead of getting public transport, and the fact that when the ABC roads got their CPZ, almost overnight we were flooded with the usual dumped cars. Most of these never move and have flat tyres etc.</p> <p>I honestly have been thinking of moving as some nights I drive around the block for up to an hour when I get home.</p> <p>I couldn't be happier that this will possibly be a thing of the past. I fully support the CPZ</p>
120	<p>I hope you are well today.</p> <p>I am writing with ref to your letter about the proposed controlled parking zone on Norfolk House Road in St Leonard's North, Zone I.</p> <p>I have lived at xx Norfolk House Road since Sept 2010, and have noticed that it has become more and more difficult to park on our road since we moved in.</p> <p>This is why I would like to voice my preference for longer controlled parking hours than the 12 - 2pm which have been proposed. I feel that 8.30am - 6.30pm would be more helpful and make more of a difference to local residents. Our main issue is school run parking and workers parking here during the day - this became obvious during the first lock down when suddenly parking became much easier.</p> <p>Longer controlled parking hours would reduce traffic and pollution, as well as road rage incidents (these are becoming much more frequent on this road). It would also help encourage walking to school and taking public transport to work. And of course would also mean locals can actually park on their own street!</p> <p>Thank you for input on this,</p>

<p>131</p>	<p>I am writing in regard to the proposed parking scheme on the street I live on, Kingscourt Road in St Leonard's. I am very much in favour of bringing in parking restrictions. I live at 10 Kingscourt Road, it is extremely difficult to find a parking space during the day and evening time. Each morning I see cars park up on our road, the occupant will get out with a bag or briefcase and head to Streatham Hill train station. I have talked to these people and they have confirmed they aren't from the area and just used the road as a spot to park their car whilst they commute to work.</p> <p>Sometimes when I go to work I need to bring some heavy tools with me and as I can't find a park nearby i have to lift them along way to my car. Recently I changed my car to an electric hybrid to help the environment.</p> <p>There really needs to be some parking controls on this street as it causes a lot of stress and grief to people when there is no parking. The road can't fit two cars down it so if a delivery driver needs to park they can't and end up blocking the road. Then cars have to reverse all the way back down the road. Once an old man got stuck in the middle of the road and was extremely stressed that it had to reverse back down the road as it was blocked. It just creates a constant sea of arguments of who needs to reverse. Sometimes these can become quiet heated as no one wants to back down and reverse. It really is a mess at present and definitely needs some parking controls.</p>
<p>134</p>	<p>I'm writing to provide representations for the proposed changes to parking in the ward of st Leonard's.</p> <p>Largely I welcome the changes. For the past 8 years I have campaigned for change. I have written to the council several times and spoken at length with other residents in the community. I'm also a parent of primary aged children at a school within the proposed area.</p> <p>However I do have the following objections;</p> <p>EV parking bays Having recently purchased an electric vehicle LM21 VRD and now intending to buy another shortly for my business I am disappointed by the lack of infrastructure in this area. As there are zero parking bays in the area I have to run a long lead from the street every night. I'm not the only resident on the road who has to go to such lengths. There are other residents in a similar position. The proposal the ev charge points are some distance away, all outside the north area. Therefore I would respectfully request further charge points installed along drewstead road where there is plenty of space.</p> <p>Dropped Kerbs I also note several dropped kerbs in the area have not obtained planning consent. Therefore before the CPz is installed there needs to be an audit to ensure there is adequate parking and those who haven't obtained the proper consents are held to account.</p> <p>Introduction of LTN The impact of the cpz will be that Drewstead Rd will be a much more desirable rat run.</p> <p>The CPZ will increase the speed of the passing traffic, as there are large cars from 6/7am that do the school run at the local public school. The school in</p>

	<p>question has to put up traffic management as the parents can't be trusted to pay and drop off properly. The CPZ should be part of a total traffic management scheme as well as a restrictions, and directional priority and speed management.</p> <p>Drewstead road in particular is already unpleasant, with episodes of road rage, beeping, speed bumps (causing heavy breaking and acceleration along with heavy loads bouncing causing our house to shake, and cracking), all of which add to pollution. It is a "local road" but takes traffic avoiding the a23 and a24 and south circular interchanges, compiled with satellite navigation it has become a thoroughfare and often a complete breakdown of vehicle movement, leading to altercations and road rage incidents, all these are distractions to home office workers.</p> <p>Another change since COVID 19 changes, there are many more pedestrians and joggers heading towards the common, a welcome as they are an addition to the street. The introduction of an LTN will protect the health of users and reduce the daily traffic congestion, and be a much more pleasant place for pedestrians, cyclists and residents.</p> <p>I look forward to hearing more about the proposal in due course.</p>
136	<p>As a resident in St Leonard's North, Streatham Hill, I fully support the introduction of a new controlled parking zone.</p>
142	<p>As a resident in St Leonard's North zone I fully support the introduction of a controlled parking zone.</p>
144	<p>I am writing in support of the proposed controlled parking zone in St Leonard's North (Zone 1). I have just moved to the area and have a new baby, and without parking restrictions on the road it has been very difficult to find parking. This has been hard to manage when taking the baby out in the car to run essential errands. I have frequently had to cruise for 10 minutes or more to find a parking space and even then, on many occasions have ended up parked a 5-10 minute walk from my house. The availability of parking spaces on the road is significantly increased in the evenings and at weekends, suggesting that many non-residents use the road for parking for work on weekdays. I am therefore strongly in favour of the proposed introduction of a controlled parking zone.</p>
149	<p>I live at xx Norfolk House Rd, SW16 1xx</p> <p>I support the intro of CPZ – parking is a nightmare around here.</p> <p>But maybe there should be provision for shoppers so that the high road does not suffer too much – maybe you can park for 1 hour? Or, have some bays in the streets where you can park for 1 or 2 hours?</p>

<p>154</p>	<p>With reference to the above controlled parking zone consultation.</p> <p>I have been a resident of Mortimer Close for over 30 years. There was never a problem with parking in the close until recently with the introduction of the CPZ on the north side of the railway line. It is now almost impossible to park in the close during the day due to dog walkers and commuters.</p> <p>Thus I am generally in favour of the proposed CPZ though I do have concerns that the specifics of the proposal will mean insufficient residents parking.</p> <p>I would like to propose some minor modifications:-</p> <ol style="list-style-type: none"> <li>1. Angled bays perpendicular to the pavement outside nos 1&amp;2 Mortimer Close instead of the proposed 1 parallel bay. Currently approx 4 residents/visitors cars park there every night.</li> <li>2. Implementation of 3/4 parking spaces along the top of the inner grass 'roundabout' instead of the proposed single yellow line. Tradesmen and visitors use these spaces on a regular basis.</li> <li>3. The removal of single yellow lines along the edges of driveways to enable residents to park there if they choose.</li> </ol> <p>These suggestions should give adequate parking for residents and not impede traffic flow or damage to the grass verges caused by large lorries ( eg the bin lorries) who do not have enough space to make the turns with the current parking situation.</p> <p>I would be very grateful if you would take these points into consideration when finalising the CPZ plans.</p>
<p>156</p>	<p>I'm writing with reference to the proposed parking controls.</p> <p>I welcome this move in my area St. Leonard's North 'I'</p> <p>Parking has been horrendous for years.</p> <p>As a resident I would like to see controls in operation Mon - Fri 8.30am - 5.30pm and not just for two hours.</p> <p>Businesses on the high road, especially estate agents and Westbury pharmacy have numerous vehicles for one business. I would like to see each business with cars limited to a minimum.</p> <p>Streatham High Road must be the busiest bus route! I think it is fair to say that people can use public transport in and out of the area.</p> <p>There are still plenty of people driving into Streatham Hill area, parking their cars and leaving them for the day to go to work. By maximising the CPZ you are putting a stop to that.</p> <p>With only 2 hour controls for parking it could be possible for people to drive their cars in and park for half a day.</p> <p>During lockdown this area proved that most of the cars used and parked in the area were local businesses and workers driving in to park for the day. Our streets were quieter and the parking felt normal, there were good spaces available.</p>

	<p>I think it's imperative you firstly help residents and also minimise the number of cars each business on the high road brings into the area. It's not acceptable that residents when arriving home with shopping to unload or children to unload we have to double park then drive to find a space, often a 10 min walk away. Much tighter CPZ controls are needed.</p>
<p>181</p>	<p>First, let me say that I am not against the proposed CPZ; however as a resident of Abbotswood Road for over 24 years, living in one of the only five houses on that road which does not have off street parking, I am very concerned about how its implementation will affect me. I would like to raise the following points:</p> <ol style="list-style-type: none"> <li>1. I gather that the spaces have been drawn up on the basis of 5 metres being the necessary length for one car space. The kerbside space outside my house (no 54) is approximately 16.8 metres and I'd like an assurance that the markings will allow for three cars to be parked here, not two. It will still leave enough room to turn into the driveways at either end - we've had no problems to date with no parking restrictions and people using their own judgement about how much space to leave. Since the space is open at either end there is no manoeuvre room required and there is plenty of room for three cars.</li> <li>2. Similarly, in the bays opposite my house, two cars park in each without obstructing the driveways at the moment. Please can these be allocated two car spaces when the markings are carried out - they are open ended so do not need the full 10m they would demand if hemmed in at either end. I'm very concerned that we will lose a lot of spaces overall in the road and would like to prevent this happening</li> <li>3. Please could the bays outside nos 52 and 54 to be Residents only, not shared use? If all bays are to be shared use it gives no priority to residents who will be paying 365 days of the year to park during the restricted hours. We know that some 50 members of staff, and a number of sixth formers at Streatham and Clapham High School, as well as an undocumented number of staff working at Broomwood School in Garrad's Road, drive to work and park in Abbotswood and the surrounding roads and would much appreciate some protection from these daily visitors, as well as from commuters who park in our roads and take public transport on to their destination. At present, if I leave a parking space close to my home before 9am and return at about 9.30, which I do once a week when I collect and care for grandchildren, I often have to park in another road and struggle to my house with two small children and related equipment.</li> <li>4. We are under considerable pressure from being sandwiched between two schools whose staff and pupils park in the road at the moment, putting huge pressure on spaces. Your document notes that the percentage of vehicles parked on the road all day is 3% weekdays and 2% weekends - I find this figure strange, especially since the corresponding figure for neighbouring Hoadly Road is 60% and 53%, but if it is accurate, surely this demonstrates how much the road is used for parking by incomers and traffic to and from the Schools?</li> <li>5. Is there a reason for the restricted hours being 12 noon to 2pm, Monday to Friday? Much of the Borough has controlled parking between 10am and 12 noon which would be a more effective deterrent in my opinion. Under these new rules, people can arrive at or before 9am and park until 1pm, the last hour being pay by phone but they do not have to be in the road to make that payment - they could be in Central London! This enables people to park here every morning for</li> </ol>

	<p>only a one-hour payment cost. Please would you reconsider and amend the controlled hours to 10-12 or even 11-1pm.</p> <p>6. Since this is a very experimental operation in an area which has many pressures, I think it would be appropriate to keep the situation under review. Could we have assurance from the Council please that the whole operation of this CPZ will be reviewed after 12 months, residents consulted and changes made if necessary and requested by a majority of residents?</p> <p>6. While writing I would like to point out that your initial survey seems to have been conducted in December 2016 and January 2017 at a time when the CPZ in Streatham Hill was not in operation and therefore the pressure on parking in Abbotswood and the surrounding roads was not nearly so great. We will never know whether the hockey pitch at the school was in use on the dates monitoring was carried out but this makes a huge difference to traffic and parking in my immediate area.</p>
186	<p>I live in The Spinney and want to make the following representations on the CPZ consultation.</p> <p>At present the location of The Spinney means that cars frequently park there from the school and also from part time workers locally, causing problems for residents wanting to park in their road and this has considerably worsened since the council undertook its parking study over two years ago <a href="http://www.lambeth.gov.uk/sites/default/files/2018-07-18%20Streatham_Common_Parking_Report.pdf">www.lambeth.gov.uk/sites/default/files/2018-07-18%20Streatham_Common_Parking_Report.pdf</a> . It is unclear from the plans how many parking spaces there are in The Spinney but one assumes that these spaces will not exclusively for Resident permit holders. However, it should be noted that one of the aims of the CPZ identified by the Council is to facilitate residents parking near their own homes (Delegated Report April 2021 para 1.11) but in The Spinney there are many elderly residents and one household with very young children who need to be able to park close to their homes.</p> <p>So for The Spinney there needs to be :</p> <ul style="list-style-type: none"> <li>• Five resident parking bays exclusively for Resident permit holders (equivalent to one per house)</li> <li>• A review of the operation of the CPZ within 6 months of its introduction and again within 1 year and to adjust the scheme as required</li> </ul>
231	<p>We are writing as a resident of Woodbourne Avenue, which forms part of this new controlled parking zone, and is currently heavily used by outside visitors for daytime parking, as well as shopping on Streatham High Road.</p> <ol style="list-style-type: none"> <li>1. We are concerned that sufficient on-street parking provision will be adequate for visitors, trades, district nurses etc. during the control period</li> <li>2. Our preference would be a controlled period from 10.00 am to 12.00, if it is decided to implement this control zone.</li> <li>3. We are comfortable with a control zone in our road.</li> </ol>

<p>232</p>	<p>I wish to make the following comments on the Proposal:-</p> <ol style="list-style-type: none"> <li>1. The response to the Survey of 2 September 2019 show that only 354 of those surveyed could bother to respond. Then less than 50% of that 354 thought that there were 'Parking Problems' in their road. This Result was like that of the 2018 Survey so why was over £100,000 spent on carrying out a similar Survey in 2019, when the Council's intentions were to introduce the Scheme regardless.</li> <li>2. I am in agreement with the Scheme as it will reduce the amount of CO2 gas. But the people who will be affected most by this are the shop workers whom I am dependent upon to provide me with my food. The staff of Estate Agents will no doubt be reimbursed their parking charges, which will be recovered from Taxation, thus subsidised. If it was possible to levy parking charges on the same basis as Parking Permits i.e. Is CO2 outputs it may act as a disincentive for using larger cars</li> <li>3. DeMonfort Road is in within a 20mph boundary but there are no Humps to help ensure the limit is adhered to. The addition to the 'Bus Lane ' in the High Road and Large Vehicles getting from Sreatham Station to Streatham Hill via Garrards Road. Cars frequently use DeMonfort Road in order to avoid the blockages, where valuable seconds are gained along DeMonfort. In addition to the children and elderly of the Road it is used by children attending Mortimer School. As work will be incurred in implementing the CPZ it would be greatly beneficial and practical if 3 Strategically Placed Humps were installed at the same time. Then hopefully we will not suffer the death of a child as the Residents of Dalebury Rd. Wandsworth did.</li> <li>4. I have noticed in Blairderry Road that 'White lines' across drive entrances are backed by ' Yellow lines'. What is the objective if this?</li> </ol>
<p>247</p>	<p>I wholeheartedly support the proposal. As a resident of Abbotswood Road we are plagued with displaced parking from adjacent CPZ's.</p> <p>I would, however, question the number of spaces that we will lose. I appreciate that space must be left either side of crossovers but we can comfortably fit three cars into the space that will be designated as only large enough for two.</p> <p>Why do we need so much parking made available for business users? There are no businesses in this area other than the Streatham and Clapham High School.</p> <p>Could we also have enforcement at the weekends. If the proposal by Wandsworth to build commercially run football pitches on the common immediately behind our houses gets the go ahead we will no doubt suffer from an influx of traffic.</p>
<p>265</p>	<p>We are in the proposed St Leonards North I (Mo-Fr) 12noon -2pm) proposed CPZ zone. We are happy with the proposed CPZ proposal. My question is, will there be a survey / proposal where the actual parking bay lines will start and finish? I am asking, as we live at 1 Hoadly Road, London, SW16 1AE and we get a lot of cars at our end of the road, as it is a long stretch without any driveways. We frequently get cars even parking half way across in front of our driveway, which makes it very difficult for us to get in and out of our drive. I would like to make sure that the new parking bays when they are marked up, we will have a suitable distance from the edge of the bays.</p> <p>I look forward to hearing from you,</p>

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Firstly, please accept our apologies for missing the deadline for sharing our views. I do hope these can still be taken into consideration despite being 2 working days beyond the deadline.

We are residents of the lower end of Drewstead Road (close to the access to Tooting Common) so would be directly impacted by the proposed St Leonard's North controlled parking zone. Whilst we do not disagree wholly in principle with the introduction of a controlled parking zone (particularly to reduce the number of vehicles that are parked in non-permit areas for a significant amount of time), we do have a number of specific issues with the recommendations to how the zone will be implemented:

- The proposed plan for the lower end of Drewstead Road (nearest the common) and Mortimer Close does not allow for sufficient parking for the residents of these areas. The plan shows approximately 6 spaces for 9 houses on the lower section of Drewstead road and a notable reduction from current usable space on Mortimer close

- With the regular use of the common at all times of the day and evening by leisure users, dog walkers, sports players etc as well as visiting trades people, providing only this number of bays will make parking for residents very difficult at certain times of the day

- The introduction of single yellow lines across driveways is a ridiculous proposal as surely this is up to the individual residents if they wish to block their own drive and leaving as-is (with no yellow line) will help to alleviate the pressure on spaces at busy times if residents cannot find a space close to their own home

- Double yellow lines at the very end of Drewstead Road, we feel, is also another unnecessary proposal. This is helpful additional parking and is often used by visitors to residences or to the common. It seems wasteful to make this area unusable and we would welcome the consideration of further marked pay bays in this area

- The recent approval of plans on the triangle area of the common to allow the upgrade of the football pitch and the introduction of a private leisure facility will undoubtedly add pressure to the parking in Drewstead Road, Mortimer Close and Abbotswood Road. Reducing the number of bays will make this situation much worse

- In addition to the above points which I'm sure affect all residents of the street, we have a disabled daughter and require close access to our wheelchair accessible car for her needs. Whilst this is rarely an issue with the current parking situation (particularly as we can park across our drive when there is no other space) I fear the proposed solution would force us to request a disabled bay, which would further reduce the number of spaces for our fellow residents.

I sincerely hope you can take these points into consideration and would be grateful if proposals could be modified accordingly.

Other comments received regarding the proposals

82	<p>I live in Becmead Avenue, in the proposed St Leonards North zone.</p> <p>I have no strong objection to the proposed 12.00-14.00 weekday parking zone, but could you please be clearer about how it will be applied and enforced. For example, Becmead Avenue currently has a lot of dropped kerbs where houses have off-street parking. Usually these have white lines on the side of the road which are intended to keep the entrances clear. In practice, however, cars often park across those lines, making access to driveways difficult and obscuring a clear view of the road when you exit the driveway. Usually such parking is only for short periods, but it is irritating and potentially dangerous. Could you clarify please what you propose will happen within the parking zone:</p> <ul style="list-style-type: none"> <li>- Will you enforce no parking on the white lines outside driveways? And if so, will that apply only during the 2 hour operating period, or at all times?</li> <li>- Do you propose replacing the white lines (which I understand have no legal status) with more formal 'no parking' markings?</li> <li>- It is often helpful for tradesmen to be able to park on the white lines, for easier access to properties – will that continue to be possible (with permission from the relevant homeowner)?</li> <li>- What do you propose will be the charge for resident permits and for single parking sessions?</li> </ul>
106	<p>I would like to propose double yellow lines round the islands on Mortimer Close and angled parking bays outside number 1,2, 11 &amp; 12.</p>
205	<p>I am a resident of The Spinney, SW!6 and am writing to register my comments on the porposed CPZ.</p> <p>The Spinney is a small cul-de-sac, whose residents include the elderly and infirm, those with caring obligatipns and also very young children. The Spinney alresdy has some parking issues as cars frequently park there from Streatham &amp; Clapham High School and also from part time workers locally, causing problems for residents.</p> <p>It is unclear from the plans how many parking spaces there are in The Spinney but I assume that these spaces will not be exclusively for Resident permit holders.</p> <p>So for The Spinney there needs to be :</p> <ul style="list-style-type: none"> <li>• Five resident parking bays exclusively for Resident permit holders (equivalent to one per house)</li> <li>• Ensuring that on the opposite side of The Spinney by the Common where cars with dog walkers park that there are two parking spaces at the end facing the school gate.</li> <li>• A review of the operation of the CPZ within 6 months of its introduction and again within 1 year and to adjust the scheme as required</li> </ul>

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I write as a resident of Abbotswood Road, where car parking pressure has grown significantly over recent years. Demand for parking is much greater than would be experienced on a traditional residential road, as the road, and others nearby, is a "parking destination" rather than simply a drive through road with parking predominantly only by local residents and their visitors.

The causes of that growth in demand for parking are the increasing activity from SCGHS and other local schools, from the introduction of CPZ in other parts of Lambeth which has resulted in "dumping" for days and weeks of cars from other areas, from the increasing activities at the Woodfield Pavillion and from the position of the road which is close to the common and within walkable distance to Balham's transport facilities. Many of the responses to recent planning applications by SCGHS and the Woodfield Pavillion drew the council's attention to the parking consequences of granting those applications, and requested the council's assistance in managing the impact on local residents.

My interest is therefore in the balance to be achieved between the residents and other users of parking in the road.

It would appear that the one-hour condition will limit the number of "dumped " cars, assuming that proper monitoring controls are implemented and maintained, and so is welcome. There should also be a beneficial effect on limiting daily parking by those who want to use Balham's transport facilities. The one-hour conditions could also at least achieve a limited rotation of cars of those using either SCGHS and Woodfield, limited only as it must be possible for users to informally arrange a simple "swap" with others.

There however appears to be no protection of residents by priority over or restriction of other users, as it appears that anyone can use any of the parking, subject to payment and within the time condition. As such, the "parking destination" character of the road is not being recognised.

The scheme should include resident-only zones, unavailable to others. If residents are unable to park reasonably close to their houses, so enabling access for children and those who are older and infirm, a predictable response might be for front gardens to be changed into driveways.

The hours of operation also need to be extended, with a second two hour ( or all day) time band being introduced and consideration being given to extending the days to the weekend, as the road remains a parking "destination" on Saturdays and Sundays.

The proposal also allows for business users, so the issue arises of who may claim either "resident" or "business" status. Again, in my local area, this clearly addresses the issue of the position of SCGHS and other school staff and those carrying out activities in the Woodfield Pavillion. If there is no effective limit on business users, there will be very little protection for residents other than the cost to business users of their permits.

It could be that if no greater priority is offered to local residents, as opposed to business and other users, the only benefit to residents of the proposal overall would be the probable reduction in "dumped" cars from other areas with CPZs and in use by daily commuters, for which residents will have to pay if they wish to park on their street. That does not seem to be a fair and reasonable balance of interests.

Looking to the future, you will be aware of the planning application for the football facilities on the Triangle site. If granted, it surely is inevitable that demand for parking use will increase, as users of the facility, including schools, from the Lambeth side will seek to avoid the drive from the east to the Triangle area (for example by driving down Bedford Hill or Tooting Bec Road) by parking in Abbotswood Road and other nearby roads, from where there will only be a short walk to the Triangle. Much of that new demand for parking will be at later

times than 2.00pm and will also be much used over the weekend.  
It surely would be better to plan now for that additional probable parking demand on Abbotswood Road and nearby roads than allow friction to arise from uncontrolled further incremental parking on those roads.

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As a resident of Mortimer Close SW16 1xx, I personally have serious concerns regarding your proposed implementation of Controlled Parking Zones (CPZ) and would like to provide further clarity regarding my concerns.

Being a full-time carer for a family member I heavily have to rely on assistance from various sources as well as being able to conveniently transport an immobile person to and from the car to the house as well as various forms of caring and medical support. Your intention would therefore create huge concerns and no doubt cause a massive inconvenience. To date I have not required the need to request a disabled parking bay as all residents have always been respectful to each other neighbours' direct parking spaces.

Whilst we have noticed a recent increase to the amount of additional parking (due to making Sternhold Avenue a CPZ), the residents of Mortimer Close are still able to conveniently park directly outside their homes without interference from others who use the additional parking spaces outside of those areas in order to access the nearby common (Business Dog Walkers) or local tube or train stations (Commuters).

There are however, a certain element of inconsiderate parking close to the edges of the two oval greens and consider it wise to implement yellow lines to these four edges so that it will permanently enable vehicles to adequately navigate themselves around without causing damage to the kerbs. There is also convenient parking spaces for cars to the long length of the inner oval green area (long stretch between the two ovals) and the two long stretches (on both access and exit sides of the close) which, would not prove detrimental to parking.

In front of numbers 1 & 2 and also 11 & 12 Mortimer Close, there is adequate space to provide 3 or 4 parking spaces (if parked diagonally facing the kerb) without causing disruption to others.

Residents of Mortimer Close have lived peacefully for countless years without issue and the only one that could improve the situation is the attention to inconsiderate parking close to the edges of corners.

The intention to implement Mortimer Close as a CPZ is therefore unnecessary and would only but add additional expense to the residents within the close which is considered hugely unfair unless you are proposing to issue free parking permits to residents and their visiting guests? Is this a ploy to reduce the number of cars per household in addition to implementing LTN's which has caused nothing but chaos to the nearby Streatham High Road as a direct result.

Unfortunately the mere suggestion of implementing a CPZ gives the impression of purely creating an additional money-making exercise in order to offset cuts incurred in other areas.

I am aware that most residents of Mortimer Close have already provided similar views (some slightly differ in the extent of Yellow Lines).

Breakdown of most prevalent comments received

	Cost / Financial burden / Taxation	Negative effect of business	Proposed CPZ hours too short		No parking problem / No need for a CPZ	No yellow lines across crossovers / allow residents to park across driveways
Abbotswood Road	2	1	2		-	-
Becmead Avenue	1	1			1	2
De Montfort Road	3	1	-		-	1
Dorrien Walk (off Drewstead Road)	1	-	-		1	-
Drewstead Road	2	-	-		1	2
Hoadly Road	-	-	-		1	-
Kingscourt Road	1	-	2		-	-
Moorcroft Road	-	-	1		-	-
Mortimer Close	2	1			1	1
Mount Ephraim Road	-	-	1		-	-
Norfolk House Road	-	-	2		-	-
Streatham High Road	-	2	-		-	-
The Spinney	-	-	-		-	-
Woodbourne Avenue	2	2	-		1	-
Woodfield Avenue	-	-	-		-	-
Not stated	-	-	-		-	-