

APPENDIX C

Who	Road	Object/Support	reasons
<a href="#">Resident</a>	Hazeldene Meads	Object	<p>Whilst the extension of the double yellow corners is welcomed; it is not sufficient enough. This will not resolve the heavily congested area, and extremely dangerous parking conditions residents suffer.</p> <p>The roads are not safe as drivers come up onto the pavement as they cannot get through the road. Full double yellow lines are needed throughout the area just as other areas are getting.</p>
<a href="#">Resident</a>	Hazeldene Meads	Object	<p>Objecting to the proposal for the simple fact that this is half a job done. The extension is not sufficient to solve the extensive horrendous issues residents face due to the parking on Hazeldene Meads. Neighbouring roads have been granted full extensions however this road seems to have been left out and parking problems are just as severe and is incredibly dangerous now.</p> <p>Cars are driving up on the pavement due to the roads being too narrow, residents are struggling to reverse out of thier driveways, and cars are speeding through the narrow roads only to get stuck where two cars are parked awkwardly.</p> <p>It is not acceptable to believe double yellow lines on the entrance of the cul-de-sac is sufficient.</p>
<a href="#">Resident</a>	Hazeldene Meads	Object	<p>The extension of the double yellow lines at Hazeldene Meads are welcomed but simply don't go far enough to address the issues on the rest of the estate or address other pinch points and blind spots further up the road.</p>
<a href="#">Resident</a>	The Beeches	Object	<p>The main goals of these lines should be to reduce the amount of vehicles parked long term with their owners presumably working in London. The Beeches and Hazledene Meads needs to be a safe environment where residents can negotiate their driveways easily and the councils and emergency vehicles can enter safely and stay on the road rather than damaging existing infrastructure.</p> <p>The yellow lines round The Beeches entrance need to go much further. This will also reduce the total amount of cars in the area and make it possible for council vehicles to access. The proposals for The Beeches yellow lines will have absolutely no beneficial effects.</p>
<a href="#">Resident</a>	Hazeldene Meads & The Beeches	Object	<p>opposite driveways is making it very difficult for the residents to exit their properties. This situation will become more challenging in the winter months when the roads are icy.</p> <p>The proposed double yellow lines in The Beeches need to be extended by a further 2 metres</p>
<a href="#">Resident</a>	Hazeldene Meads	Object	<p>The extension of the yellow lines does not go far enough. It does not address the main traffic and parking problems</p>
<a href="#">Resident</a>	Hazeldene Meads & The Beeches	Object	<p>The Residents Objection to the Councils latest proposals. These last six months have become untenable, as a result of BHCC creating parking bay and other restrictions South West of Dyke Road Avenue, thus driving free parking across the Main Dyke Road onto our Estate. BHCC INSULT the Residents by suggesting ONLY limited Yellow Lines at the Entrance to the Estate. That proposal is TOTALLY unacceptable and contrary to everything we have spoken to BHCC these last 5 years and more.</p>

<a href="#">Resident</a>	Hazeldene Meads	Support	Support these proposals would point out that this in no way resolves the major issue that residents have in the hazeldene meads and beeches area of inconsiderate parking, long term abandonment of vehicles and constant flow of traffic looking for free parking, the issue was particularly bad over Christmas and New Year and can only be seen to get worse. Residents would still be looking for an introduction of parking restrictions in the area similar to the ones introduced in other areas of hove in September.
<a href="#">Resident</a>	Goldstone Crescent	Support	As residents we would still be looking for an introduction of parking restrictions in the area similar to the ones introduced in other areas of hove in September Would suggest that residents in the Goldstone area are given another opportunity to vote for some form of residential parking permits as this seems to be a solution to the area being gridlocked due to parked cars everywhere from workers in the local offices.
<a href="#">Resident</a>	Goldstone Crescent	Support	There is now far too much traffic congestion along Goldstone Crescent, and in fact to ease it further I would propose double yellow lines on both sides of the road
<a href="#">Resident</a>	Goldstone Crescent	Support	Support the proposal for double yellow lines on goldstone crescent BUT are on the wrong side of the road? It's the other side of the road where everyone parks? There lines here will make no difference to the problem. Also, the lines need to extend to cover the area of the junction with Elizabeth Aveune
<a href="#">Resident</a>	Goldstone Crescent	Support	Support lines across goldstone crescent but it needs double yellow all the entire way. Partial yellow line will not solve the problem
<a href="#">Resident</a>	Goldstone Crescent	Support	Double yellow lines are definitely needed along this stretch of road however they are also needed on the opposite side as when turning into Elizabeth Avenue because of the cars parked on that side opposite the entrance to Elizabeth Avenueo you drive at least 10 metres on the wrong side of the road facing oncoming traffic.
<a href="#">Resident</a>	Goldstone Crescent	Object	The proposals for Goldstone Crescent are totally inadequate and will not make the slightest difference to the severe traffic problems in Goldstone Crescent. because The real problem is that the carriageway is effectively reduced to one lane on the north side because of continuous parking along the south side of the road between Woodland Avenue and Nevill Avenue Double yellow lines should be painted on both sides of Goldstone Crescent all the way between Woodland Avenue and Nevill Way. Residents on the south side find it hazardous when exiting their driveways into what is effectively a single lane on the north carriageway because their visibility is severely restricted. The row of parked cars makes it dangerous for the many children who have to cross Goldstone Crescent before walking to Blatchington Mill and Aldrington schools.
<a href="#">Resident</a>	Goldstone Crescent	Object	The proposal states double yellow lines on the North side of the road only. This won't have any positive effect. The double yellow lines need to be on both sides of the road.
			The proposal will NOT solve the problem, as the residential road is too busy for two way traffic and with one lane blocked by parked vehicles in the day time.

<a href="#">Resident</a>	Goldstone Crescent	Object	It is now difficult to safely exit out of Woodland Avenue into Goldstone Crescent when you have a bank of vehicles driving at you on the wrong side of the road. It will also transfer the two side parking problem further along Goldstone Crescent and its feeder roads, where there are no Double restrictions.
<a href="#">Resident</a>	Goldstone Crescent	Object	Placing double yellow lines on one side of the road will not make any difference to the problems encountered at the moment. There are cars permanently parked on one side of the road so the carriageway is reduced to one lane. The road is very dangerous at the moment particularly at peak times as the cars speed up to get through before they have to give way and no one seems to want to be the one to do that.
<a href="#">Resident</a>	Goldstone Crescent	Object	There are many cars which park opposite the junction for Elizabeth Road and Woodland Avenue, making it impossible for cars from these roads to exit into the Crescent. The northern end has cars parking along the side of the road, making the traffic clog and the bus is unable to move through the road. Unless you put yellow lines further up you will just push the problem out further.
<a href="#">Resident</a>	Goldstone Crescent	Object	Double yellow lines on one side of a small portion of goldstone crescent will not resolve the dangerous traffic issues. People who leave their cars on this road during the day park on the opposite side of the road so it will not reduce parked cars. This will still cause single file traffic, traffic backed up in rush hour, dangerous driving and problems for buses and emergency vehicles to get through. Double yellow lines or permit parking need to be introduced on both sides of the road all the way down to prevent these issues. A new consultation on permits is needed.
<a href="#">Resident</a>	Goldstone Crescent	Object	The proposal is completely inadequate to solve the current congestion along Goldstone Crescent. Currently a line of cars park all day along the south side of the road, this will just support that activity. Yellow lines on each side would improve the flow of traffic. As would a parking scheme .
<a href="#">Resident</a>	Goldstone Crescent	Object	Double yellow lines does not resolve the issue of the parking, it will just further displace the traffic further into Goldstone Creasant and its sourounding roads. Also adding double yellow lines will not solve the severe traffic issues.
<a href="#">Resident</a>	Goldstone Crescent	Object	Limited Double yellow lines in Goldstone Crescent will only result in moving the problem further down the road. If double yellow lines are introduced then they need to be introduced for the whole length of the road otherwise the congestion will continue.
<a href="#">Resident</a>	Goldstone Crescent	Object	I strongly object to this proposal on the basis it is not going to solve anything. It has become a nightmare to turn into Elizabeth Avenue from Goldstone Crescent because of cars permanently parked on the North side. A single stretch of double yellow lines on the south side will have zero effect. Double yellows on both sides of Goldstone Crescent starting 100 yards before Woodland Avenue stretching to 100 yards after Elizabeth Avenue junctions.

<a href="#">Resident</a>	Goldstone Crescent	Object	Double yellow lines only on one side of the Goldstone Crescent between Elizabeth Avenue and Woodland Avenue is pointless. Double yellow lines need to be painted on both sides of the road. Need to stop people from parking on-street to both side of Goldstone Crescent, especially near/between the junctions with Elizabeth Avenue and Woodland Avenue.
<a href="#">Resident</a>	Goldstone Crescent	Object	Object to this as the proposed yellow lines are nowhere near enough and are on the wrong side of Goldstone Crescent to work properly. The double yellow lines should run on the South Side, especially before and after T junctions, the abysmal parking currently means drivers driving on the wrong side of the road for most of the time whilst travelling along Goldstone Crescent ( both ways ).
<a href="#">Resident</a>	Goldstone Crescent	Object	There should be double yellow lines along Goldstone Crescent and Woodland Drive as per the Order but they will not solve the problem of bus (or car) movement along either of these roads. The double yellow lines need to be on both sides of the road.
<a href="#">Resident</a>	Goldstone Crescent	Object	<p>The proposals for Goldstone Crescent are totally inadequate and will not make the slightest difference to the severe traffic problems in Goldstone Crescent because of the continuous row of parked cars.</p> <p>The double yellow lines should be on both sides of the road and should be from the Woodland Drive/ Goldstone crescent mini roundabout to the King George junction, as the road is too narrow a road to have parking.</p> <p>There is a dangerous situation at the junction of Elizabeth Avenue and Goldstone Crescent where traffic coming out of Elizabeth Avenue has the choice of only one lane and often has to face a fast-moving traffic coming from either east – on the wrong side of the road – or from the west, because of the row of parked cars along the south side of Goldstone Crescent. Double yellows on the south side of the road would resolve that problem.</p>
<a href="#">Resident</a>	Goldstone Crescent	Object	<p>Yellow lines on the north side of Goldstone Crescent between Elizabeth Avenue and Woodland Avenue will not solve the present problems.</p> <p>The whole of Goldstone Crescent between Woodland Drive and the bottom of King George V1 Avenue needs to be taken into consideration</p> <p>The obvious solution to the problem is to introduce further timed parking restrictions all along one side of Goldstone Crescent to stop all day. Double yellow lines be painted on the other side. A pedestrian crossing should be in place to assist the children trying to cross the road on their way to school or double yellow lines on both sides of Goldstone Crescent with a 20 mph speed limit and speed bumps</p>
<a href="#">Resident</a>	Goldstone Crescent	Object	<p>The real problem is that the carriageway is effectively reduced to one lane on the north side of Goldstone Crescent because of parking along the south side of the road between Woodand Avenue and Nevill Way. The Council's proposal fails to solve that problem.</p> <p>The row of parked cars leads to traffic queues approaching from both directions which then block the road. Double yellow lines should be painted on both sides of Goldstone Crescent between Woodland Avenue and Nevill Way or at least a continuous yellow line on the south side.</p>

			There is a dangerous situation at the junction of Elizabeth Avenue and Goldstone Crescent where traffic coming out of Elizabeth Avenue has the choice of only one lane and often has to face a fast-moving stream of traffic. Double yellows or a single yellow line, would resolve the problem.
<a href="#">Resident</a>	Goldstone Crescent	Object	<p>These proposed plans don't address the parking and traffic problems experienced on Goldstone Crescent. Implementing a double yellow line on one side of the road will ensure cars park on the southern side of the street, effectively turning this stretch of Goldstone Crescent into a single carriageway where cars can only pass through in one direction at a time. There simply isn't space for cars to pass in both directions if you allow parking on one side of the street</p> <p>The only solution that solves the congestion issue and makes it safe for residents is to implement double yellow lines on both sides of the road.</p>
<a href="#">Resident</a>	Goldstone Crescent	Object	<p>The proposal for double yellow lines to be painted on one side of the carriageway and will not solve the traffic queues from both directions this will continue.</p> <p>The simple answer is to paint double yellow lines on one side of the road as suggested and then restrict parking on the other side of the road on the same basis as applied for other parts of the area, i.e. none between the hours of 10 and 11am and 1 and 2pm between Monday and Friday.</p>
<a href="#">Resident</a>	Goldstone Crescent	Object	<p>Painting yellow lines on the north side of Goldstone Crescent between Elizabeth Avenue and Woodland Avenue is a totally inadequate to the problems in this road. Parking needs to be restricted on both sides of the road.</p> <p>The carriageway is effectively reduced to one lane on the north side of Goldstone Crescent because of continuous parking along the south side of the road between Woodland Avenue and Nevill Avenue</p> <p>Potentially dangerous problem is the situation at the T- junction of Elizabeth Avenue and Goldstone Crescent. Parking in such situations opposite a T-junction is specifically identified in the Highway Code as potentially hazardous. It would be sensible at the very least, to paint double yellow lines on the south side of Goldstone Crescent directly opposite Elizabeth Avenue for 10m either side of the junction</p>
<a href="#">Resident</a>	Goldstone Crescent	Object	The parking has got almost impossible in the Goldstone Crescent area to Neville Way also taking in Elizabeth Ave and corner of Mill Drive. Something really needs to be done. Double yellow lines everywhere although some people will not take any notice of them as they still park on the double yellow lines now.
<a href="#">Resident</a>	Goldstone Crescent	Object	<p>Object to the proposal to paint double yellow lines on Goldstone Crescent between Elizabeth Avenue and Woodland Avenue. The current problem with traffic flow along Goldstone Crescent between Woodland Drive and Neville Way, is that the highway is reduced to one lane due to continuous parking along the south side of the road.</p> <p>The reduced flow of traffic along Goldstone Crescent causes tailbacks along the road, making it difficult for buses to get through and for residents along the south side of the road to access their property.</p>

			<p>The councils proposals to point double yellow lines on the north side of Goldstone Crescent between Elizabeth Avenue and Woodland Avenue is a wholly inadequate response to the problem. It will not resolve anything as the situation will not be changed because nobody parks there.</p> <p>The most sensible way to deal with the issue is to paint double yellow lines as proposed, with additional double yellow lines on the south side of Goldstone Crescent between Woodland Avenue and Neville Way.</p>
<a href="#">Resident</a>	Goldstone Crescent	Object	Object to this proposal as this needs double yellows to be on both sides of the highway
<a href="#">Resident</a>	Goldstone Crescent	Object	It would be completely pointless putting double yellow lines down one side only on Goldstone crescent. It will make no difference at all to the current situation. There is not enough space on the sides the cars do park on for the flow of traffic to pull in when trying to avoid onward traffic. Put double yellow on both sides of the road or at least add single yellow line that means no parking in rush hour when the biggest issues occur.
<a href="#">Resident</a>	Goldstone Crescent	Object	This proposal will make no difference to Goldstone Crescent as people already park on the opposite side of the road that you are proposing. Therefore the parking problem will remain the same. Whichever side you put the double lines the vehicles will park on the side without the yellow lines. Perhaps double yellow lines on both sides would be beneficial.
<a href="#">Resident</a>	Goldstone Crescent	Object	Although glad this is being looked at and being taken seriously, the introduction of double yellows on a short stretch of Goldstone Crescent on one side of the road is completely inadequate. The road never functions properly due to parked or abandoned cars and the volume of traffic that flows through Goldstone Crescent. Parking restrictions for permit parking needs to be implemented.
<a href="#">Resident</a>	Goldstone Crescent	Object	<p>The proposal is totally inadequate, there is virtually no parking taking place on the north side of the road. The problem lies with the unrestricted parking on the both sides, reducing the road to the equivalent of a single track with passing places.</p> <p>Double yellow lines are needed on both sides of Goldstone Crescent from the mini roundabout at the junction with Woodland Drive to the junction with Nevill Way . In addition double yellow lines are needed on the west side of Woodland Drive from the junction with Goldstone Crescent to Shirley Drive.</p>
<a href="#">Resident</a>	Goldstone Crescent	Object	This will make no difference to the problem. It needs to be on both north and south sides of Goldstone Crescent
<a href="#">Resident</a>	Goldstone Crescent	Object	Although understand the reason for putting double yellow lines on the north side of Goldstone Crescent between Woodland Avenue and Elizabeth Avenue, unfortunately it will not solve the problem of inconsiderate parking. Suggest consideration is given to putting double yellow signs on both sides of the road for the whole length.
<a href="#">Resident</a>	Goldstone Crescent	Object	One row of double yellow lines Along Goldstone Crescent will surely mean continued day parking causing chaos. Surely it would be much much better to have restricted parking bays (no parking between say 9-10am and 4-5pm) at staggered locations (either side of Goldstone Crescent).

<a href="#">Resident</a>	Goldstone Crescent	Object	The real problem in Goldstone Crescent is that the carriageway is effectively reduced to one lane on the north side of Goldstone Crescent because of continuous parking along the south side of the road between Woodland Avenue and Neville Way.
			The Council will fail to solve the problem if yellow lines are marked only on one side of the road between Woodland Avenue and Neville Way. The Council needs to go further by putting yellow lines on both sides of the road or introducing restrictions to parking between Woodland Avenue and Neville Way.
Resident	Goldstone Crescent	Object	Double yellow lines along this stretch of road will not help as the majority of cars park on one side of the road only. A single yellow line on both sides of the road would be preferable as it would stop all cars parking during the working day. The other alternative would be double yellow lines on both sides of the road.
<a href="#">Resident</a>	Goldstone Crescent	Object	The proposals for a double yellow line on the N side of Goldstone Crescent between Woodland Avenue & Elizabeth Avenue is inadequate as it won't address the dangers & disruption caused by the continuous parking along the S side of the road between Woodland Avenue & Nevill Avenue.
			Double yellow lines are needed along both sides of Goldstone Crescent all the way between Woodland Avenue & Nevill Way.
<a href="#">Resident</a>	Goldstone Crescent	Object	The introduction of double yellow lines on one side of the road will have no impact at all. Drivers will continue to park the cars on the clear side of the road as they are now. The best resolution would be to have single yellow lines along both sides of the road with restrictions Monday to Friday until 6pm. This will keep the road clear and aid the flow of traffic and still enable residents and visitors to park in the evenings and weekends
<a href="#">Resident</a>	Goldstone Crescent	Object	Goldstone Crescent, between the junctions of Woodland Avenue and Nevill Way is effectively reduced to one lane on the north side of the road due to continuous parking on the south side. It is pointless merely painting double yellow lines on the north side only as this wouldn't alleviate the current traffic situation as hardly anyone parks there anyway as this would effectively block the road if they did. Instead double yellow lines should be painted on both sides of the road then the traffic will keep flowing.
<a href="#">Resident</a>	Goldstone Crescent	Object	The proposed yellow line on the north side only will achieve nothing as cars tend to park only on the south. Fail to understand why yellow lines have not been proposed for both sides.
<a href="#">Resident</a>	All Road TRO-41b-2019	Support	Since the introduction of Zone P, the roads in this order have been plagued with unsafe parking, in particular on blind bends and narrow sections creating increased accident risk. Whilst I support the order disappointed that it does not go far enough. All blind bends and junctions on all these streets should be protected with yellow lines.
<a href="#">Resident</a>	All Road TRO-41b-2019	Support	These changes are to be welcomed as since the introduction of CPZ P, this area has been plagued by inconsiderate parking causing obstructions and safety issues. Suggest that wider restrictions are necessary, such as an extension to the proposed lines both north and south of the current plans in Withdean Road.

<a href="#">Resident</a>	Withdean Road	Support	Will prevent parking that is causing dangerous driving following the increase in traffic flow and dangerous parking resulting in driving on pavements and at times resulting in the road becoming blocked by cars being unable to pass parked cars.
<a href="#">Resident</a>	Withdean Road	Support	Sensible proposal to improve safety and reduce congestion - however does not go far enough as Double Yellow Lines need to be placed further North.
<a href="#">Resident</a>	Withdean Road	Support	Support the proposal but have comments on how to improve it. It would be much appreciated if a parking restriction put across our drive, it would give enough space to pull out of the drive to the north. Currently have a single yellow line across the top of the drive that does not go far enough to allow a safe view from the drive when cars are parked right up against the edge of the single yellow line.
<a href="#">Resident</a>	Withdean Road	Support	Support the proposal but could you extend the double yellow lines further than you have on Withdean Road, also the double yellow lines should extend further round the corner onto Waylands Avenue as that is a really dangerous corner whether turning right or left from Withdean Road and Withdean Road coming up the hill from the stadium is a terrible blind corner.
<a href="#">Resident</a>	Withdean Road	Support	Support the proposal for Withdean Road. However, the new yellow lines do not go far enough south from the planned lines. With inconsiderate parking taking place, vehicle egress is often impossible for residents with driveways in this location. It would be a fairer and less hazardous solution to extend the yellow lines south, to the existing lines at the junction with Tivoli Crescent North.
<a href="#">Resident</a>	Withdean Road	Support	Great to see prompt action being taken. This will prevent parking that is causing dangerous driving following the increase in traffic flow and dangerous parking resulting in driving on pavements and at times resulting in the road becoming blocked by cars being unable to pass parked cars. Not included is double yellow lines opposite 40/42 Withdean road on westbound side that creates risk of cars parking on this stretch that is on a curve a create same issues are seen previously. Would ask the Council to consider extending the scheme to cover this area.
<a href="#">Resident</a>	Withdean Road	Support	Support this proposal, but the sight lines when emerging from property (number 28) which is downhill, would still be entirely blocked by parked vans and cars. Please extend yellow another 15 metres North on the downhill side for this reason of zero visibility
<a href="#">Resident</a>	Withdean Road	Support	I support this proposal as there is an urgent need of yellow lines on Withdean Road in particular to prevent dangerous parking and driving. Concerned that the proposed lines do not extend far enough South or North.
<a href="#">Resident</a>	Withdean Road	Support	Reluctantly support the proposal because it is better than what is currently here, however this is not what was petitioned for and should be much better. Believe that on the side of the road with even numbered properties, the DYLS should run all the way from where there is currently a SYL outside number 22, right the way up to number 46. Between numbers 34 and 42 is a dangerous bend and there is no way anyone should be allowed to park there
<a href="#">Resident</a>	Withdean Road	Support	This might help stop some of the kerb driving, increased emissions and blocking caused by more cars, vans, campers and dumped vehicles parking and obstructing the blind bends.



<a href="#">Resident</a>	Withdean Road	Support	This TRO does not cover 34, 36 or 38 which are caught between 2 blind bends and is the narrowest part of the road. There is no pavement on this side also. This TRO will simply move the problem along the road not solve it.
<a href="#">Resident</a>	Withdean Road	Support	Support this proposal BUT the proposed yellow lines do not extend nearly far enough either to the north or to the south. If the lines are as limited as proposed, people will park their vans and cars and caravans in the road and there will be traffic chaos as there was before which led to a large numbers of potentially dangerous incidents. The lines should extend the entire length of the road.
<a href="#">Resident</a>	Withdean Road	Support	<p>Since August 2018 when the new parking restrictions within the Controlled Zone between Dyke Road and Goldstone Crescecent came into effect Withdean Road has been blighted by out of area owners leaving their cars parked on the unrestricted parts of this road causing hazardous driving conditions.</p> <p>The proposed introduction of new yellow lines on Withdean Road is a much needed and hugely welcome. The proposals however do not go far enough and as such in their current form do not adequately address the traffic needs as they are leaving significant gaps in their coverage along Withdean Road. Urge B&amp;H Council to modify the proposal to extend yellow line restrictions throughtout the whole length of Withdean Road so that whole day parking cannot take hold any longer on this road at any point or stretch.</p>
<a href="#">Resident</a>	Withdean Road	Object	Object to this proposal although pleased with the introduction of the yellow lines, the proposed lines should be extended both north and south of the current plans. This would ensure there will be no hazardous blind bend parking and at the same time increase visibility for residents attempting to leave and enter their own driveways.
<a href="#">Resident</a>	Withdean Road	Object	Agree to most of the proposed yellow lines in Withdean Road , however the yellow lines are not necessary outside no.44 Withdean Road. This provides one safe parking space which is useful for visitors or workmen attending the houses nearby.
<a href="#">Resident</a>	Withdean Road	Object	Inspected your proposals for double yellow lines in Withdean Road, would suggest that a much more comprehensive approach is required. In addition to extending your current plans both north and south of proposed new restrictions, would suggest that a further area of restricted parking would be very beneficial along the dangerous and winding section of Withdean Road that runs down to the old stadium entrance. Parking on this part of the road regularly pushes vehicles to the wrong side of the road when driving up the hill. This is a dangerous as the road has several blind bends.
<a href="#">Resident</a>	Withdean Road	Object	Road is a rat run and although the proposed changes to include double yellow line are very welcome they do not go far enough. Cars will still be able to park on corners and there will inevitably be accidents. The length of lines planned for Wayland Ave at the Withdean road junction is far too short. It is a difficult junction to pull out of and the small addition to the lines planned will still mean a blind exit if turning right.

<a href="#">Resident</a>	The Deneway	Object	Support the double yellow lines on the South and East side of the Deneway, but do not think this goes far enough. In addition this falls way short of the road markings required to make a busy, complicated, main access route into 'lower' Westdene safe, including children walking to and from schools, residents of Westdene accessing buses on the London Road, and it fails to address the flow of traffic and lack of road markings on the West side of the Deneway and on the North East side around the roundabout.  However I do not think that 4 hour bays are the solution to the lay-bys and feel this supports the vets but may meet resistance.
<a href="#">Resident</a>	The Deneway	Object	Welcome your proposals to alter the parking arrangements in The Deneway. The Parking in the immediate area of the junction with London Road is a big concern in terms of safety and traffic flow. Your proposal will sort this problem out.  However one problem has been overlooked. Some residents have vehicles that are not used everyday and are parked in The Deneway during the day. The proposed scheme will result in these vehicles parked on the road in the unrestricted zone. If the parking bays were left unrestricted then the resident can park here well out of the way of the traffic flow. If there is no place for these vehicles to park then owners will be forced to park them in another road possibly creating a problem elsewhere.
<a href="#">Resident</a>	The Deneway	Object	Object to this proposal as work in the residential building at the Deneway and know a number of staff need to regularly use street parking.
<a href="#">Resident</a>	The Deneway	Object	Object to this proposal as it would be detrimental for people who work in the road, but also to the clients accessing the service and visitors to the site .
<a href="#">Resident</a>	The Deneway	Object	Object to this proposal as on street parking needed for residents and staff at the RISE supported housing project
<a href="#">Resident</a>	The Deneway	Support	Although support the proposal to the lower section of the Deneway, disappointed that the double yellow lines are not going to be continued under the bridge passed the New Priory Vets heading towards Eldred Avenue.  Many of the residence in Lions Dene have expressed concerns many times of the blind spots that they have to encounter when crossing the road to reach the parade of shops on Eldred Avenue . Please can these be revisited with consideration being given to this important point.
<a href="#">Resident</a>	Woodland Drive	Object	The Road is heavily impacted by the implementation of parking zone P , which has displaced cars onto the nearest roads, Woodland Drive being one of them.  The impact of putting double yellow lines on one side only will be for the cars to park on the opposite side of the road. It does not solve the problem, it simply moves it across the road. The double yellow lines extend only a short way along the road, not even up to the junction with Shirley Drive. Again, you are just going to move the problem a few yards up the road.
<a href="#">Resident</a>	Woodland Drive	Object	The council have deliberately put this order out over the festive season, residents have NOT been informed of this by letter so I request an extension in time is made immediately and ALL residents informed of this proposal.

<a href="#">Resident</a>	Woodland Drive	Object	It would appear that no notice has been given to the residents of Woodland Drive. The period of consultation between 19th December to 17th January is insufficient time to consult the residents within this area
<a href="#">Resident</a>	Woodland Drive	Object	Whichever side of the road you put yellow lines, it would make no difference, as recently the parking seems to have evolved into just being down that side, but there is still constant congestion. It is absolutely imperative that the council stops parking on BOTH sides. This road is too narrow and busy to have consistent parking down any side. Please will the council listen and put yellow lines on both sides of this part of Woodland Drive, i.e. from Bennett Drive to Shirley Drive.
<a href="#">Resident</a>	Woodland Drive	Object	Proposing to put yellow lines in Woodland Drive on one side only. This will not alleviate the problems that are currently happening, there has been a number of problems with cars buses delivery vans etc not being able to get through and a few cars have been damaged.
<a href="#">Resident</a>	Woodland Drive	Support	Support this proposal as daytime parking along Woodland Drive has introduced point of traffic conflict along the route as northbound vehicles hop from gap to gap to avoid southbound traffic. In fact it needs double yellow lines on both sides of the street.
<a href="#">Resident</a>	Woodland Drive	Support	Although support the proposals to have double yellow lines on the lower stretch of Woodland Avenue, wonder if double yellow lines on both sides of the road would be preferred. Since the parking scheme was introduced in September 2019, one side of Woodland Drive has become a permanent parking area.
<a href="#">Resident</a>	Woodland Drive	Support	100% in support of the extent of the works currently proposed which I believe would greatly improve road safety and traffic management on this particular stretch of highway.
<a href="#">Resident</a>	Goldstone Crescent & Woodland Drive	Object	Proposed yellow lines in Goldstone Crescent and Woodland drive is an inadequate solution and will not resolve the traffic problems and safety issues to pedestrians and drivers. The proposed solution displaces the problem rather than solving it. Yellow lines on one side of both of these roads will result in a line of cars on the other side. Neither road is wide enough to handle two-way traffic along with parked cars.
<a href="#">Resident</a>	Goldstone Crescent & Woodland Drive	Object	The proposed solutions for Goldstone Crescent and Woodland Drive are woefully inadequate. Recent parking changes in the Goldstone Valley are have meant that our previously quiet streets are now overcrowded with parked cars, causing both traffic congestion and severe safety issues for pedestrians. To resolve the local impacts would need to extend the yellow line schedule along both sides of Goldstone Crescent, both sides of Woodland Drive, and all of the surrounding roads.
<a href="#">Resident</a>	Goldstone Crescent & Woodland Drive	Support	With increased parking in Woodland Drive and Goldstone Crescent since area P was introduced, there is major congestion and the 21 bus and other road users are having great difficulty using these roads. I would support double yellow lines on both sides of these roads for their entire length as these are major arterial roads into and out of Hove.

