

APPENDIX A

| Who | Object/Support/Other | Comment | Officer Comment |
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| Resident | Support | Closest permit free parking area to the town centre, used as free parking and storage for people who don't live here. Incredibly hard for residents to find parking - Circling the block or parking far from our homes. Camper vans stored on the road that are rusting and have flat tires. Road shouldn't be used as free storage for non-residents. Weekends, often see groups parking up and catching a bus into town - similar for commuters, acting as a park and ride. We have infant child, have to double park to get the baby into the house as there is no parking, which is not safe. | |
| Resident | Support | Full support for the proposed parking scheme. Almost impossible to park near our home. Streets used by commuters, depot staff, and people from outside the area, who leave their vehicles here for days/weeks/months. Not unusual to see people park up, get on a bike or walk into town. Got vans and camper vans that sit here for weeks at a time. None of this benefits the people who actually live here. Depot issues going on for years. Planning permission was granted on the basis it would not affect local parking, but that promise hasn't been kept. Every morning, spaces nearby are gone before 7am. Objections coming from residents in North Hollingdean, that area was consulted at the same time, they voted very strongly against a scheme. That was their choice. Not reasonable for them to now try to stop ours, because they don't the consequences of their decision. We've been living with the overflow from their streets for years. This scheme is overdue and badly needed. Hope the council will press ahead with it and not let it be derailed by people who had their chance to act and chose not to. We have been asking for this for many years. | |
| Resident | Support | I have lived here for 2 years and whilst I thought the parking was awful at the start, it has got progressively worse and I welcome a CPZ so I don't feel scared to go out in my car for fear of not being able to park remotely close to my house when I return! Can't wait! | |
| Resident | Support | Become almost impossible to park because of so many cars being parked from other areas. Desperate for a parking scheme to enable us to park without having to compete with so many other cars from out of the area. | |
| Resident | Support | Parking is unmanageable and anti social. Surrounded by other CPZ zones meaning overspill of other permit areas using street to avoid buying permits. Suffered for years with parking from the depot, now increased student accommodation meaning student cars dumped. Parking for workers in town centre and Fiveways, abandoned vehicles. Implementing CPZ in lower Hollingdean Terrace seems to have taken far longer than other areas despite majority vote. Fake news/scaremongering aggressive leafletting campaigns trying to influence residents not to vote for a scheme, sharing incorrect costs and pictures of empty streets which can only been taken in lockdown. Separation from North Hollingdean makes sense - if residents of North Hollingdean feel its not needed and dont want it, it makes sense for this street by street approach. Not just an issue of parking , Also a safety issue with children walking to Down & Juniors between parked cars and cars dangerously parked on the junctions and volume of traffic driving around looking for spaces when children walking to school. My only plea is that this scheme is implemented as quickly as possible with no further delays - if North Hollingdean want a CPZ they can follow the same path we did with a petition. Thank you for coming to a pragmatic solution to separate the areas. I feel sorry for elderly residents and young families that have to walk a number of streets to and from their car from home, just so that someone else who isn't a resident can park. I think this will help with anti social speeding, due to cars and vans speeding while searching for spaces. Please put the scheme in place as soon as is possible. | |
| Resident | Support | I fully support the implementation of parking restrictions to the south of Hollingdean. This will improve the lives of many people living in the area, especially parent, woman and elderly people who feel restricted to when they can use their cars due to lack of parking when you return home. | |
| Resident | Support | I regularly have to park at 5 minutes walk up hill from my home. I have two young children, and if my partner is not home to take the kids in I usually have to double park with the kids in the car, unload anything I need to (shopping etc), then go and park making sure I have a pram in the car for the baby. I then have to find somewhere to park and then get the kids home. If one or both of the kids are asleep this whole process becomes more difficult. I feel very uncomfortable double parking and leaving my kids in the car to unload, especially as people can drive down the road very quickly. I usually have to do this a few times a week. The only thing I do object to is the price... £200 for a permit for a year seem pretty extreme. | |
| Resident | Support | At long last I might be able to park in my road. I have been trying to get parking permits since 2017 but bad management has stopped this happening. We have voted yes to this scheme more than once and look forward to it being implemented. | |
| Resident | Support | This is long overdue to provide local residents respite from exceptionally high levels of non resident parking. It should also reduce the amount of traffic in the area looking for parking spaces causing pollution and safety issues. Reduce excessive non resident parking impacting on local residents quality of life, reduce pollution and improve safety for pedestrians from circling traffic. | |
| Resident | Support | I am so pleased that after years of misery the council have finally agreed to move forward with CPZ in South Hollingdean. We have repeatedly campaigned for this outcome and the majority of residents fully support its implementation. | |
| Resident | Support | This scheme has been campaigned for by residents in South Hollingdean for over 6 years. There has been delay and mistakes when other areas who never wanted a scheme were included in consultations. Whilst there are multiple reasons why I am personally in favour, the most significant is that when the community was given the area specific consultation that we had always asked for, the households of South Hollingdean view was decisively in favour of this scheme. The people in that area have spoken clearly and the council has promised to prioritise this scheme given the delays there have been. It can't come a day to soon. Thank you | |
| Resident | Support | We have been waiting on permits for a long time now and for me, this will be the fourth time I have voted/commented yes for a scheme. Not sure why it takes so long and in the meantime the students, the work vans and the commuters continue to use Dudley Road as a car park. So it's a definite yes from me! | |
| Resident | Support | Parking in our area has been very difficult, we have lived here for 35 years and it has gradually become impossible to park in our own road. It is a positive move forward for all who live here. Residents and council have put a lot of input to implement this parking scheme | |

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| Resident | Support | Parking has been terrible for years and it will be a relief to be able to park in the same street that we live in. We are all very much in favour of this and looking forward to it being in place. | |
| Resident | Support | I write for my 84year old mother, who has been a resident in the Hollingdean area for 60 plus years & with respect to the parking notices that have appeared on many street lamps within the Hollingdean South area. In principal this parking resolution for this particular area is much needed as it has been left too long & really worsened over a long time. Great concern as cause for difficulty to road access if required by any lifesaving emergency vehicles & refuse collections etc. There are drivers from occupants of flats, multiple occupancy rented properties, student accommodation & workers of the Council Refuse/Recycle depots that have overwhelmed saturated the area with motor vehicles, vans, cars parking wherever on junctions, pavements & verges etc. Mum is awaiting her blue badge renewal application for which we applied for her online in May 2025. She has difficulty walking. Only goes out with my husband & I for shopping & appointments. We assist her with support & care. We see Mum twice a week. Therefore seek advice for assistance on actual options available as we are unsure what implications or consequences the limited parking will incur to us, ensuring Mum will not suffer & to carry on as best she can with her life. I await your reply & thank you in anticipation for your assistance. | |
| Resident | Support | This morning, Saturday 09 August at 09.00 there was no where to park on the road i live in. The surrounding roads were equally rammed and after driving round for 10 minutes I eventually found a spot quite far away. In school holidays, when the students have gone, it's much easier to park but this summer was dreadful. So many cars, not belonging to residents, possibly to holiday makers who are staying in town or going to Gatwick and residents off work. There's also the Garage workshop on Roedale Rd dumping clients cars everywhere till they are repaired and collected. Parking permits will not only make life easier for residents, but will hopefully lead to cleaner air. That's what we hope for anyway. The sooner, the better. | |
| Resident | Support | I'm a primary school teacher at Downs Infants in South Hollingdean and I want to express my full support for the proposed residents' parking scheme. Every weekday morning and afternoon, I see the problems caused by the current parking situation. Cars are left too close to junctions, across pavements, or in positions that make it difficult for other drivers to see properly. At busy times, the roads around the school become clogged with people driving around looking for spaces or leaving cars blocking junctions that our children use to cross the road. Makes it harder and dangerous for children and parents walking to and from school. Many pupils are very young, and are still learning how to cross the road safely. Should not have to navigate between large vans or squeeze past cars blocking pavements. Families with pushchairs or wheelchairs are forced into the road, not acceptable. Parking scheme will make the streets around the school calmer and safer. Reducing number of non-resident vehicles, means fewer cars circling and less congestion at peak times. Anything that improves safety for our children should be a priority, and I hope this scheme will be approved and implemented as quickly as the council is able. | |
| Resident | Support | I live very close to the waste depot in Hollingdean and I strongly support the proposed parking scheme. When the depot was granted planning permission, we were all told there would be no impact on local parking, that it was written into the requirements of the development there. That has never been the case. Most mornings the spaces near my home and all the way up to the Dip are already full long before 7am with vehicles belonging to depot workers. Once they have taken those spaces, they are gone for the entire day, leaving residents to struggle. The early morning arrivals are noisy and disruptive, some drivers double park or leave their engines running while waiting for colleagues. Over the years this has become a daily problem that affects everyone living across the whole of Hollingdean. Our streets are not here to provide free parking for a private business. If the depot needs space for its staff, it should be providing it on its own site (as their planning permission requires) rather than relying on dumping hundreds of their staff vehicles in the surrounding roads. This scheme would help restore some balance and make sure residents have a fair chance to park near their homes. It has been needed for many years. I urgently ask that the council to approve it without further delay. | |
| Resident | Support | I fully support the proposed parking scheme. In the past year alone I have been sworn at four times, had drivers honk at me while I was parking, and been followed slowly down the road by cars waiting for my space. It is stressful and unpleasant. This is not how residents should have to live. A permit scheme would go a long way to putting a stop to this. | |
| Resident | Support | I, and every resident I know in South Hollingdean has been waiting years for this scheme and can't wait for it to be put in place! | |
| Resident | Support | I live in the South Hollingdean area and fully support the parking scheme. Our neighbourhood is being used as a free car park for people who work in businesses outside the area. Every day I see cars arrive early, the drivers disappear, and the vehicles stay in the same spot until evening. Some belong to companies who clearly depend on taking up our limited residential spaces instead of providing parking for their staff. This is not what our streets are for. Residents should not be subsidising private businesses by giving up our right to park near our homes. The current situation makes it harder for families, carers, and tradespeople who live here to park. The proposed permit scheme is the only way to protect parking for the people who live in the area and to make sure local space is not exploited for private profit. I strongly urge the council to put it in place. | |
| Resident | Support | It has been frustrating to hear some people from North Hollingdean now objecting to this scheme when they were given the same opportunity and chose to reject it. The consultation was clear, and the North voted strongly against having their own permit zone. Meanwhile, the South have been left dealing with the overflow from their streets on top of commuter parking and other pressures from the wider city. Finding a space near home during the day is often impossible, and the amount of circling traffic is exhausting for residents. If parking displacement becomes an issue for the North, that is something they can address by reconsidering their position. It should not mean South Hollingdean is denied the changes we have been asking for over many years. This scheme has been through the proper process and should now be allowed to go ahead. | |
| Resident | Support | In my part of South Hollingdean there are camper vans and other large vehicles that sit in the same place for months at a time. They are not owned by residents and are clearly just being stored here for free. This takes away parking from the people who actually live here. A permit scheme would put a stop to it, and I am completely in favour of bringing it in. | |

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| Resident | Support | I run a small shop in The Dip and I strongly support the proposal for a residents' parking scheme. Most weekdays the spaces outside my shop taken early by people who leave their cars here all day while they go elsewhere, or otherwise have vans and campers that do not move from one month to the next. This makes it harder for my customers to park and definitely costs me business. The scheme would mean more availability for the people who actually shop here, which is good for residents and local traders alike. It should also reduce the constant flow of traffic from drivers searching for a space. | |
| Resident | Support | The sooner this scheme is in place, the better for everyone who lives here. | |
| Resident | Support | Many of the cars parked around here do not belong to residents. Some are second cars that people from outside the area leave here because it is free. These vehicles can stay in the same place for days or weeks, taking up space that is meant for the people who live here. This permit scheme would help stop our streets from being used as free storage by others. It would mean more spaces available for residents and their visitors, and it would make parking fairer for everyone who actually lives in the neighbourhood. | |
| Resident | Support | I support the parking scheme. Large work vans that don't belong to residents are regularly parked along our road. They take up more space than cars, block sightlines at junctions, and often stay in the same spot for days at a time. These vehicles make it harder and less safe for everyone, especially children crossing the road. A permit scheme would help ensure our limited parking is used by residents and their visitors rather than as a free storage yard for outside businesses. | |
| Resident | Support | Parking has gotten much worse every year. There are so many cars driving round looking for spaces amongst the massive traffic that it feels more like a main road than a residential street. The constant traffic means more noise, more pollution, and more stress for people living here. A permit scheme would help stop the endless circling and make the area calmer and safer. It is long overdue and I fully support it. | |
| Resident | Support | Whilst I support the scheme overall, there is an issue with the southern side of Upper Hollingdean Road. It is clear that the design has been constructed in such a way as to allow council employees at CityClean access to parking on street. This is completely unacceptable and would not be designed for any other business. CityClean should provide their own parking on site, or lump it. The zoning should be for a standard mixed use resident/4hour paid parking. Otherwise, it disfavours the residents on Upper Hollingdean Road. | |
| Resident | Support | I have lived in Hollingdean for a long time and have seen a big change in the area. There are far more cars now, and most of them do not belong to residents. The result is more noise, more fumes, and streets that no longer feel peaceful. It is daunting to leave in the evening for fear that there will be nowhere at all to park on my return (something which happens very regularly). It should not be normal to see cars driving round and round just to find a space. A parking scheme would help return some calm to the neighbourhood and make it a healthier place to live. I support it completely. | |
| Resident | Support | As a resident of Upper Hollingdean Road, fully support this TRO for the South Hollingdean area. | |
| Resident | Support | South Hollingdean has been carrying the brunt of parking problems for too long. Other nearby areas already have permit schemes in place, which has only pushed more cars into our streets. We are now the ones paying the price for decisions made elsewhere. A permit scheme here is not about special treatment, it is about fairness. Residents in this part of the city deserve the same protection and support as those in neighbouring zones. It has been promised for years and it is time to put it right. | |
| Resident | Support | One of the biggest problems we face in Hollingdean is the number of vehicles left here by businesses that have no connection to our area. Vans, work trucks, and even company cars and rental fleets are parked up on our streets for days/weeks, using our neighbourhood as free storage. These businesses do not employ people locally, they do not provide services here, and they contribute nothing to our community, yet they take up the limited parking that residents and their families need. It is unacceptable that private companies can profit while residents are pushed further and further from their own homes. It also has an impact on local businesses who suffer because their customers cannot park nearby (see: the Dip). A permit scheme would finally put an end to this unfairness and ensure that our streets are for the people who actually live in them. | |
| Resident | Support | As a resident, I often see families with pushchairs and people using wheelchairs being forced out into the road because cars and vans are parked up on pavements and packed so tightly together that it is often impossible to squeeze between them. It is dangerous and unfair. The streets were never designed to cope with this many vehicles, especially when so many of them do not even belong to people who live here. A permit scheme would reduce the number of non-resident vehicles and help keep pavements clear and safe for everyone. | |
| Resident | Support | The daily struggle to park in South Hollingdean has taken a real toll on people's quality of life. Residents come home from work, or shopping, or just from being out and end up driving around and around in circles, feeling stressed and frustrated before they can get through their front door. For some it has become a daily source of anxiety, never knowing if they will be able to park anywhere near their home. People deserve to feel settled and secure where they live, this proposal will go a long way towards helping us as residents with that. | |
| Resident | Support | I do support this however I am concerned at the effect this will have on adjacent roads. It is already difficult to park on the road I live and I think this will make it worse as will now be the closest free area. Although there was a no" vote" on our road, I have not seen a breakdown of the vote. There are virtually no driveways or garages at the south end but are at the north end which might have affected the vote. When a previous scheme was proposed for Hollingdean, the area that was just outside the scheme was reconsulted however this has not happened. I think there should be a re consultation with nearby roads which will be adversely impacted by this scheme. | |
| Resident | Support | Parking has become intolerable for residents in our street with a number of drivers from other areas looking for parking places in our street. The street has also been listed on a website as a free parking street. This has become worse with drivers parking for weeks on end in the same place and are seen boarding taxis when leaving their vehicles. We also have merchants who park their vehicles over the weekend and have no intention of moving from Friday until Monday. | |

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| Resident | Support | To allow residents to park in the street where they live and not have to drive around to other areas for parking. Other drivers have taken advantage of parking in this street even though some live a distance away. This has become intolerable especially for women who live in the street and are seen driving around looking for a space. Drivers have been noted to double park whilst they wait for someone living here leave a space open when leaving for work. | |
| Resident | Support | Every morning I see people pull into our street, leave their cars for the whole day, and walk down towards town or the bus stop in the Dip. Our road and entire neighbourhood has become a free park-and-walk zone for people who do not live here. It fills the streets long before most residents even have a chance to leave the house in the morning. This is not what residential streets are meant for. A parking scheme would put a stop to this and return spaces to the people who actually live in the area. | |
| Resident | Support | As a resident of South Hollingdean I fully support this proposal to prevent vehicles being abandoned for months on end & to make parking safer at night for women so they do not have to park far away from their houses & walk back home in the dark. | |
| Resident | Support | I've only lived in Hollingdean a relatively short while but when I arrived, I was shocked at how difficult parking is here. Most days it is a struggle to find a space anywhere close to my home. Friends and family visiting find it stressful to park nearby. It feels unfair that people from outside the area can use the streets so freely while residents are left with nowhere to go. I fully support the parking scheme and hope it is brought in soon. | |
| Resident | Support | Parking has been a consistent struggle since moving into my home 5 years ago. I support the introduction of a controlled zone in my area. | |
| Resident | Support | Whilst I don't specifically object to double yellow lining the whole road and not having any parking, I wonder if you could advise me on what would happen in the following scenario: Our house fronts immediately on to the road. If we wished to have any works done to the house which required either scaffolding at the front of the house (which would need to use a small section of the road immediately in front of our house, or the need for a tradesperson to have constant access to a nearby vehicle, would there be a way to go about this? From looking on the website, there is a highway licence fee which can be paid to introduce scaffolding on to a highway for a limited time, would the following be able to apply? https://www.brighton-hove.gov.uk/travel-and-road-safety/roads-and-highways/highway-licence-fees-and-licence-application-notice-periods-financial-year-2025-2026 Similarly, is there tradesperson dispensation which can be granted for a limited amount of time so that they could park outside our house if the street is double yellow lined? If there is a solution to this issue and the parking scheme wouldn't preclude us from being able to have works carried out on the house which may require scaffolding at the front of the house, then I would echo my initial wholehearted support of the scheme. | |
| Resident | Support | I support the TRO but request that the area covered is extended to cover the bottom section of Hollingdean Terrace North as the proximity to shops in the Dip and the bus stop means parking is extremely difficult and often impossible now but will be exacerbated by the boundary line being Hollingbury Place. Permit parking needs to include Hollingbury Place as parking for the shops often makes crossing the road and driving out of neighbouring roads dangerous due to poor visibility. | |
| Resident | Support | I live in Hollingdean terrace and many times I see cars parked in ways that make the road very narrow. Sometimes it is hard for even normal cars to pass through. I worry what will happen if an ambulance or fire engine needs to come quickly. If they cannot get through, people's lives could be in danger. I believe the parking scheme will help stop this problem. With fewer cars from outside my house and better control, the roads will be safer for everyone. | |
| Resident | Object | The full consultation results have not been shared. Some residents did not receive consultation letters. Eligibility of voters not checked by council. 8am-8pm not consistent with other restrictions and not fair. Plenty of spaces in Dudley Rd. Scheme is a scam - reducing spaces and charging money for it. Scheme does not provide enough MC bays - nearest is too far, need one in Dudley Road. Does not want to pay for parking and would need a high emmisions permit, which cannot afford. | The full consultation results have been published on the consultation portal, which can be viewed at the following link: https://yourvoice.brighton-hove.gov.uk/en-GB/folders/hollingdean-residents-parking During the consultation, residents were encouraged to contact us with requests for specific types of parking, such as motorcycles. Further motorcycle parking will be considered on request. |
| Resident | Object | Very difficult to park anywhere in Brighton at all now due to long wait lists on resident permits. There is clearly a want for the area to remain free parking as I have seen many leaflets handed out in the area about keeping the parking free. More zones drives away tourists and visitors as it is difficult or expensive to park. Businesses and schools in that area, staff/customers will no longer be able to park nearby to their place of work. Council needs better short and long stay park and ride infrastructure. | The majority of respondents support the introduction of the residential parking scheme. The scheme would contain a mixture of permit holder only, paid and shared (permit and paid) spaces. Visitors would be able to purchase a parking session and residents can purchase visitor permits to give to visitors if they wish. |
| Resident | Object | Lives outside of the proposed scheme, but would like resident only parking in their area of Tavistock Down. | The exiting scheme boundary has been through extensive consutation with residents and businesses in the area. If residents would like the council to consider another consultation, they may wish to submit a petition to show the strength of feeling in the area. |
| Resident | Object | Would like there to be more motorcycle parking in the scheme. | During the consultation, residents were encouraged to contact us with requests for specific types of parking, such as motorcycles. Further motorcycle parking will be considered on request. |
| Resident | Object | Scheme is over-restrictive, too expensive, will cause hardship. There is no longer a school or school run. This area not represented by wider impact studies. Would consider a part-time scheme. Diesel permit prices punitive and unfair. Sincere belief that scheme is scam to pay for i360, with no benefit for residents and families. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. The cost of permits is decided each year at budget council and approved by elected members. |

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| Resident | Object | 8am start rather than 9am is unnecessary, inconsistent with surrounding areas, problematic. Shocked that BHCC proposes this without prior consultation. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. The cost of permits is decided each year at budget council and approved by elected members. |
| Resident | Object | Our position directly adjacent to multiple permit zones, which means that non-residents often choose to park here. Excluding Stammer Park Road from the new scheme would massively exacerbate this problem. You've said that 'North Hollingdean' voted 71% against the permit zone. Can you please tell me what the percentage was for and against for Stammer Park Road specifically? Why have the results not been posted anywhere where Hollingdean residents can see it? | The results of the consultation in the north area of Hollingdean (north of Hollingbury Crescent, Hollingbury Place and The Crossway) showed that the majority of respondents did not support the introduction of a residents' parking scheme. A road-by-road breakdown of the consultation results were uploaded to the consultation portal 'YourVoice' and can be viewed at the following link: www.brighton-hove.gov.uk/hollingdean-parking-north |
| Resident | Object | Objection to paying even more money. Objection that richer owners with newer cars pay less. It seems the council just kept repeating the vote until they got the result they wanted. Does not believe permits will solve problems, but will just move problems around and create new ones. Permanent residents should get one free permit. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. |
| Resident | Object | 8am-8pm is too restrictive. Over the top. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. |
| Resident | Object | Restrictions should be extended to the whole of the Hollingdean Area. Live on Stammer Villas and already cannot park anywhere near my house | The results of the consultation in the north area of Hollingdean (north of Hollingbury Crescent, Hollingbury Place and The Crossway) showed that the majority of respondents did not support the introduction of a residents' parking scheme. |
| Resident | Object | This proposal is totally wrong for the area of north Hollingdean, it will increase parking problems for this area and people lives. Why would you split Hollingdean into North and South surely it should be Hollingdean as a whole. | The results of the consultation in the north area of Hollingdean (north of Hollingbury Crescent, Hollingbury Place and The Crossway) showed that the majority of respondents did not support the introduction of a residents' parking scheme. |
| Resident | Object | Have never struggled for parking spaces on our road. Visitors permits for family childcare helpers would be too expensive. Light-touch would be better than full scheme. 8am-8pm seems unreasonable and inconsistent. Perhaps permits should be required for business only. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. |
| Resident | Object | Significant impact on residents living north of the dip, where parking is already difficult. Residents of Fiveways were able to vote against the scheme using Hollingdean addresses, and shared misinformation. It would be fair to let residents in the north vote again, now that the South have voted for a scheme. More could be done to address vehicles left or abandoned in Hollingdean for long periods. | The results of the consultation in the north area of Hollingdean (north of Hollingbury Crescent, Hollingbury Place and The Crossway) showed that the majority of respondents did not support the introduction of a residents' parking scheme. The response was very strong with over 70% of respondents saying they did not support a scheme. If residents in the north area believe the wishes of residents have changed, a petition could be submitted to show the strength of feeling in the area. This could then be considered when the next parking scheme priority timetable is considered. Suspected abandoned vehicles can be reported to the councils abandoned vehicles team, who would investigate and take appropriate action. |
| Resident | Object | Scheme will reduce available spaces. Reduce visitor parking. Financially burdensome. | The scheme has been designed to maximise the number of available parking spaces, whilst following national guidelines from the Department for Transport. Visitors would be able to pay to park in the paid parking spaces or use a visitor permit, which residents can purchase. |
| Resident | Object | Would prefer light-touch so that visitors and carers are less impacted. Believes that problems will be pushed to other areas. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. |
| Resident | Object | North Hollingdean should be included, otherwise the problems will just be moved up there. Ideally, light-touch. | The results of the consultation in the north area of Hollingdean (north of Hollingbury Crescent, Hollingbury Place and The Crossway) showed that the majority of respondents did not support the introduction of a residents' parking scheme. |
| Resident | Object | North Hollingdean should be included, otherwise the problems will just be moved up to there. | The results of the consultation in the north area of Hollingdean (north of Hollingbury Crescent, Hollingbury Place and The Crossway) showed that the majority of respondents did not support the introduction of a residents' parking scheme. |
| Resident | Object | Scheme not required, fine as is. Financial costs untenable. Requests specific visits for bespoke planning of restrictions in their road. Imperative that an MC bay is provided on this street. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. The cost of permits is decided each year at budget council and approved by elected members. During the consultation, residents were encouraged to contact us with requests for specific types of parking, such as motorcycles. Further motorcycle parking will be considered on request. |

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| Resident | Object | Too expensive. Would prefer a broadband service to a parking scheme. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. The cost of permits is decided each year at budget council and approved by elected members. |
| Resident | Object | Objection to 8am start. I stay with a friend who lives in the area and rarely leave before 8am. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. |
| Resident | Object | Extend scheme to North Hollingdean. As is, will negatively impact North Hollingdean generally and Stammer Park Road specifically. Poorly implemented consultation. Non-residents involved, and a fraudulent non-resident leafleting campaign. Identify and fine cars which are registered to an address in a Parking Zone, being parked in a non-zone. Enforce work vehicles & campervans/caravans to have a permit. Families (specifically with young children) to have a specific space near their homes, similar to disabled parking. | The results of the consultation in the north area of Hollingdean (north of Hollingbury Crescent, Hollingbury Place and The Crossway) showed that the majority of respondents did not support the introduction of a residents' parking scheme. If residents in the north area believe the wishes of residents have changed, a petition could be submitted to show the strength of feeling in the area. This could then be considered when the next parking scheme priority timetable is considered. It is not possible to enforce parking of non-resident vehicles in an area that is unrestricted. |
| Resident | Object | Scheme not required, fine as is. Financial costs untenable. Requests specific visits for bespoke planning of restrictions in their special road. Request that a SECURE MC bay is provided. Make the street (Waverley Crescent) one-way. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. The cost of permits is decided each year at budget council and approved by elected members. During the consultation, residents were encouraged to contact us with requests for specific types of parking, such as motorcycles. Further motorcycle parking will be considered on request. |
| Resident | Other | Create usable spaces by removing school keep clear from former Hertford Infants school on Hertford Road. | Thank you for your suggestion. Officers will investigate this. |
| Resident | Object | Currently no problems parking on Dunster Close (South Hollingdean). Currently 7/8 cars can park. Scheme shows parking for only two. Please enforce alien vans parking on DYLs at the corner, rather than introducing a scheme. Under the scheme, currently free and plentiful spaces will be rare and expensive. | The scheme has been designed to maximise the number of available parking spaces, whilst following national guidelines from the Department for Transport. |
| Resident | Object | Objection to 8am start. 9am start time provides flexibility for carers, school drop-off. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. The cost of permits is decided each year at budget council and approved by elected members. |
| Resident | Object | Objection to Hollingbury Place being designated as a boundary road for TRO-16a-2025. Due to parking congestion and collisions due to poor visibility. Northern half of Hollingdean Terrace and Hertford Road will likely experience lots of spillover from the parking zone. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. |
| Resident | Object | At least three motorcycle owners in Dudley Road. Only one small motorcycle bay in the plans. Would like space for at least 4 bikes with secure mount points. Opposed to 8am start time - will worsen congestion as people move vehicles earlier, implications for guests. | During the consultation, residents were encouraged to contact us with requests for specific types of parking, such as motorcycles. Further motorcycle parking will be considered on request. The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. |
| Resident | Object | Is under the impression that BHCC divided Hollingdean into two just so it could implement a scheme. The division is undemocratic. People in so-called North Hollingdean did not get a vote but will be affected. Leave Hollingdean alone. | The results of the consultation in the north area of Hollingdean (north of Hollingbury Crescent, Hollingbury Place and The Crossway) showed that the majority of respondents did not support the introduction of a residents' parking scheme. Whereas the majority of support was from the south area with over 70% of respondents saying they would like the parking scheme. |
| Resident | Object | Chose to live here because of free parking. Scheme will make life unaffordable for many. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. The cost of permits is decided each year at budget council and approved by elected members. |
| Local Worker | Object | Shift start 8am. Would take train and bus, would be costly, take longer. Childcare / pickup dropoff must be done by car. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |

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| Local Worker | Object | Shift starts 8am. Public transport available but would cycle or walk. Would need to buy a bicycle. After-work plans would require car. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | Shift start 5am. No public transport that early. Needs tools for work. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | Shift start 8am. Would use train, bus, bicycle. Costs uncertain. Travel time would double. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | Start work at 8am. Would result in extra cost. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Other - Requested Amendment | We are a local business and our warehouse serves as a central hub for healthcare goods distribution, providing around 10 full- and part-time jobs in the local area. While we note from the draft Order and accompanying plan that the space directly outside our premises will remain unrestricted, this area can only accommodate one small vehicle at a time. During our daily peak delivery period (approximately 2.30 pm-4.30 pm), we regularly receive 2-3 vans simultaneously, from couriers conducting collections. When this occurs: Only one van can use the frontage space, forcing the others to wait on Hollingdean Street. This can obstruct through-traffic, creating congestion and occasional safety risks, particularly for cyclists and pedestrians. It also results in delivery vehicles needing to double-park or circle the block, which is inefficient and environmentally detrimental. The Statement of Reasons for the TRO emphasises supporting local businesses, ensuring efficient traffic flow, and providing safe arrangements for loading/unloading. In line with these objectives, we respectfully request that the Council consider one additional loading bay in the vicinity of our premises. Specifically, we would ask the Council to consider a bay restricted as: "Loading only, 2.30 pm to 4.30 pm Monday to Friday; at other times Residents' Parking Permit Holders only." This provision would: 1. Support a business of essential community value (healthcare distribution). 2. Prevent delivery vehicles from obstructing general traffic flow. 3. Improve safety for pedestrians and cyclists by reducing the likelihood of double-parking. 4. Align with the TRO's aim of balancing resident parking with the operational needs of local businesses. 5. Only affect resident parking for a very limited period (two hours per weekday). We would be happy to provide photographs, delivery logs, or to meet with an officer on-site to demonstrate the operational challenges we face under the proposed scheme. We trust that our representation will be given due consideration, and we look forward to your response. | During the consultation, residents were encouraged to contact us with requests for specific types of parking, such as motorcycles. Further loading bays will be considered on request. |
| Local Worker | Object | Shift start 6am to 12pm. Would take bus or buy a bicycle, which would both cost extra. Single parent who needs to do school drop offs and pick ups before and after work. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | Shift start 6am to 12pm. Would pay for parking or take train, very costly. | The parking scheme has already been through extensive consultation in regard to costs and days/time or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | Would resign if scheme was implemented. Public transport is rubbish. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Other | I start work at 6am. If i could not park i would walk. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |

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| Local Worker | Object | Shift start 6am. Too early for public transport. Would resign if scheme was implemented. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | Shift start 6am. Too early for public transport. Would be late for work. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | Starts at 5.00am. Needs car to transport tools. Cannot afford to pay for parking. May need to find other employment. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | Public transport does not work for shift start time of 6.00am. Suffers from asthma and COPD (chronic obstructive pulmonary disease, another breathing disorder). | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | Public transport perhaps possible, not sure but cost will cost extra. May require working hours to change as start work at 6.30am | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | Would need to take two buses. Which cost money. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | Start 6.00am, too early for public transport. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | Shift start 6.00am. Pub transport would cost extra £40 per week. Walking difficult due to high blood pressure, asthma borderline COPD. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | Shift start 5.00am, too early for public transport. Would have to pay for parking to arrive on time. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | Shift start 5.00am, too early for public transport. Would have to pay for parking to arrive on time. Would cost an extra £220 per month. Or require a new shift start time. Not parking may impact their disability. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | Shift start 5.00am. Too early for public transport, would need to walk. This could impact health (COPD). | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |

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| Local Worker | Object | Shift start 6.00am, too early for public transport. Would have to take bus/train/walk/cycle. May find punctuality difficult. Extra costs involved. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | Shift start 5.00am, too early for public transport. Would not be able to travel to work. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | Shift start 5.00am, too early for public transport. Lives too far away to not bring car. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | Shift start 06.00 - 15.00. Would have to use bus, at an extra cost of £20 per week. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | Shift start 06.00, too early for public transport. Lack of parking would incur lots of time (2hr travel time starting at 04.00) and financial cost. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | Shift start 06.00. Would have to use train, bus, taxi at extra cost. As a carer, needs car before and after work. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | Start work at 06.00. There are buses available for that time, but it would cost me a fortune to get to work. Would need to buy an annual bus pass. Commute would be 2 to 3 hours, traffic dependant. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | Start 06.00, too early for public transport. Would walk to work, 20-25 minutes. No additional costs or impacts. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | Shift start 05.00, but no buses at 04.00. Would not come to work if free parking not available. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | Shift start 06.00 - 14.00. Would have to use public transport if available at an extra cost. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | Shift start 07.00 - 15.00. Would use moped or bus, incurring additional cost. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |

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| Local Worker | Object | Shift start 06.00. No public transport for that time. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | Shift start 06.00. Would have to walk or take 2 buses, incurring extra cost. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | Shift start 06.00. No buses at that time, would walk. Incurring extra cost. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Other | Start at 6am. I would walk if I could not park. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | Shift start 06.00. Would have to use bus, at extra cost, or walk. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Other | Start work at 6am. I would walk to work if I could not park. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | Shift start 06.00. Public transport is not available for this time. 2-hour walk. Too long. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | Shift start 06.00. Public transport is not available for this time. 1-hour walk to work. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | Shift start 06.00. Public transport is not available for this time. 40-minute walk to work. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | Shift start 06.00. Public transport is not available for this time. Lives in a village in West Sussex, needs to travel by car, at additional parking cost. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Other | Shift start 06.00. Public transport is not applicable. Would use bike. Need more secure bike parking racks. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |

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| Local Worker | Object | Shift start 06.00. Lives in Hove, Public transport not available for this time, needs to use car. Extra cost of parking. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | Shift start 05.00. Lives 26 miles away, would need to use car still. Extra costs of parking. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | Shift start 08.00, sometimes 05.00. Needs car for tools. Extra parking cost incurred. May consider other employment. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | Shift start 07.30. Needs car for £30k of tools. Extra parking cost incurred. Would leave if had to pay for parking. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | Shift start 08:00 - 17:00. Would be impossible to travel to work if I could not park as I need my car for tools. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | Shift start 05:00 - 17:00. Needs car for tools. Insurance does not cover parking in unsecure place like public road. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | 05.00 start too early for public transport from Burgess Hill. Parking cost would be prohibitive (£2340 p.a.) £15-£20k of personal equipment kept at work. £1-1.5k of equipment ferried in a bag to and from work. Not being able to ferry tools from home to work would impact efficiency. Currently parks "on the ramp" with the other workshop engineers, who currently take 8-9 parking spots, self-managed regarding shift timings. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | Tool transport would be severely disrupted. Workshop productivity would decline. Emergency or off-site jobs would be impossible to attend. Osteoarthritis. Due to condition, experiences joint pain, stiff and reduced mobility. Public transport or taxis are not viable due to the physical strain and the bulk of the tools carried. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | Shift start 07:15 - 16:45. 1-hour walk or bus would impact their hours and efficiency and add cost. Would consider leaving. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | Shift start 05:00. Additional costs of £15 taxi in the morning and £3 bus in the evening. Would be very inconvenient time-wise. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | Shift start 08:00. Lives in a village, would need to take, 3-4 buses, taking 2.5 hours each way. May be late or absent when buses not working well. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |

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| Local Worker | Object | Shift start 06:00. Would have to get 2 buses. Needs to carry equipment such as wet weather uniform. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | 6am start. If unable to park reasonably near depot, would park their own car somewhere on the round, and be picked up by the driver making the round. If possible. Public transport more expensive and less convenient. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | I start at 6am so would have to get an Uber to work and back every day or three buses, which would cause lateness. Currently also bring three other employees in my car. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | I start work at 5am, but would be unable to travel to work until public transport starts running, which may cause lateness. There would be an additional cost, twice the amount of money for public transport. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | Would take 3 buses to arrive to work or 1 train and 1 bus or cycling to get there in time for 6am. Although there are no buses at the time I would need to travel. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | I start work at 6am and work in Hollingdean. If I could no longer park I would walk or get the bus. But would incur bus fare and additional 45 minutes travel, stress and anxiety. Extra £2,070 per year. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | I work locally and my shift starts at 8am. If I could not park I would cycle or walk. This would result in additional cost to me as I would have to buy a bike. Owning a car would be less effective. I car share with someone who has limited mobility. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | My shift starts at 6am. I live locally so adding parking permits would result in additional monthly cost I cannot afford. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | I start work at 6am. If I could not park I would take the bus or taxi. I need a car because I need to be at work early and do school pick up after work. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | If there were not be able to travel to work if there were no parking available. there is no public transport available at 5am when I drive to work. I wouldn't be able to travel to work. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | I work locally and my shift starts at 6am. A bus is available but there would be an extra cost involved. I might be late for work. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |

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| Local Worker | Object | I start work at 5am. If I couldn't drive I would have to get the bus or walk, but public transport does not operate at the time I need to travel. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | If I couldn't park, it is too far for me to walk to work and I start work at 5am. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | I start work at 6am. There are no buses from Saltdean until 6am. I fear my starting time would be hard to achieve!! | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | I would not come to work without the car. The only way I could travel would be by taxi which would result in additional costs. There are no buses at the time I would need to travel and no other public transport. I start work at 5am. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | I would not be able to travel to work if I was not able to park locally. There's no transport at 4am and I start work at 5am. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | I start work at 6am. I would have to get two buses as no single bus route from Woodingdean. It would probably take 40 minutes or more, depending on bus arrivals and I estimate it would cost me an extra £30 per week. I would need to park in the yard, otherwise time travelling and extra cost would make it unviable. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | I start work at 6am but am usually at work for 5.30am. If I could no longer park I would have to walk or get a taxi resulting in additional costs. The first bus is at 5.17am (if it turns up). | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | If I could no longer park I would cycle to work, but there would be extra maintenance cost for my bike. I start work at 6am | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | I would have to leave as there's no public transport options to get me to work for 5am. If I could use public transport it would cost me around £300 per month. I would have to taxi from Littlehampton, which is not financially viable. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | I would need to get the bus to work, which would cost around £2,000. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |
| Local Worker | Object | I would not be able to work. There's no public transport at 4am. | The parking scheme has already been through extensive consultation in regard to costs and days/times or operation. The options taken forward are those which were preferred by the majority of respondents in the area. Paid parking has been incorporated into the design to provide parking options for visitors to the area. Officers are aware and duly note the concerns of employees working locally. |