

## Appendix C

		Road	Support/ Object	Reasons	Officer Response
1	Resident	Warmdene Road	Object	<p>This will impact areas surrounding the proposed area of changes as vehicles and cars will be pushed further out.</p> <p>It will also impact local businesses within the areas proposed adversely as people will have limited access to the local train station.</p>	The parking scheme has already been through an extensive consultation process in regard to costs and times. The options and roads taken forward is that which is preferred by the majority of respondents.
2	Resident	Surrenden Crescent	Object	Support this scheme, but object to the proposed bays either side of 1 and 3 Surrenden Crescent	The parking scheme has already been through an extensive consultation process in regard to costs and times. The options and roads taken forward is that which is preferred by the majority of respondents.
3	Resident	Whittingehame Gardens	Support	Very Supportive of this. The sooner the better	
4	Resident	Harrington Road	Support	Support the proposal because something is better than nothing. The scheme needs to be 7 days a week.	
5	Resident	Surrenden Road	Support	<p>Strongly support this proposal on the following grounds:-Surrenden Road at its upper end has a narrow carriageway width. With parked vehicles all parking in the road means that a single lane is created.</p> <p>Residents are often forced to park a considerable distance from their own houses because of non-resident parking</p> <p>The proposed scheme will prevent long-term parking and so give rise to a greater turnover of parking for genuine visitors and residents</p>	

6	Resident	Surrenden Close	Object	There is not enough electric vehicle charging points. The parking scheme should take into account the move to electric cars and provide a surplus of points at this stage.	Residents can request additional electric vehicle charge points via the Council website, which will be considered by the Electric Vehicle Team. Officers engaged with the car club operators who advised the required number and their preferred location.
				There should be more places reserved for city car clubs as this is an attractive option especially as an alternative for a seldom used second car.	
7	Resident	Ditchling Road	Object	Concerned about Permit Parking in Hollingbury Copse as insufficient space for cars, refuse vehicles and emergency services etc. to pass safely. In favour of double yellow lines to this section of road to eliminate this issue.	Officers consider the carriageway width sufficient for access.
8	Resident	Surrenden Road	Object	In principal support the proposals, however would like an amendment to the proposals that will grant permission for vehicles to park on the cross-overs.	The parking scheme has already been through an extensive consultation process in regard to costs and times. The options and roads taken forward is that which is preferred by the majority of respondents. For safety and ensured access reasons waiting restrictions are applied at traffic sensitive areas such as junctions, tactile pedestrian crossings, crossovers and turning areas.
9	Resident	Surrenden Road	Object	Agree with all the proposals except the placing of double yellow lines across the cross overs that will stop parking on the same cross over.	The parking scheme has already been through an extensive consultation process in regard to costs and times. The options and roads taken forward is that which is preferred by the majority of respondents. For safety and ensured access reasons waiting restrictions are applied at traffic sensitive areas such as junctions, tactile pedestrian crossings, crossovers and turning areas.

10	Resident	Withdean Crescent	Object	Withdean Crescent is not wide enough to permit the Parking Bays proposed opposite drives.	Officers consider the carriageway width sufficient for access. The parking scheme has already been through an extensive consultation process in regard to costs and times. The options and roads taken forward is that which is preferred by the majority of respondents.
				The Approach adjacent to the A23, London Road. There are proposed Parking Bays on the southern side in London Road. This means that cars leaving The Approach to join London Road will be partly blocking the traffic lane for people coming off London Road into The Approach.	
				Proposed Parking Bays in Varndean Gardens at the junction with Withdean Crescent, and opposite the junction of Varndean Close, would both make these junctions unnecessarily dangerous.	
11	Resident	Cornwall Gardens	Support	See no negative reasons for introducing the proposed scheme and the go ahead should be given and subsequently implemented at the earliest opportunity.	
12	Resident	Surrenden Road	Object	As on the current proposals the houses in Surrenden Road would no longer be able to park vehicles on these crossovers. This would result in additional cars needing to be parked on this road and nearby roads.	The parking scheme has already been through an extensive consultation process in regard to costs and times. The options and roads taken forward is that which is preferred by the majority of respondents. For safety and ensured access reasons waiting restrictions are applied at traffic sensitive areas such as junctions, tactile pedestrian crossings, crossovers and turning areas.

13	Resident	Varndean Road	Object	Strongly believe the proposed parking scheme does not adequately consider the demand for the residents who live on Varndean Road. I agree that a light touch scheme is needed, but strongly opposed to the proposed parking for a small number of cars, which will not be enough for the residents of Grosvenor Court and Withdean Court.	Officers have proposed to formalise parking places in areas where are considered safe to park whilst ensuring continued access to off street parking places.
14	Resident	Surrenden Road	Object	Support the need for the introduction of a controlled parking zone. However would suggest one amendment to the proposal, to permit residents parking on the cross-over. Would have no objection to paying for a parking permit in order to park on a cross-over.	The parking scheme has already been through an extensive consultation process in regard to costs and times. The options and roads taken forward is that which is preferred by the majority of respondents. For safety and ensured access reasons waiting restrictions are applied at traffic sensitive areas such as junctions, tactile pedestrian crossings, crossovers and turning areas.
15	Resident	Varndean Road	Object	Do not agree with Permit Parking in Varndean Road especially the times specified. These times would not work. Commuters, residents within this zone and other people not living in the are would come between the times allowed. The Permit Parking should be longer hours.	The parking scheme has already been through an extensive consultation process in regard to costs and times. The options and roads taken forward is that which is preferred by the majority of respondents. Officers would not consider pavement/verge parking as part of the final design.
				There is limited parking spaces in this road would suggested that maybe parking half on half off the verge. There could be grass protection mesh put down which would look after the verge and giving parking for extra vehicles.	

16	Resident	Brownleaf Road	Object	<p>First of all, parking in Varndean Gardens is a road where the residents have driveways, so anyone parking in the road is not clogging up spaces which would otherwise be used for residents' vehicles.</p>	<p>The parking scheme has already been through an extensive consultation process in regard to costs and times. The options and roads taken forward is that which is preferred by the majority of respondents.</p>
				<p>Sympathise with people who live in Surrenden Road, but think that the council are penalizing people who just need to park for work.</p>	
17	Resident	Surrenden Road	Object	<p>Object to the proposed TRO as will increase the number of cars parked on Surrenden Road between Braybon Avenue and Ditchling Road and will exacerbate the congestion, pollution and road safety issues caused by the volume of traffic trying to <u>navigate what will in effect be a single-track road.</u></p>	<p>The parking scheme has already been through an extensive consultation process in regard to costs and operational times. The options and roads taken forward is that which is preferred by the majority of respondents. For safety and ensured access reasons waiting restrictions are applied at traffic sensitive areas such as junctions, tactile pedestrian crossings, crossovers and turning areas. Officers consider there to be sufficient passing places for Surrenden Road as per the proposed design.</p>
				<p>The proposed passing places are insufficient to prevent congestion.</p>	
				<p>Residents who currently park safely and conveniently on their crossovers will be forced to compete for limited and less safe parking on the street, adding to the number of parked cars.</p>	
				<p>The light touch scheme, with very limited enforcement hours, will do little to deter visitors from parking.</p>	
18	Resident	Surrenden Road	Object	<p>Object to having double yellow lines across crossover. It is important that residents with crossovers are allowed to continue to use them, otherwise there will simply be not enough parking. Residents would be happy to pay for permits to park on crossovers.</p>	<p>The parking scheme has already been through an extensive consultation process in regard to costs and times. The options and roads taken forward is that which is preferred by the majority of respondents. For safety and ensured access reasons waiting restrictions are applied at traffic sensitive areas such as junctions, tactile pedestrian crossings, crossovers and turning areas. Officers consider there to be sufficient passing places for Surrenden Road as per the proposed design.</p>
				<p>Concerned about the number of passing places being insufficient and worried about traffic safety on this road</p>	

19	Resident	Surrenden Road	Object	<p>The principal of the CPZ has our support but there are a number of issues that the current proposals fail to address. These are :-</p>	<p>The parking scheme has already been through an extensive consultation process in regard to costs and times. The options and roads taken forward is that which is preferred by the majority of respondents. For safety and ensured access reasons waiting restrictions are applied at traffic sensitive areas such as junctions, tactile pedestrian crossings, crossovers and turning areas. Officers consider there to be sufficient passing places for Surrenden Road as per the proposed design.</p>
				<p>Understand that residents who currently park vehicles on crossovers will be prohibited from doing so, this will result in an increased pressure for on-street parking. A solution would be for residents to be allowed to park on the crossover serving their property, subject to obtaining a residents parking permit, thereby releasing parking spaces</p>	
				<p>The Yellow Bus route, school buses and other vehicles that use Surrenden Road, with entry from Ditchling Road, will have to give way to traffic travelling up towards Ditchling Road as a result of all parking bays being positioned on the south side of the road. The proposed plans do not appear to provide adequate passing places</p>	
20	Resident	Friar Walk	Object	<p>Objecting to the provision of only three parking spaces in Friar Walk for 8 houses. There has never been a problem with parking more than three cars in Friar Walk, neither has there been a problem for emergency vehicles accessing the end of Friar Walk</p>	<p>Officers have proposed to formalise parking places in areas where are considered safe to park whilst ensuring continued access to off street parking places. Blue Badge holders are permitted to park for up to three hours on yellow lines where there are no loading bans in place and not causing an obstruction. They may also park within light-touch parking schemes during the hours of restriction with their badge on display. Waiting restrictions are a requirement within controlled parking zones where it is not deemed safe or appropriate for vehicles to park.</p>
				<p>Object to Blue Badge Holders not being able to park at any time on double yellow lines - Harrington Road, Harrington Villas, Knoyle Road, Surrenden Road</p>	
				<p>Also object to the vast double yellow lines to be plastered in Surrenden Road - a green lung of the City .</p>	

21	Resident	Harrington Road	Object	<p>This scheme is not strong enough. Waited years to get an improvement to an increasingly abysmal situation. This proposal will not solve the problem – we need longer restrictions, into the evenings and at weekends.</p>	<p>The parking scheme has already been through an extensive consultation process in regard to costs and times. The options and roads taken forward is that which is preferred by the majority of respondents. The responses received indicated a preference for a light-touch parking scheme.</p>
22	Resident	Vardean Holt	Object	<p>Object to the scheme in general as there is no problem in the proposed area.</p> <p>Many of the roads in the proposal are unsuitable for roadside parking as private driveways restrict the areas for parking on the road.</p> <p>Object to the scheme to restrict parking by use of double yellow lines in an area where the layout of the roads already limit parking to an adequate degree.</p> <p>The proposal will increase any pressure on parking spaces in the residential areas to the west and north of the proposed area as normally legally parked cars migrate to nearby roads</p>	<p>The parking scheme has already been through an extensive consultation process in regard to costs and times. The options and roads taken forward is that which is preferred by the majority of respondents</p>
23	Resident	Surrenden Road	Support	<p>In general I support the proposal.</p> <p>Like some in this area, have a garage at the back of garden accessed through a back lane. In the winter the back lane can become impossible to use due to snow/ice and have to park in Surrenden Road.</p>	

24	Resident	Varndean Road	Object	<p>On the plan it shows street parking using both the north and south side of the road from the bottom of Varndean Road, which only appears to give space for about 15 or so vehicles, but makes it difficult for emergency vehicles to pass.</p>	<p>Officers consider the carriageway width sufficient at this location for emergency service access. The parking scheme has already been through an extensive consultation process in regard to costs and times. The options and roads taken forward is that which is preferred by the majority of respondents</p>
				<p>The loss of spaces in this section of road will move everyone else to park further up the road, taking up space outside other residents of Varndean Road, Cornwall Gardens and Surrenden Road, which are also listed within this proposal causing them the same problem.</p>	
				<p>The Council could compromise on only using the land on the south side of Varndean Road outside of Grosvenor Court being given over to using half of the road and half the verge using either textured concrete or polymer grass block which enables grass growth, which would then give more parking for vehicles.</p>	
25	Resident	Surrenden Road	Object	<p>Not allowing parking on crossovers will mean too many residents cars trying to park in a small number of allocated bays. The crossovers are safe to park on they do not obstruct pavements or give poor visibility. Would support this scheme if parking permits were issued for parking on crossovers which residents can purchase.</p>	<p>The parking scheme has already been through an extensive consultation process in regard to costs and times. The options and roads taken forward is that which is preferred by the majority of respondents. For safety and ensured access reasons waiting restrictions are applied at traffic sensitive areas such as junctions, tactile pedestrian crossings, crossovers and turning areas.</p>

26	Resident	Varndean Holt	Object	Object as the proposed scheme in Varndean Holt as it is not appropriate. Some of the houses have driveways that allows more than one car. Out of 17 houses in Varndean Holt only 4 properties will end up with parking outside them. Also, the parking bays are opposite driveways therefore making it very difficult for people exiting these properties.	Officers have proposed to formalise parking places in areas where are considered safe to park whilst ensuring continued access to off street parking places.
				Preference would be, if the scheme is to goes ahead that no on street parking will be allowed in the close and yellow lines will be used throughout.	
27	Resident	Surrenden Crescent	Object	Because of the ban on using crossovers this proposal lacks common sense with potential to cause more traffic nuisance and obstruction in Surrenden Crescent.	The parking scheme has already been through an extensive consultation process in regard to costs and times. The options and roads taken forward is that which is preferred by the majority of respondents. For safety and ensured access reasons waiting restrictions are applied at traffic sensitive areas such as junctions, tactile pedestrian crossings, crossovers and turning areas.
28	Resident	Surrenden Crescent	Object	The proposed parking restrictions are too light.	Officers consider the carriageway width sufficient at this location for emergency service access. The parking scheme has already been through an extensive consultation process in regard to costs and times. The options and roads taken forward is that which is preferred by the majority of respondents. Officers addressed the issue of queuing traffic in Surrenden Crescent at the London Road junction by
				The double yellow lines where Surrenden Crescent meets the A23 need to extend much further up the hill to allow for safe entry from the A23.	
				Restrictions need to give more space at the end of driveways as parked cars are effectively parked right at the edge making exit extremely dangerous and likely to result in collision.	

				Residents need to be able to park on the crossover to their properties without fear of being ticketed.	increasing the length of the waiting restrictions. Waiting restrictions will extend beyond vehicle crossovers to deter vehicles from obstructing access to and from off street parking places.
29	Resident	Varndean Road	Object	Lack of parking spaces in Varndean Road and would suggested that maybe parking half on half off the verge.	The parking scheme has already been through an extensive consultation process in regard to costs and times. The options and roads taken forward is that which is preferred by the majority of respondents.
				The Light Scheme Parking is inadequate for the area. Parking should be Monday to Sunday 9am to 8pm.	
30	Resident	Preston Drove	Object	If the scheme had single white lines in front of garages / driveways so residents of those properties can park in front of them without the need for a permit, would support the proposal.	The parking scheme has already been through an extensive consultation process in regard to costs and times. The options and roads taken forward is that which is preferred by the majority of respondents. For safety and ensured access reasons waiting restrictions are applied at traffic sensitive areas such as junctions, tactile pedestrian crossings, crossovers and turning areas.
31	Resident	Surrenden Road	Object	Do not want yellow lines across driveways.	The parking scheme has already been through an extensive consultation process in regard to costs and times. The options and roads taken forward is that which is preferred by the majority of respondents. For safety and ensured access reasons waiting restrictions are applied at traffic sensitive areas such as junctions, tactile pedestrian crossings, crossovers and turning areas.
				Need more than 1 electric charging point in this road, it is simply not adequate.	

32	Resident	Surrenden Road	Object	<p>Concern is with safety and the lack of parking that will be available with the current TRO</p> <p>It will be an inconvenience to many residents due to the enforced parking restrictions on crossovers. Instead of yellow lines simply put white line in front of crossovers.</p>	<p>The parking scheme has already been through an extensive consultation process in regard to costs and times. The options and roads taken forward is that which is preferred by the majority of respondents. For safety and ensured access reasons waiting restrictions are applied at traffic sensitive areas such as junctions, tactile pedestrian crossings, crossovers and turning areas.</p>
33	Resident	Surrenden Road	Object	<p>While broadly in agreement with this proposal concerned about double yellow lines used across driveways, as it will result in a loss of existing parking resource if residents are unable leave their car in front of the driveway.</p> <p>Gather that there is a height restrictions for permitted vehicles. These seem entirely unnecessary in this parking zone as houses have substantial front gardens and this would not be an issue of over-shadowing residences.</p>	<p>Any vehicle exceeding 6 metres in length, 2540Kg in weight or 2.25 metres in height will not qualify for a resident's parking permit. Concessions will only be made in exceptional circumstances and at service manager discretion.</p> <p>Officers have proposed to formalise parking places in areas which are considered safe to park whilst ensuring continued access to off street parking places.</p>
34	Resident	Withdean Crescent	Object	<p>Happy at the overall idea and general approach to the parking scheme. However concerned about the location of a single parking bay outside No.9 Withdean Crescent as it will affect the safety of using the driveway at this property.</p>	<p>The parking scheme has already been through an extensive consultation process in regard to costs and times. The options and roads taken forward is that which is preferred by the majority of respondents. For safety and ensured access reasons waiting restrictions are applied at traffic sensitive areas such as junctions, tactile pedestrian crossings, crossovers and turning areas.</p>

35	Resident	Surrenden Crescent	Object	Object as driveway does not appear on the proposed plan and the ability to park on crossovers.	All legal dropped kerbs will be protected by no waiting restrictions.
36	Resident	Surrenden Crescent	Object	Object to the proposal to prevent residents from parking on their crossovers in Surrenden Crescent.	The parking scheme has already been through an extensive consultation process in regard to costs and times. The options and roads taken forward is that which is preferred by the majority of respondents. For safety and ensured access reasons waiting restrictions are applied at traffic sensitive areas such as junctions, tactile pedestrian crossings, crossovers and turning areas.
37	Resident	Surrenden Crescent	Object	Object to the proposal to prevent residents from parking on their crossovers in Surrenden Crescent.	The parking scheme has already been through an extensive consultation process in regard to costs and times. The options and roads taken forward is that which is preferred by the majority of respondents. For safety and ensured access reasons waiting restrictions are applied at traffic sensitive areas such as junctions, tactile pedestrian crossings, crossovers and turning areas.
38	Resident	Surrenden Crescent	Object	Object to the proposal to prevent residents from parking on their crossovers in Surrenden Crescent.	The parking scheme has already been through an extensive consultation process in regard to costs and times. The options and roads taken forward is that which is preferred by the majority of respondents. For safety and ensured access reasons waiting restrictions are applied at traffic sensitive areas such as junctions, tactile pedestrian crossings, crossovers and turning areas.

39	Resident	Surrenden Crescent	Object	Object to the ability to park on the cross-overs in Surrenden Crescent being removed. To disallow parking on the cross-overs will put many more cars on the road.	The parking scheme has already been through an extensive consultation process in regard to costs and times. The options and roads taken forward is that which is preferred by the majority of respondents. For safety and ensured access reasons waiting restrictions are applied at traffic sensitive areas such as junctions, tactile pedestrian crossings, crossovers and turning areas.
40	Resident	Varndean Road	Object	Do not object to the introduction of Zone 10, but object to the limited amount of parking proposed on Varndean Road. This will significantly reduce the number of car parking spaces available to the residents, this is not an improvement.	Officers have proposed to formalise parking places in areas where are considered safe to park whilst ensuring continued access to off street parking places.
41	Resident	Unknown	Object	Pleased that you have opted for light touch parking restrictions but this will have an impact on the surrounding areas as people will just park further out causing problems in the nearby residential roads.	The parking scheme has already been through an extensive consultation process in regard to costs and times. The options and roads taken forward is that which is preferred by the majority of respondents.
42	Resident	Rookery Close	Object	Object as any visitors to Rookery Close will find it very difficult to park nearby under these current plans and will likely end up parking quite a distance away.	Rookery Close is not within the proposed scheme boundary. Parking arrangement in Rookery Close are managed independently.

43	Resident	Varndean Gardens	Object	Notice the proposed parking spaces on the section between 107 - 125 Surrenden Road are staggered and see this becoming a problem as the grass verges will become non-existent because the buses/large lorries will have trouble getting past the parked vehicles.	The parking scheme has already been through an extensive consultation process in regard to costs and times. The options and roads taken forward is that which is preferred by the majority of respondents. For safety and ensured access reasons waiting restrictions are applied at traffic sensitive areas such as junctions, tactile pedestrian crossings, crossovers and turning areas. Officers consider there to be sufficient passing places for Surrenden Road as per the proposed design.
44	Resident	Withdean Crescent	Support	Supports this controlled parking Scheme.	
45	Resident	Surrenden Crescent	Support	Support this controlled parking scheme. Would like longer restricted hours.	
46	Resident	Surrenden Road	Object	Object as Hollingbury Park will now be the only park that does not have its own designated free limited waiting area due to proposed double yellow lines. This will act as a deterrent to families and disabled persons to use the park as they will now have to park some distance away, ensuring that it is not between 9-10am and 2-3pm	No waiting restrictions have been proposed in areas where Officers consider it unsafe to park. The parking scheme has already been through an extensive consultation process in regard to costs and times. The options and roads taken forward is that which is preferred by the majority of respondents. For safety and ensured access reasons waiting restrictions are applied at traffic sensitive areas such as junctions, tactile pedestrian crossings, crossovers and turning areas.
				Object to proposed double yellows across crossovers, these should be single yellow lines in conjunction with the restricted hours.	
47	Resident	Harrington Villas	Support	Support the proposed parking scheme, but concerned about obtaining a permit for a high sided vehicle.	

48	Resident	Varndean Holt	Object	Objects to the proposed restrictions in Varndean Holt as this will be unsightly.	Officers have proposed to formalise parking places in areas where are considered safe to park whilst ensuring continued access to off street parking places. Waiting restrictions are a requirement within controlled parking zones where it is not deemed safe or appropriate for vehicles to park.
49	Resident	Varndean Road	Support	Support this scheme.	
50	Resident	Varndean Gardens	Object	Object to this scheme as there is parking proposed opposite the driveway.	Officers have proposed to formalise parking places in areas where are considered safe to park whilst ensuring continued access to off street parking places.
51	Resident	Withdean Crescent	Object	Supports the need for a parking scheme, but object to parking opposite the driveway.	Officers have proposed to formalise parking places in areas where are considered safe to park whilst ensuring continued access to off street parking places.
52	Resident	Rookery Close	Object	Objections to the parking scheme in the Surrenden Area as very difficult to park in Rookery Close and usually have to park in the Surrenden vicinity and now will be unable to park as will not be entitled to a permit.	Rookery Close is not within the proposed scheme boundary. Parking arrangement in Rookery Close are managed independently.
53	Resident	Surrenden Road	Object	Objecting to the proposed days and times of the parking scheme. Would prefer a full scheme 7 days a week. Would prefer no parking bays on the Central Reservation as could cause a hazard for school children crossing the road due to poor visibility.	The parking scheme has already been through an extensive consultation process in regard to costs and times. The options and roads taken forward is that which is preferred by the majority of respondents.
54	Councillor	Surrenden Road	Support	Supports the parking scheme as this is clearly need to reduce congestion. Would like the parking of crossovers allowed in Surrenden Road.	

55	Resident	Surrenden Road	Object	Support the proposals, however would like an amendment to the proposals that will grant permission for vehicles to park on the cross-overs.	The parking scheme has already been through an extensive consultation process in regard to costs and times. The options and roads taken forward is that which is preferred by the majority of respondents. For safety and ensured access reasons waiting restrictions are applied at traffic sensitive areas such as junctions, tactile pedestrian crossings, crossovers and turning areas.
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