

APPENDIX A

Zone L

Who	Proposal	Object/Support/Other	Comment	Officer Response
Resident	Introduction of Paid Parking to specific roads within Zone L	objection	I live in zone L and proposals will be to the detriment of residents for the purposes of generating more funds for the council. Needs to be shared, not exclusively paid.	Officers acknowledge the concern from residents in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone L	objection	We do not have a busy road, there are always spaces, we do not need further enforcement. I thought we had already objected to this change. all this is just an increase in cost to the residents, ie a money making scheme for a the council and significant inconvenience. There is nothing wrong with the light touch scheme.	Zone L residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The data collected during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone L	objection	Visitor parking permits are unaffordably expensive, anymore restriction would further reduce family & friends able to visit me and this would have a severe impact on my mental health.	Officers acknowledge the concern from residents in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact. Parking charges are set annually at Budget Council and agreed by elected members.
Resident	Introduction of Paid Parking to specific roads within Zone L	objection	Parking already difficult for local residents, the proposal will open up the road for commuters to make the parking more difficult & encourage more driving rather than using public transport.	Officers acknowledge the concern from residents in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.

Zone P

Who	Proposal	Object/Support/Other	Comment	Officer Response
Resident	Introduction of Paid Parking to specific roads within Zone P	Other	<p>A single notice dated 20th December was actually posted on the north side of the Dyke Road end of Woodruff Avenue on the 19th December. No notice was posted on the also affected south side.</p> <p>The double-sided notice was only secured by a single corner, presumably so that the plan on the back could be seen. Not surprisingly, by 13.30 in the 20th it had blown down.</p> <p>Regardless of any merit of the proposal, the 4 week period for representations should restart from the date when notices have been properly fixed on both sides of the road.</p> <p>Residents deserve more than four weeks notice when the period includes Christmas and New Year.</p> <p>The objective of the current parking scheme was to stop commuter parking from preventing residents and their visitors parking and making it difficult for for traffic to pass up and down what is a bus route at peak hours.</p> <p>In this it has been too successful, as the volume and excessive noise and speed of traffic has increased significantly.The increased congestion at the junction with Dyke Road has been further increased by additional traffic on Dyke Road and by Westmoreland Terrace being a satnav diversion when Dyke Road is congested..</p> <p>As every possible parking space was provided, it is unsurprising that use is limited. The wish to generate revenue from paid parking is understandable, and acceptable in principle provided the existing system of visitor parking permits continues so that visitors are effectively guaranteed a space and can still park near their destination.</p> <p>However, congestion at the junction would be reduced if the parking spaces on both sides of Westmoreland Terrace nearest to Dyke Road were eliminated altogether. The excessive speed of traffic on Westmoreland Terrace between Shirley Drive and Dyke Road would countered by introducing a 20 mph speed limit.</p>	<p>The consultation was conducted in accordance with the statutory requirements. In addition to the on-street notices, the proposals were advertised on the BHCC website and within the local press.</p> <p>The initial scheme design was consulted on during the detailed design phase of the consultation process and received approval from the Environment Transport & Sustainability committee. Road safety is a high priority when considering on-street parking arrangements with scheme designs aligning with various local and national guidelines.</p>
Resident	Introduction of Paid Parking to specific roads within Zone P	objection	<p>This refers to all proposed changes to resident bays in parking area P, Hove Park Area. The change to make these paid for flies in the face of the wishes of the residents, as demonstrated in the feedback survey in March 2024, which overwhelming voted to keep ALL areas as light touch, and make no changes. The changes proposed are not wanted and are undemocratic. The reasons for the change are weak and this should not happen. This implementing a change by stealth, over the Christmas period, when few residents would be available to object. It's a sinister development which pays no respect to the wishes of the residents.</p>	<p>Zone P residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The data collected during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone P	objection	<p>Happy with the current parking restrictions 9-10am and 1-2pm.</p>	<p>Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone P	objection	<p>Parking restrictions are adequate as they are and prevent office workers from Lloyds Bank and Legal and general parking all day. Hove park is a community area providing access to green space to the surrounding areas and easy access should be available without consideration of parking charges.</p>	<p>The data collected from within each road during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone P	objection	<p>I object for 2 reasons. 1. A number of years ago the residents in the local area made it clear that they wanted a light touch parking approach. Earlier this year the council asked the local residents again if we were happy with the light touch approach or wanted full parking restrictions. The residents response was overwhelmingly in favour of a light touch approach. THE COUNCIL SHOULD RESPECT THE WISHES OF THE LOCAL RESIDENTS. 2. THE councils reasons for implementing paid parking is because of the undersubscribed levels of permits on the road. However the area at the bottom of the Drove way is likely to change significantly as the council authorised the development of a block of flats (against the local residents wishes) which will result in a significant increase in the requirement of parking permits. It maybe that the council has forgotten about this development on the corner of a busy junction but the councils reasoning does not seem to take into consideration the planned increase in parking from this new block of flats.</p> <p>All the residents know that the real reason for this is so the council can increase parking revenue. The local residents have been clear on what they want in their local area and it would be nice if the council listened to the electorate on what they want.</p>	<p>Zone P residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The data collected from within the proposed locations during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone P	objection	<p>I am shocked that the council has approved further flats at number 69 and then proposing to remove the parking from outside these new flats which will just push up more congestion and dangerous driving conditions further up the road. The bottom of the Drove way is so busy with school pick up and collect and the use of Hove Park. Residents in this area pay extortionate council tax and the idea of taking away permit parking areas is ridiculous. We all strongly objected to moving from light touch to full parking. Why would any of us want the introduction of paid bays where permit holders can't park! The council don't listen to anything the residents want and don't want.</p>	<p>Zone P residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The data collected from within the proposed locations during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>

Resident	Introduction of Paid Parking to specific roads within Zone P	objection	No one wanted it on March. No one wants it now. What's changed?	Zone P residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The data collected from within the proposed locations during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone P	objection	I object to the conversion of parking adjacent to Hove Park to paid parking in the basis it will negatively impact participation of families in sports and recreational activities. Especially with recent investments in new equipment and facilities in the park it seems crazy to price out those who live outside walking distance.	The data collected from within each road during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone P	objection	We had years of campaigning to the council about the problem of parking in and around the area I dare say that there are residents within the area that would purchase more than two residential permits but each household is only allowed two. Can you not make a small reasonable charge along goldstone crescent around the park area and those areas which chose not to have permits The council must of realised that they are only pushing parking problems from one area to another why not reduce the cost of permits and blanket the whole town as all they are doing is usual hitting the motorists with more cost it's about time they started helping rather than emptying the residents pockets but all we do is give them more money to waste	Zone P residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The proposals affect a small number of parking places in Zone P and are aimed at introducing sections of exclusive paid parking for visitors to the area. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone P	objection	You propose to introduce paid parking for visitors to Zone P to replace the current light touch parking zone. You say your survey showed a low level of vehicle occupancy in Hove Park Road by the Recreation Ground. You have not stated on which days and at which times your survey was undertaken. It cannot have taken account of vehicles parked whilst their owners are undertaking recreational activities in the Recreation Ground which is why it's there to encourage such activities and I would have thought you wish to endorse this. Evening Rugby practice takes place within your proposed restricted times of 9am to 8pm, Monday to Friday. All day there is parking by those taking exercise or by delivery drivers and tradesman taking a rest. These people do not pay I agree but as we're so far from the congested city centre surely some free spaces can be allowed. Your proposal has no regard for the democratic will of the residents living in Zone P who voted by a massive 92% for retaining the existing light touch parking restrictions. It feels as though you sneaked out your proposals over the holiday period in the hope that no one would notice. I am whole heartedly against any change.	The occupancy surveys were undertaken over a period of five consecutive days which involved three visits on each of the days. The visits were made during the two hours where restrictions apply and a further visit during a time the scheme was not in operation. Zone P residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone P	objection	The parking as present works well. I do not see the need for change. Just another example of Brighton and Hove council trying to rip off it's residents. Re: The Droveaway parking people should be able to visit the parks without being put off by incurring parking charges. We are in a cost of living crisis that Brighton and Hove council do not seem to realise.	Zone P residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone P	objection	Zone P works perfectly well as it is and these proposed changes will have an impact of visitors to surrounding areas parking in my road instead of the roads with these proposed changes.	Zone P residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone P	objection	Current scheme works as is	Data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.

Resident	Introduction of Paid Parking to specific roads within Zone P	objection	There was a residents consultation and the option of this proposal was rejected. The council should respect the result of that consultation for the many and various reasons residents had.	Zone P residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone P	objection	This will just move parking to other areas and it is difficult for older residents to pay the extra for th parking resulting in significant detriment to their mental health and ability to visit friends and family	Data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone P	objection	I am objecting the change areas of Parking zone P. March 2024 the City Council published results of a survey in the above zone. The residents made a unanimous vote against any changes to the rules. That was a democratic decision and now the City Council is trying to implement an undemocratic change in certain areas of the parking zone without consultation. An attempt is being made to push this change through during the Christmas holiday period. This is an attempt to raise more taxes by stealth in an underhand manner and could have increased implications for the future of the parking scheme. The areas proposed are near to parks and the busy Post Office and Parade which would result in discouraging people from using open spaces and local businesses.	Zone P residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone P	objection	The restrictions are too great and will interfere with people using the park.	Data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone P	objection	My comment here is that as pensioners, one of us with a life limiting condition, we rely on support from friends and family to visit. Where is the form we can complete to object to paid parking, replacing the light touch in Hill Drive?	Data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone P	objection	What are you hoping to achieve? There is never any challenge to park and the zone is clearly not abused. Why are you trying to tax us even more!! Disgraceful	Data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone P	objection	Zone P, where my wife & I live, corresponds approximately to an area bounded by the Upper Drive, Goldstone Crescent, Dyke Rd/Dyke Rd Avenue & Woodland Dr. Within this area, which is almost exclusively residential properties, there are 25 major roads; the plan proposes to change in only 5 of them. Why are these 5 roads being discriminated against? The current system works well. Why should the householders in these roads be placed at a disadvantage when compared with the other 20? What is proposed is a rerun of when parking restrictions were first introduced in the not-too-distant past. undertaken piecemeal with consequence that the problem of long-term parking moved elsewhere in the city, if a change is to be made then it should apply to a complete zone &/or all parking zones in the city. In the Droveaway is to be found Lancing College Preparatory School & convenience store – Tesco's. Parents taking & collecting children come by car as they do not live locally. Unless the council is prepared to man the road with more than 1 traffic warden every term day the new parking permits will be honoured more in the breach than in actuality. The same issue will arise with Tesco's – the handful of parking spaces there are not enough therefore people park in the Droveaway to use the store. I doubt if any will make any attempt to pay for parking. Thus, if there is to be no permanent traffic warden in the road the changes are unenforceable. Opp Tesco's is the former Unigate Dairy depot. This is now being developed into a site with light industrial units and residential housing; when planning permission was granted for this development it was explicit at that time that the non-residential units would have 'passing trade', deliveries to and from, potential employment etc. This change will undermine/run contrary to the spirit of that original planning application. The Church of the Good Shepherd and its adjacent hall, are used throughout the week. As parking on Dyke Rd is not possible and very limited on site, most people using the facilities park in the Droveaway &/or Hove Park Rd; this facility will now be denied to them, unless they pay – thus local community activities in the hall, funerals in the church etc may well diminish if not cease altogether. Is this the outcome intended?	Zone P residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.

Resident	Introduction of Paid Parking to specific roads within Zone P	objection	<p>I wish to record my objections to the proposal referred to above.</p> <p>The whole proposal is absolutely ridiculous. This area is already suffering from overcrowding with property developers being allowed to build huge blocks of flats without parking facilities. The result is that tenants of such buildings park their vehicles in this area.</p> <p>Does the Council really think that by introducing such a scheme that drivers will not park in the "side roads" thereby preventing the residents from being able to park? Some residents already suffer from family and friends being unable to park near our homes. We pay the Council in excess of £3,000 p.a. in rates and receive very little for our money. We pay for permits to hopefully park near our homes. This is already difficult and will be made much worse by expecting the proposed displaced permit holders to find somewhere else. This is completely unacceptable.</p> <p>I may add that I am registered disabled and this proposal would make my ability to park near my house often impossible. I can only walk a short distance so need to park close to my house which is also the case with some of my elderly neighbours.</p> <p>This road is a "rat run" which is often full if workmen's vans for months on end so the proposed scheme would just add to the existing chaos!</p> <p>I should also like to point out that the Recreation Ground off Hove Park Road is used by elderly people and also sports clubs which would not have parking facilities!!!</p> <p>I should be grateful for a receipt of this message. Thank you.</p>	Zone P residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone P	objection	<p>I must express my strong objection to the proposed introduction of paid parking restrictions on Hill Drive. As a long-standing resident of this area, I believe this measure is unnecessary, punitive, and an unwarranted attempt to extort money from local residents under the guise of improving parking management.</p> <p>The original parking restrictions, introduced some years ago, were already questionable in necessity and appeared to serve the interests of former councillors who resided locally rather than addressing any genuine parking issues. This road has never experienced parking problems warranting such interventions, as most residents have private driveways and the volume of parked vehicles has always been manageable.</p> <p>Now, with this latest proposal to enforce paid parking alongside the existing time restrictions, it is clear that the motivation is purely financial. Given the limited number of vehicles parked on this road and the existing driveways, the revenue generated is likely to be minimal—certainly not enough to justify the administrative and enforcement costs. I would estimate the annual revenue from this scheme would be no more than £500. In fact, I would be willing to offer the council this amount myself if it meant abandoning this scheme altogether and sparing residents the inconvenience and frustration of unnecessary bureaucracy.</p> <p>This proposal not only imposes additional financial burdens on residents but also risks reducing the sense of community and accessibility for visitors, tradespeople, and others who contribute positively to the area. It undermines trust between the council and its constituents, reinforcing the perception that decisions are driven by revenue-raising goals rather than the genuine needs of residents.</p> <p>I urge the council to reconsider this ill-conceived plan and prioritize meaningful consultation with residents to ensure that future policies are justified, fair, and in the public interest. I look forward to your response and hope that you will take into account the concerns of the community.</p>	Zone P residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone P	objection	<p>I understand that the Council is proposing to introduce a prohibition on parking in Hill Drive for 11 hours per day except for permit holders. This is not needed as the existing light touch parking arrangements work well. In addition, last year the Council conducted a consultation process about possible changes to the existing parking arrangements and this found that the majority of those responding wanted these to continue, a result which the Council said it would honour. This begs the question why the Council conducted the process if it did not intend to honour the result unless the changes are only intended to increase revenue and have nothing to do with parking issues.</p>	Zone P residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone P	objection	<p>The current parking restrictions of 9 to 10 and 1 to 2 weekdays work well and allow reasonable restrictions and local residents to negotiate parking. A scheme to increase restrictions was strongly opposed last year (93%) and I am sure this would be the case with the current proposal.</p> <p>The current proposal seems to be ad hoc and would push some parking onto the bays left. Please do not change the current parking restrictions.</p>	Zone P residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone P	objection	<p>This is overkill. The current parking regulations are sufficient.</p>	Zone P residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone P	objection	<p>If you allow people to pay and park here all day, they will be able to catch the bus into the town centre and go to work. This means that cars will be parked here all day, all week. This will be inconvenient as it is already difficult to turn into Hill Drive when cars are parked there now. The road isn't wide enough to have permanent parking there.</p> <p>It also means that I won't be able to park there on my permit, (which has gone up considerably in price), when I pop to the shops.</p> <p>So we object to this proposal.</p>	Zone P residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.

Resident	Introduction of Paid Parking to specific roads within Zone P	objection	<p>The people in these areas had a vote recently in which we decided by a significant majority to stick with the current Light Touch approach; where is the democracy and accountability in this proposal by the council?</p> <p>The current system works well with people coming and going throughout the day to use the park. Your proposal would allow people to park up all day and go to work/ into town making it more difficult for the frequent but short recreational visitor to get a nearby parking place. We currently have an annual parking permit for one of our cars and you do not make it clear by the term 'exclusive' that we could use the permit outside of our own home under this proposal, perhaps indicating that we have to park around the corner in the neighbouring streets. Obviously, this negates the point of us having the permit, and as such we would not renew and would be seeking pro-rata payment back from the council.</p> <p>There is no intent in this proposal to address the one parking issue that most people in the street don't like, which is the long weekend parking where visitors park their cars and camper vans (often sleeping in the street) etc here from Friday 2pm until Monday 9am, as this stops the busy weekend sports players and their family getting these parking slots.</p> <p>I would also like to say how sneaky it was to pin one small notice to only 1 lamp-post along the 240 m long stretch, and that this lamp-post was not near to either of the entrances, to notify this proposal. Furthermore, the Notice was attached rather precariously such that it blew down after only 2 weeks. Fortunately, being public-spirited, I reattached it in a more secure way, and it has remained there since!</p>	Zone P residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone P	objection	<p>I have been a resident at Tredcroft Road for 38 years, I objected to the soft touch scheme starting and object strongly to the proposed plan. It will have a massive impact on the aging population of this area, they need careers and family to have free car parking availability to support them. The proposed plan is to make money, at present we are not on a bus road, the road is not gritted, it is not taking residents into consideration and the timing of the application (over Christmas) is suspicious. It is a residential area, at present I have a permit for Zone P and the loss of what we have at the moment will impact my life. The impact will be: loss of garden because I will have to create car parking spaces, reduce the access to my home, I am a senior citizen and the use of technology to pay for parking would discriminate and make me more isolated. I would like to know the reasons for this as it was only recently that we expressed our opinion on car parking in Tredcroft Road. I suggest there is more footfall along Goldstone Crescent so would be a better source of income for the council. There is no advantage as a resident or to the council to have this proposed plan put in place.</p>	Zone P residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone P	objection	<p>this is totally unnecessary and will cause many problems for residents in Tredcroft Road, The present system works very well and was put in place precisely to avoid long term car parking in the road</p>	Data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone P	objection	<p>I strongly object to replacing parking zone P to permit holders only parking. This is unjustified and unfair to the residents in the area and an additional cost. It would also make it very difficult for visitors to come and leave their vehicles on the road.</p>	Data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone P	objection	<p>Why provide more on street parking? Surely we are trying to cut down on car usage? This seems to go against council thinking</p>	Data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone P	objection	<p>It is unnecessary. Current arrangement works well, though the hours could be changed helpfully. The plan to restrict parking further will accelerate the process of gardens being converted to parking areas leading to degradation of the environment, grass verges being destroyed, and loss of parking as wider drives take up places where people could previously park. Further restrictions reduce the ability of people to visit, increasing loneliness for older people, and increase costs.</p>	Data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone P	objection	<p>I object to the whole Order.</p> <p>There is no need to change the present parking restrictions in the roads specified.</p> <p>The Order does not comply with the enabling Act in that it is not being used for one of the following purposes:</p> <ul style="list-style-type: none"> Avoiding danger to persons or traffic Preventing damage to the road or to buildings nearby Facilitating the passage of traffic Preventing use by unsuitable traffic Preserving the character of a road especially suitable for walking or horse riding Preserving or improving amenities of the area through which the road runs <p>For any of the purpose specified in paragraphs a to c of the Environment Act 1995 in relation to air quality.</p> <p>The statement of reasons says that the results of the Council survey "highlighted low levels of vehicle occupancy ". Also there is little demand for permits.</p> <p>Encouraging visitors is not a valid reason for making an Order. Even if it was, imposing a charge where free parking is the current situation for most of the day is unlikely to increase usage.</p> <p>The Order appears merely to be a way of raising revenue and therefore is surely illegal?</p>	Data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone P	objection	<p>It is unnecessary to start charging for a full day in the suggested parts of these roads. If charging is to start, it should be only for the light touch hours (between 9-10am and 1-2pm). It is obvious that the council are trying to generate extra revenue and I feel this is an inappropriate way of going about it - to penalise the local residents. We are already, unnecessarily, saddled with the light touch scheme - which has already cost residents a lot of money and inconvenience. We didn't have a problem before, we don't have a problem now. This TRO is a nonsense and has not been thought through clearly with the residents best interest in mind, this TRO is definitely not going to benefit the local residents.</p> <p>Please leave these roads as they are AND abolish the double yellow lines down the roads and the light touch scheme too.</p> <p>Why are there double yellow lines in these Zone P streets? It is utterly unnecessary. Even on dropped curbs - which by the very dropping of the curb means they cannot be parked over. I strongly object to this TRO.</p>	Zone P residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.

Resident	Introduction of Paid Parking to specific roads within Zone P	objection	No need for change. Existing Parking Scheme works perfectly well for residents & visitors. The proposed changes are simply to generate money for the council which is not spent on parking improvements to the City or road maintenance!! If the money generated was guaranteed to be spent on the area in which the changes are proposed such as pot holes & resurfacing! then I may have a different view.	Data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone P	objection	No need for change. Existing Parking Scheme works perfectly well for residents & visitors. The proposed changes are simply to generate money for the council which is not spent on parking improvements to the City or road maintenance!! If the money generated was guaranteed to be spent on the area in which the changes are proposed such as pot holes & resurfacing! then I may have a different view.	Data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone P	objection	The parking permit scheme was introduced so that the residents of the relevant roads would not have their residential enjoyment and convenience damaged by people effectively dumping their vehicles on these roads, rather than parking (or paying for parking where they live). Since the scheme came in, residents have felt that the additional money they give the Council for area permits has been worthwhile to avoid having cars dumped there (even if only 24 hour periods) e.g. the scheme worked. This was evidenced in last year's attempt by the Council to negate the parking permits when an overwhelming 92% voted against the scheme. I would like the Council to support the residents by not introducing the paid parking spaces and not fly against the wishes of the resident permit holders (& council tax payers)	Zone P residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone P	objection	I cannot see why you need to impose, we have no problem in this road with parking or traffic, I think it would be better served helping the bus routes (woodland drive Shirley drive) etc which has an obvious problem, ask the bus drivers We do not need more parking restriction in this road and the majority of residents say the same when I speak with them Help keep the buses moving not small roads like Hill Drive and perhaps more people would use the bus	Data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone P	objection	I do not live on the roads this paid parking is being brought in on, but it will obviously affect the road I live on as more people will opt to park on it when it is free. As with the previous TRO issues you only force the parking to the areas where it is not applied.	Data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone P	objection	As residents in Hove Park Road who have off road parking for one car but need two cars for work, we will be unable to park. Paid parking will push dog walkers and people accessing sports to use areas used by residents. Parking by these groups is popular between 5 and 8, leaving us unable to park then, despite living in the road. It will stop people from accessing Hove park and exercising if they have to pay to park. This will cost more to the NHS in the long run. The current system works well.	Data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone P	objection	I object the parking bay at the bottom of Hill Drive , even if it is free as it is very near the junction and there has been couple of accident involving the vehicle turning into the hill drive from shirley drive. and the parked vehicle.	
Resident	Introduction of Paid Parking to specific roads within Zone P	objection	Disappointed this is being raised again. No one wants this regulation. Parking is sufficient and no issues with current restrictions.	Zone P residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone P	objection	The current scheme works well. This proposal will significantly increase traffic and parking during the day. The rugby ground is used for a multitude of recreational purposes and a lot of very short-term parking. It would be more difficult for people to park if spaces are being used by long-term parking This would make it very difficult for street cleaning to take place effectively. Will there be increased Traffic Wardens ? The cost would negate any revenue. There has already been a consultation regarding changes and these were firmly opposed-why has this been ignored? It's not clear if having a parking permit would mean I could still park on the road outside my house. If not will the cost be refunded for existing parking permit holders? I do not feel there has been sufficient or clear notice of these proposals	Zone P residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone P	objection	With the new development at Hove Dairy, I believe additional parking restrictions will hinder the businesses chance of success and will put people off visiting the area	Data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone P	objection	no need for pay and display, it works fine the way it is.	Data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.

Resident	Introduction of Paid Parking to specific roads within Zone P	objection	This is not a busy road, there are plenty of spaces available. This is just a cash grab.	Data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Business	Introduction of Paid Parking to specific roads within Zone P	objection	I'm personally opening a group training gym at the dairy development. After doing my research, the Locals do not want further restrictions to the hove park area. They want freedom to visit, park and relax without the stress and cost of more parking. Why is it being proposed again 6 months later!?	Zone P residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone P	objection	These proposals will push school drop-off and pick-up vehicles up The Droveaway from Hove Park (for The Bilingual School) and down The Droveaway from Lancing Prep Hove, resulting in a concentration of vehicles on the remaining areas of The Droveaway. Furthermore, there will be an influx of traffic and parked cars once the new development at the corner of Shirley Drive and the Droveaway is complete, exacerbating this issue.	Data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone P	objection	I am referring to the proposed changes to controlled parking Zone P to replace sections of existing Permit Holders Only in The Droveaway (Hove Park End). There are high levels of vehicle occupancy during the week during school pick and drop off for the Bilingual School and at weekends due to the sporting activities, Park Run, football and rugby club training and fitness training this is why we objected to the recent TRO for the whole area to become payment parking. The parking will just move up from that end to the free parking impacting homeowners exiting their driveways due to large vehicles and badly parked cars. During the week there is high vehicle occupancy due to building vans/lorries. There are new flats at the far end of The Droveaway so there will be more vehicles parked on the top end of the road. I understand there are potential flats to be built at the Hove Park end of The Droveaway so this will impact greatly on homeowners further up the road if paid parking is put in. Paid parking will impact the use of the free leisure and open park spaces to keep the community, especially young people, fit and healthy. As residents we feel it is an excuse to increase extra funding for the council.	Data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone P	objection	Reject all parking updates.	Officers acknowledge the concern from residents in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone P	objection	I am referring to Hill Drive, Hove Park Road, The Droveaway, Tredcroft Road and Woodruff Avenue. The current scheme was introduced following long and extensive representations by residents and has succeeded in ridding the area of anti social and illegal parking and it meets all the current needs of residents and visitors. It was only a few months ago that 93% of residents told the council just that. There is no need for any changes. In particular there is no need for paid parking for visitors, their needs are already more than adequately catered for. The council's reasons are entirely spurious. The council is seeking to change the current scheme against the express wishes of the residents and I reject the proposal. The parking bays immediately at the top of Woodruff Avenue on both sides are dangerous and obstruct moving traffic. These bays should be replaced by double yellow lines.	Zone P residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The data collected from within each of the roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Road safety is a high priority when considering on-street parking arrangements with scheme designs aligning with various local and national guidelines. Officers acknowledge the concern from residents in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone P	objection	I object to the proposal to amend the parking scheme in zone P. The light touch scheme that we enjoy has done away with the antisocial and dangerous parking the area had to put up with. The scheme works well for both residents and our visitors and the spurious reason to bring in some paid for parking to assist visitors is at most laughable. The scheme we have is exactly what neighbours wanted and a recent survey found in excess of 90% of residents were happy with the current scheme and did not want any changes. Please do not tamper with our scheme and many of us feel it smacks of an attempt to introduce a paid scheme more generally. Many Hove Park residents have ample off street parking and visitors can be accommodated with the voucher scheme.	Officers acknowledge the concern from residents in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone P	objection	The neighbourhood objected overwhelming not to have different parking restrictions and charging for parking, yet another proposal is being put forward basically to introduce a change by stealth. This is not a very honest thing to do and just seems like another scheme to make money. We pay a lot for council tax and expect better services as we don't even get our rubbish collected on several occasions.	Zone P residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The data collected from within each of the roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from residents in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone P	objection	I strongly object to this. We have a wonderful hove park and recreation ground and should not be charging people to use them by having to pay for parking.	Officers acknowledge the concern from residents in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.

Resident	Introduction of Paid Parking to specific roads within Zone P	objection	Outcome of Consultation a couple of years ago in this area made it clear the residents in the Hove park area are against the introduction of such parking . Very surprised and disappointing to see this is now back on the agenda but this time without a visible public consultation. Most of us residents in Hove Park area are finding out late via community Facebook pages which is unacceptable.	Zone P residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The data collected from within each of the roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. The consultation was conducted in accordance with the statutory requirements. In addition to the on-street notices, the proposals were advertised on the BHCC website and within the local press. Officers acknowledge the concern from residents in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone P	objection	As a resident of Hill Drive I believe the current "light touch" approach for Parking in Controlled Parking Zone P in Hill Drive, Hove should stay as it is. It works very adequately currently and deters daily commuters who work in the City from parking in the road, as it was originally designed to do, and there is no reason to introduce paid parking places at the proposed bays at the bottom of Hill Drive. I also think that the proposed hours of between 9am and 8pm is totally unreasonable and unfair. This surely will be perceived as purely a money making vehicle for the council as it serves no other purpose to do this. My reason for my objection is that it will surely be a precursor for expansion along the entire length of Hill Drive and if this is NOT the intention of the Council to do this then they should absolutely agree and state that they will not expand the Pay to Park places and payment machines further up Hill Drive. This would be totally unnecessary and very unfair for residents and their visitors.	The proposals affect a small number of parking places in Zone P and are aimed at introducing small sections of exclusive paid parking for visitors to the area. The data collected from within Hill Drive during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. The proposals will not change the days or times of operation of the remainder of parking in the light-touch zone.
Resident	Introduction of Paid Parking to specific roads within Zone P	objection	I write to OBJECT to the proposed TRO in its entirety. Not long ago the council sought opinions of local residents on these parking zones. As your own website states from 21 March 2024: "across all five zones, 82% of the 2755 responses said they wanted their scheme to remain as it is." That is a significant majority of respondents rejecting the proposals, therefore why are the council continuing to try and push forward changes? This is wasting taxpayers money and clearly comes across as another attempt to extract further money from local residents with new ALL DAY parking charges. Currently the permit bays are only active Mon-Fri 9-10 and 1-2pm, therefore they are free to park in outside of those times. They should certainly not be changed as local residents would have to pay whatever time of day under the proposals. To be clear, residents rejected any changes. I would also like to remind you what Councillor Trevor Muten said last year in response to the residents survey: "We wish to thank residents for providing such a clear steer. We've listened very carefully to what they've had to say, and I'm pleased the report will recommend no change to these Controlled Parking Zones. It's vital that people in Brighton & Hove are listened to, especially when it comes to how something like how parking is managed in the area where they live. Building our plans and budgets on residents' feedback rather than assumptions provides a stronger foundation. Residents' parking is a big part of our city-wide Parking Review which will report later this year. We're determined to make parking simpler, fairer and accessible for everyone." This is not about under subscribed zones, it is about turning permit spaces into paid parking spaces to generate more revenue. Please will the council listen to residents who are already facing significant financial challenges. There is no need at all to force more pain on local people.	Zone P residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The data collected from within each of the roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from residents in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone P	objection	This seems very underhand. The Council held a consultation on changes to parking in Zone P in 2024 which was overwhelmingly rejected by residents. The council subsequently increased the price of parking permits to recover an apparent shortfall in income. The new consultation therefore appears to be very undemocratic. I am particularly angry that I found out about this new consultation via social media- there appears to have been no attempt to contact respondents to the previous consultations a year ago. My objections are principally with regard to Hove Park Road and the roads adjacent to both Hove Park and Hove Recreation Ground. There currently appears to be NO issue with parking in this area with the existing light touch restrictions. However, the new proposals will adversely impact upon Hove Rugby Club and Palmers Cricket Club, as well as the running groups and other groups that use the Recreation Ground. It removes free parking during the evenings when rugby and cricket training occurs. The proposal also has an adverse impact on users of the football pitches and tennis courts in Hove Park, which seems to run contrary to the Council objective of increasing physical activity and maximising use of green space. In particular, the introduction of paid parking along the majority of Hove Park Road is likely encourage motorists to park at the western end of the road, which would increase the amount of traffic movements near to the children's playground in Hove Park. This is an almost entirely residential area, and therefore I struggle to see why the reported "low levels of vehicle occupancy" needs to be altered? The current arrangements appear to be an excellent example of the existing restrictions doing their job i.e. restricting commuters from parking in residential streets, whilst providing flexibility for users of the Park and Recreation Ground.	Zone P residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The data collected from within each of the roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. The consultation was conducted in accordance with the statutory requirements. In addition to the on-street notices, the proposals were advertised on the BHCC website and within the local press. Officers acknowledge the concern from residents in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone P	objection	1. This was voted on and rejected at the last consultation. You have ignored the residents wishes and sneakily stated the consultation just before Christmas. In ignoring that consultation you have spent even more officer time and money. Why pretend to have a consultation in the first place if you are going to ignore it. 2. One of the reasons given previously was that the council could not afford wardens to police the area. The council have not set out who the users of the paid parking spaces will be. I don't see how this scheme will be financially sustaining as the number of people using it will be small. It is a waste of money. 3. The major parking area is along the park side of Goldstone Crescent. The council have previously stated that they didn't want to institute paid parking as it would discourage people using the park. The park end of Woodruff Avenue is an overflow parking area for people using the park.	Zone P residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The data collected from within each of the roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from residents in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.

Resident	Introduction of Paid Parking to specific roads within Zone P	objection	<p>I live on the goldstone crescent end of Hove Park Road which is frequently used by young families who make use of the Hove Rec for rugby and cricket and Hove Park (which is currently renovating the children's play area). I feel that introducing paid parking will deny people the opportunity to enjoy outdoor activities due to the cost implications. Families can park for free most of the day. Your reason behind the proposal is that the road is under utilised does not make sense. Having paid parking instead of 2 hr residents only will encourage legal and general staff to drive to work and pay for parking instead of using public transport which is opposite to the council policy to encourage the use of public transport. We rejected these proposals last year so I do not understand why you are trying to implement these changes again. You increased the cost of our annual permits following the last consultation. I strongly object to this proposal as the current system works perfectly well for residents and visitors alike. Also I feel you have introduced this proposal in an underhand way by not informing the residents directly, relying on them to find out for themselves to aid you to pass this without any consultation.</p>	<p>Zone P residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The data collected from within each of the roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from residents in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone P	objection	<p>There is no problem with parking in this area, now your're making problems, trying to scratch money from residents and businesses already paying your ridiculous rates is criminal.</p>	<p>The data collected from within each road during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone P	objection	<p>My comment here is that as pensioners, one of us with a life limiting condition, we rely on support from friends and family to visit. I We have a parking permit for a vehicle and would prefer that the charge would increased than paid parking The local shops are very important to us as a community and it is likely that paid parking would deter people from shopping here</p>	<p>The data collected from within each road during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone P	objection	<p>This objection is for Controlled Parking Zone P – Tredcroft Road.</p> <ol style="list-style-type: none"> 1. Resident permits and light touch scheme was introduced to stop office workers/non-residents taking up the parking places for long periods of time. Vans and cars were in the past left for long periods to avoid parking in their own (often permit) home areas. The new scheme seems to encourage the same non-residents parking at permit holders' / householders expense. 2. The proposed low tariff paid parking will allow for 11 hour durations which will encourage those same office workers to park back into the area or allow those who commute from nearby Hove Station or Preston Park station to park there all day leaving few spaces for those wanting to make use of the Hove Park or for visitors to residents of Tredcroft Road. 3. This is a very quiet residential road particularly after the hours of 4pm. This has always been the case and has continued to be even with the existing light touch scheme and free parking after 2pm. The introduction of parking restrictions until 8pm is pointless and will provide very little income so it would make sense to stop parking restrictions much earlier than 8pm. This would save on the parking warden costs also. 4. The current scheme is working well and allows for the community to be able to park close to the much used Hove Park without the typical restrictions of paid parking. The implementation of this scheme will have an unnecessary detrimental impact on the users of Hove Park and the local residents. 	<p>The proposals affect a small number of parking places in Zone P and are aimed at introducing small sections of exclusive paid parking for visitors to the area. The data collected from within Tredcroft Road during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>

Zone W

Who	Proposal	Object/Support/Other	Comment	Officer Response
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	Will there be parking spaces for permit holders ONLY in our AREA of W Kingsway/Berriedale Avenue. Will a resident permit holder be allowed to park in the paid spaces? How many spaces on berriedale avenue will be allocated to PERMIT HOLDERS ONLY? How many spaces in berriedale avenue will be allocated to PAID PARKING? As we have resident parking permits there is a lack of parking during peak summer months and can not take our car out with the current restrictions how will this be solved ?	The proposals affect a small number of parking places in Berriedale Avenue and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in Berriedale Avenue will reduce from currently 90 to 80 should the proposals go ahead. The data collected from within each road during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	There is already limited parking on our street. These two bays directly in front of our shared occupancy home and the shared occupancy buildings across the road are where many of us need to park. We are not a single occupancy building like much of the street - this feels like a penalty for not being able to afford a house but having to live in flats, therefore having to scramble to get a space and park far from our homes. I have a young daughter, the flat upstairs has a baby, the one opposite and below have pensioners. It's not laziness that stops us wanting to find parking further away, but necessity. There is a great deal of paid parking already available on the seafront. It is not necessary to take ours away which we are already having to share between many people.	The proposals affect a small number of parking places in Zone W and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in will reduce by 40 across the five roads should the proposals go ahead. The data collected from within each road during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	I object to the exclusive paid parking proposal suggested for zone W and other zones close by. In summer and other peak periods, residents will not be able to park in their own roads.	The data collected from within each road during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	We object to the proposals listed as this is a residential area and any changes need to be mindful of convenience to the local residents. The proposals listed do not in any way fulfil this and are not giving residents priority. We wish to retain easy parking as it is .	Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	I wish object to the parking bring changed this is a residential area . Residents parking ONLY.	The data collected from within each road during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	All this will achieve is inconveniencing residents living on the affected part of Wish Rd, whilst moving the problem of beach goers 'abandoning' their cars, for free, between 11am and 7pm, further up the road, which is already impacted by this issue anyway. Why not just introduce 9am to 8am residents only parking in Zone W in the same way as all the other zones in Brighton, including all those that neighbour zone W. Or at least in the roads adjacent to the sea-front. And I know we had a survey on this, but I don't believe the parking experience is the same for all residents of zone W.	Zone W residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The data collected from within Wish Road during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	In response to your note dated Dec 20 which I have seen – I understand we voted in Welbeck Avenue to keep the parking system as it is. According to your not you are planning changes – surely this is anti-democratic and against the vote we were involved with ? So I object and wish you to keep the system as is and as voted for.	Zone W residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The data collected from within Welbeck Avenue during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	I am very happy with the current regulations and do not wish them to change. In my opinion it will be detrimental to the area	Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	We have recently voted against changes to our soft parking and do not agree with changes we haven't voted in.	Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	I object to this. I think the current parking restrictions are enough. It already causes an issue for any visitors or trade people I may need to come to the flat.	Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	Many of us who live in the vicinity of the seafront next to wish road rely on parking in the area you are proposing as exclusive paid parking. This would be very unfair to permit holders . I would not object to paid parking areas for non permit holders that allowed permit holders to park at no additional cost. Further up away from the sea on Wish road many people have private parking. This is not the case nearer the sea front	The proposals will not affect the parking current arrangement on the north side of the Kingsway. These will remain for permit holders only. The data collected from within Wish Road during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.

Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>As a resident on Wish Road I would like to object to the proposed changes listed here!</p> <p>I don't believe the council should restrict and put metered parking on Wish Road, this plan will restrict families being able to spend time on the beach with their family!</p> <p>Metered parking provision is only needed to allow for families to pay for parking when sporting activities are in play in the park during the current timed restrictions!</p>	<p>The proposals affect a small number of parking places in Zone W and are aimed at introducing small sections of exclusive paid parking for visitors to the area. The data collected from within Wish Road during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>I have lived here for 22 years. The lighter touch parking restrictions have been effective. Particularly effective in preventing people driving here and parking then taking the bus to work, stopping Camper Vans parking for extended periods and also stopping the local Car Rental Company Enterprise from parking their Vans outside our windows all day long. I cannot see how you have assessed this road or adjoining roads as under used. We constantly have cars parking here in the allowed times, particularly in school breaks when we families swarm here for free parking between 11am and 7pm. I objected to this initially but it actually seems fair and makes the beach more accessible to families. The proposal to increase the times to park (although paid) will certainly encourage people to park for longer periods even though they have to pay, charges this end of B&H are usually cheaper. I strongly object to this proposal which will cost huge amounts of money that the Council doesn't have! I've just cancelled my Council Tax DDR, I am no longer willing to make it easy for B&H to collect a tax charging me for something I don't want.</p>	<p>A citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The data collected from within the proposed sites during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>This change is not needed or necessary, with this change you will have people parking all day and getting the bus to town. This is not solving the short term parking issues that crop up when parents take their kids to play football in the park during the 1 hour window in the morning.</p> <p>The light touch scheme is working well; this will bring the return of caravans and van who can park on the roads all day for a fee.</p> <p>People should be able to park on the street outside of the restrictions and unties the outdoor spaces like the park and seafront. I see no benefit to this change for residents or visitors alike.</p>	<p>Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>We were asked to vote on this last year and voted against. In the summer months we already have difficulties parking and our guests find the same. At the moment we at least know the cars will move on at 7pm and we can park outside our house. This will make the problem so much worse.</p>	<p>Zone W residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The data collected from within the proposed locations during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>Extended paid for parking bays in light touch area 9am-8pm, 7 days a week - this will considerably reduce the amount of parking available for those of us who have paid for parking permits, which will impact the ability to park our own cars locally, also any family and friends visiting who are unable to come by public transport.</p> <p>Wish Park is a well used resource for families, young footballers, etc, and this will hit them hard.</p>	<p>The data collected from within each road during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>I object to the above proposal to change the controlled parking zone W. I objected to the same proposal made last year at this time & my reasons have not changed.</p> <p>I do not believe changing to a paid parking scheme will benefit the residents of Wish Rd & will in fact make it harder for us to park outside our houses, especially in the summer months. You are trying to fix a problem that doesn't exist, I suspect the real reason behind this proposal is to try & extract yet more money from car owners to prop up the council's finances.</p> <p>Other European countries do not take such a vindictive approach to motorists, why do we allow it here?</p>	<p>Zone W residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The data collected from within Wish Road during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>Despite your assertion in the Traffic Order that parking spaces in the W zone are 'undersubscribed' there is regularly parking congestion in the street, with residents unable to find a parking space within 100m of their home, and at times having to park on other nearby streets. I understand that the new seafront park will attract more visitors to the area, and can understand that additional pay and display parking would be of benefit, but this should not be at the expense of local facilities. My suggestion is that you amend the proposal so that the proposed new Pay and Display spaces are available for both Pay and Display AND Resident permit holders, and also that the maximum duration of pay and display parking be set at 4 hours.</p>	<p>The data collected from within each road during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>The loss of 50m of light touch parking areas in Berriedale Avenue is disproportionate in relation to the proposals in adjacent roads. This equates to 10 parking spaces in an area which is next to a large block of flats (Berriedale house). Having parking meters/pay by phone option would allow for a mix of permit and paid for parking without reducing available spaces. This system seems to work in areas such as 1st/2nd/3rd avenue effectively. The time limit of 11 hours seems excessive given the spaces are likely being made available for users of hove beach park - who would be unlikely to use the facilities for such a prolonged period of time. I object to the proposals on the grounds that this will create further pressure on households in the road in relation to parking and wholeheartedly do not agree that the take up of permits is low in this area. Perhaps the council could provide details of permit applications vs spaces available before proceeding</p>	<p>The proposals affect a small number of parking places in Berriedale Avenue and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in Berriedale Avenue will reduce from currently 90 to 80 should the proposals go ahead. The data collected from within each road during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>Converting some of our permit spaces in Berriedale Avenue to paying spaces will mean fewer spaces for residents at the south end of the road and will have a knock in effect for those of us in the whole street. Please do not do this.</p>	<p>The proposals affect a small number of parking places in Berriedale Avenue and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in Berriedale Avenue will reduce from currently 90 to 80 should the proposals go ahead. The data collected from within each road during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>

Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>The area proposed for paid parking is located outside Berriedale House. This area is already used by a large number of parked cars from owners/ tenants of Berriedale House - one of the busiest parking areas within the road. There is no logic in this proposal for paid parking in the defined area noted - it is well used for parking by residents already</p> <p>The proposal will now just create a situation where parking by Berriedale House residents will now move up the road northwards. This will not be beneficial to the street residents.</p> <p>The proposal for paid parking in Berriedale Ave at the proposed point is not suitable.</p>	<p>The proposals affect a small number of parking places in Berriedale Avenue and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in Berriedale Avenue will reduce from currently 90 to 80 should the proposals go ahead. The data collected from within each road during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>This will have a negative impact on the residents ability to park on our road.</p> <p>We voted last year on our parking situation to keep the light touch. Please can you confirm our rights around that vote as it seems that it's being ignored?</p>	<p>Zone W residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The data collected from within each of the roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>Strongly object: 1. Not ONE resident has been formally & directly notified, no letter through the door, nothing. A small outdoor sign which was removed shortly after, sneaky way to say you have informed residents. No chance to object as most people have no idea. You sent a letter months ago, which was actually rather threatening, since then no update. Only due to a large group chat of residents in the area was this proposal notified to us. 2. Council cares more about making money than residents. We live in a kind neighbourhood who are watching their area decline. Already hard enough living in a costly neighbourhood, & as a young couple who want to start a family, you're forcing us to move away due to increases in price & lack of care. You'll be losing kind residents & instead flats/houses will be filled with airbnbs/people with money from London using them as rented flats &/or for tourists who barely use them. 3. You've already increased the price of permits for no reason, & now you're removing essential spaces for residents who have no driveways. Removing parking right outside a large block of flats that only has parking for 6 flats. What you think is a small section, to us is major & costly, especially in summer. Already cannot find a space for hours. Now with the development is going to be even worse, with reduced spaces. 4. New expensive flats one street over will already cause more cars & need for spaces. 5. New development has already caused so much issue for residents, We're lucky we don't own our flat, & now we never will buy in this area because of the changes this council has made, but those that do have now seen a decrease in value due to the skatepark. Once again, no care for residents was considered. 6. Instead, Look at improving the area by fixing awful pot holes, rather than focus being to make more money and spending it on things that don't help us. Please re-think your duty of care, as have will become unliveable.</p>	<p>Officers posted plans of the proposals within all of the affected roads. Whilst this is not a legal requirement in terms of advertising the Traffic Regulation Order, it is considered best practice in terms of highlighting the proposals the council is putting forward to local residents. The proposals affect a small number of parking places in Zone W and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in will reduce by 40 across the five roads should the proposals go ahead. The data collected from within each road during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>This is yet again another decision from the council that has been implemented despite all previous rejections from several hundred citizens. We are sick and tired of the greed of the council that only seems to value tourists and wealthy flat owners who have their main address in London and only come down to Brighton for a few days a year. The parking situation during nice days is already horrid enough as the council has ignored any chances to build parking spots for people who do not live at the seafront, and this decision will make things now so bad, that we will likely move away before the property value declines even further and we would not be able to park our own car on our road, despite paying the ever increasing permits.</p> <p>Start make decisions of actual habitats or face the consequence of burning all bridges and lose votes for your party forever.</p>	<p>Zone W residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>I am writing to object and seek to prevent the proposed changes to parking zone W.</p> <p>There are several arguments against this proposal, not least being that any changes would be in direct opposition to the results of the recent consultation that was conducted about this parking zone. This has already resulted in an increase in price for the existing permit requirements. This consultation took place within the last 24 months and therefore should be considered as relevant and a decision already made. This should not be opened again for a period of several years.</p> <p>B&H Council statement of reasons for this change note a lack of demand for these residential spaces, however since the recent consultation (where changes were strongly opposed by us), demand for residential permit based parking in the area has significantly increased with the addition of several new high rise multi-occupancy apartments nearby and the existing residential parking has already been negatively impacted by the introduction of the new Hove Beach Park, with particular congestion caused near to the wheeled sports arenas. We already struggle to park near our home when the sun comes out and our parking permit was already more expensive due to the price increase in 2024, following the consultation about removing spaces. To note also, we are yet to experience the impact of a popular summers day at the new seafront park.</p> <p>Based on our direct experience of parking here, despite paying some of the highest residential parking permit prices, I am unconvinced.</p> <p>I appreciate a speedy and conclusive reply to this objection as it is the second raised in the last 18 months to the same or similar question of parking in a specific area.</p>	<p>Zone W residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>Despite your assertion in the Traffic Order that parking spaces in the W zone are 'undersubscribed' there is regularly parking congestion in the street, with residents unable to find a parking space within 100m of their home, and at times having to park on other nearby streets.</p> <p>They should be Pay and Display spaces available for both Pay and Display AND Resident permit holders. NOT exclusive pay and display only, excluding residents.</p> <p>The maximum duration of pay and display parking should be set at 4 hours.</p> <p>We have squeezed parking spaces due to necessary allocated disabled parking bays already.</p> <p>In summer we cannot park on our own streets AT ALL after 11am.</p> <p>I'm furious at the council. You don't care about us residents at all. Trying to actively prevent us from parking in the bays by making them exclusively pay and display. Shame on you!</p> <p>On Langdale Gardens at the southern end we have NO off street parking. But they do at the north end, so why not allocate these bays to the north (church rd) end of the street?</p>	<p>Zone W residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>

Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>To be honest I am very shocked about this proposal as it is already difficult to park in the street at the sea end where I live. You have stated the reason as being "under subscription". What does that mean?</p> <p>Currently, people use the street free of charge which makes it harder for me, as a permit holder, to park. Currently, however, I do know that by 7pm they will leave. Also I often come back from work late at night and can't find a space in the lower 3rd of the road nearest to the sea - near my home, so the under subscription does not make sense to me.</p> <p>We have already been consulted on the parking situation which resulted in the light touch status quo rather than pay & display. Whilst there are advantages to pay & display, this "exclusive" proposal is unbelievable. In addition you are proposing 11 hour maximum stays. How are residents expected to park their cars?</p> <p>(My household does not have the option to reduce our cars, as my husband is disabled and I am a key worker needing to get to remote places late at night.)</p> <p>Are the council proposing to remove the EV charging unit too?</p> <p>If this is to go ahead, I suggest having Pay & Display AND Residents Permits W PLUS 4 hour maximum. This gives plenty of time for visitors to enjoy the facilities but not enough to park and get the bus into Brighton for the day, while we can't park where we live. We don't have drives so buildings at the lower end, many of which are flats, have several vehicles per building footprint. I am surprised this has not been considered.</p>	<p>Zone W residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>We were subjected to a consultation on parking in our street earlier in the year. In that consultation we were asked to consider and vote on the options as to what sort of parking arrangements we would prefer.</p> <p>One of the proposals was to maintain the status quo. The majority voted for the status quo, i.e. to keep current W parking area (light touch). We are now being told that, due to an "under-subscription" (to what?) that there will be a Pay and Display at the south end of Langdale Gardens and other roads in the W permit area.</p> <p>This will cause great disadvantage to residents and flies in the face of local democracy and due process. I was unaware that a Labour council would act in such a cavalier way, and are acting ultra vires to the process. It unfairly discriminates the south end of the street as there are more flats, no off-street parking, and several disabled bays.</p> <p>This proposal will only encourage residents to want to rip out their gardens to allow off-street parking and go against the green agenda.</p> <p>If there is to be a Pay and Display system installed it should allow residents with permits to park too, plus a limit of 2 hours (no return. for 2 hours) for those using the Pay & Display. This is plenty of time to use the new amenities or get the bus if they want to stay longer.</p> <p>The council should have considered the issue of parking at the planning stage, instead of putting the residents at a disadvantage of not being able to park in their own street.</p>	<p>Zone W residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<ol style="list-style-type: none"> 1) We already struggle to park, especially in the warmer months it is sometimes impossible to park on the street, so your claim it is under subscribed is wholly untrue. 2) It should be Pay & Display *AND* permit holders as this proposal actively excludes residents. 3) The maximum duration of stay should be reduced to maximum 2 or 4 hours. 4) the majority of houses on Langdale Gdns *do not* have off street parking. So compared to other streets in Zone W, Langdale Gdns specifically is more congested with parked cars on the street. 4) We have a significant number of disabled bays allocated at the southern end of Langdale Gardens (and rightly so), but it does mean in conjunction with the additional pay and display bays, parking for residents near their own homes at the south end won't be possible AT ALL. If Pay and Display (WHICH SHOULD ALSO ALLOW permits) bays have to be installed, consider putting them at the NORTH end of the street where there are less disabled bays and residents have driveways. 5) Removal of the EV charging point is a step backwards in the government's campaign to encourage drivers to switch to EV vehicles. 6) The council has just done a big consultation over whether we wanted Zone W to become pay and display, (which would have included residents still being able to park in all those bays) - and it was voted against, to keep it as it is. Now you're suggesting worse than that and making areas pay and display only. During that consultation there was no indication if we wanted to keep it as it is, we would lose parking bays all together. 	<p>Zone W residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>This will make parking impossible near our home excluding permit holders from using the bays.</p> <p>*They MUST be pay and display AND permit.</p> <p>*It is ALREADY a congested street and difficult to park.</p> <p>*The hours should be 2 hours stay maximum.</p> <p>*There are necessary disabled bays already at the south end. Allocated bays should be at the north end where residents have off street parking.</p> <p>*You are putting paying drivers in higher importance than residents. Disgusted with you council. Why did you bother with the previous consultation? Either make the whole street pay and display AND permit, but don't make bays Pay and Display ONLY. Furious!!!!</p> <p>*and don't put them where bays are already allocated. You are basically making a quarter of the whole street unparkable!</p>	<p>The proposals affect a small number of parking places in Zone W and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in will reduce by 40 across the five roads should the proposals go ahead. The data collected from within each road during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>We had a democratic vote to keep light touch in this area. The council are now trying to change this by introducing paid parking at one end of the street. It was a total waste of time and money to give residents a choice when you now ignore it!</p> <p>The road is getting exceptionally busy with residents parking and it is often difficult to find a space nearby to park. The EV charging point is very necessary. I gather Brighton is leading the way with EV charging outside of London. It seems a retrograde step to remove one! Residents should be able to park on a pay parking bay and it should not be for 11 hours. Surely when developing the front the council should have planned for parking. It seems that this has been totally overlooked. I am extremely cross about this proposal and trust you will reconsider.</p>	<p>Zone W residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>

Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>1) It should be Pay & Display *AND* permit holders as this proposal actively excludes residents.</p> <p>2) We already struggle to park outside our homes if we don't have a driveway, especially in the warmer months it is sometimes impossible to even park on the street.</p> <p>3) The maximum duration of stay should be reduced to 2 or maximum 4 hours.</p> <p>The council have literally just consulted on this!</p>	<p>Zone W residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>1) It should be Pay & Display *AND* permit holders as this proposal actively excludes residents.</p> <p>2) We already struggle to park outside our homes if we don't have a driveway, especially in the summer months.</p> <p>3) The maximum duration of stay should be reduced to 2 hours and not 11 hours. In the summer this would create chaos.</p> <p>Anything else?</p>	<p>Zone W residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>If the parking is changed to Pay and Display it should also allow Permit Holders to park without further payment else this will negatively impact residents who now sometimes struggle to park near their homes.</p>	<p>The proposals affect a small number of parking places in Zone W and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in will reduce by 40 across the five roads should the proposals go ahead. The data collected from within each road during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>We do not want pay & display anywhere on Braemore road. We already pay for a parking permit. Why would the council put pay & display only? W permit holders will be undermined as our cars are shunted up the road and surrounding streets causing additional unnecessary stress and possible friction with neighbours.</p> <p>2) We already struggle to park outside our homes, this will be far worse once Hove Beach Park facilities are completed since it is already impossible at times to park on Braemore road. I do not have a driveway and for environmental reasons do not wish to lose my front garden.</p> <p>This proposal negatively and unfairly affects residents in W parking zones. An ill thought through proposal with no regard to local residents who, we understood, have already recently democratically voted and rejected pay & display proposals from Brighton & Hove Council.</p>	<p>The proposals affect a small number of parking places in Braemore Road and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in Braemore Road will reduce from currently 93 to 84 should the proposals go ahead. The data collected from within each road during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>I object to this proposal for the following reasons:-</p> <ol style="list-style-type: none"> 1. Braemore Road (W zone) residents have already recently democratically voted to reject pay and display zones in Braemore Road through Brighton and Hove Council. 2. Residents nearer the seafront already struggle to park their cars particularly in the summer months and it will just shunt the parking further up the road. 3. Residents without driveways do not want to change their front gardens for parking - this would lose grass and be more of an environmental disaster plus result in more lost road parking as driveway access stops parking bays. 4. Residents already pay for an annual parking permit which has recently been uplifted. 5. New block of flats at seafront end of Braemore Road has already increased parking issues. 6. The current soft touch parking prevents long term parking by avoiding all day parking. 7. If the council absolutely needs to raise income then the bays should be for both resident parking and pay and display NOT just pay and display. 	<p>Zone W residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The proposals affect a small number of parking places in Braemore Road and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in Braemore Road will reduce from currently 93 to 84 should the proposals go ahead. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>We do not want pay & display anywhere on Braemore road. We already have to pay for a parking permit.</p> <p>Why would the council put pay & display only?</p> <p>W permit holders will be undermined as our cars will be forced to park up the road and surrounding streets causing additional unnecessary stress and upsetting neighbours.</p> <p>This proposal negatively and unfairly affects residents in W parking zones. An ill thought through proposal with no regard to local residents who, we understood, have already recently democratically voted and rejected pay & display proposals in W zones from Brighton & Hove council.</p>	<p>Zone W residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The proposals affect a small number of parking places in Braemore Road and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in Braemore Road will reduce from currently 93 to 84 should the proposals go ahead. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>I object to the proposed change of parking bays in Braemore Road. The change is proposed to make use of underutilised spaces for visitors. I disagree that this is the case but even if it was it fails to consider the low occupancy of the Argentum flats on the west side corner of kingsway and Braemore Road. Not all of these flats have spaces and many only have one so once fully occupied they will need to utilise those spaces. It can already be quite tricky to park in Braemore Road for residents. Many of us have either full time permits or have purchased visitor permits, this feels like a cash grab on top of an unfair and costly system.</p>	<p>The proposals affect a small number of parking places in Braemore Road and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in Braemore will reduce from currently 93 to 84 should the proposals go ahead. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>

Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	The amount of parking on Braemore Road is already reduced as many houses have drives to reduce it further would create more difficulties for residents at this end of the road especially in view of the large amount of flat dwellings which are now in this area	The proposals affect a small number of parking places in Braemore Road and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in Braemore will reduce from currently 93 to 84 should the proposals go ahead. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	What we have already works well for local Braemore Road residents and their visitors. The response to similar parking proposals earlier in 2024 made local views on monetising parking spaces in Braemore Road clear. The new proposals will remove residents parking options with proposed residents bays at the bottom of the road being taken up by Braemore Court, Argentum and street residents and visitors pushing the parking issue further up the road. I suspect the proposals will set a precedent to be followed by BHCCC introducing pay for parking bays further up the road.	Zone W residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The proposals affect a small number of parking places in Braemore Road and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in Braemore Road will reduce from currently 93 to 84 should the proposals go ahead. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	I pay for a residence parking permit along with many others on the street, this will undermine the residence permits as the bays will not be able to be used. Quite often, particularly on warmer days I struggle to park near my house & sometimes even on the street. Replacing these residences bays with pay & display reduces the spaces for locals & will potentially cause confusion & even conflict. The proposal to change the parking rules in the street has already been democratically rejected by the residence so it is disappointing to see this being introduced quietly. Also once implemented at the south side it will be easier for the council to "expand" the pay & display further up the street in the next months or years. I object.	The proposals affect a small number of parking places in Zone W and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in will reduce by 40 across the five roads should the proposals go ahead. The data collected from within each road during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	Deprives Residents of street parking. Will lead to congestion in residential street. Extensive parking already exists on kingsway Residents have already voted to dismiss Parking Metres in Braemore Road.	Zone W residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The proposals affect a small number of parking places in Braemore Road and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in Braemore Road will reduce from currently 93 to 84 should the proposals go ahead. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	we do not want pay and display anywhere in Braemore road .We already struggle to park outside our homes and this will only get worse with the Hove Beach Park. This proposal was only recently objected to . The new flats at the end of the road are already going to impact on the resident parking and the soft touch scheme prevents people from parking all day . On a nice day parking is very challenging with visitors to the area and this will only impact on it even more.	Zone W residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The proposals affect a small number of parking places in Braemore Road and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in Braemore Road will reduce from currently 93 to 84 should the proposals go ahead. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	Some houses don't have driveways and the new building isn't full of residents yet. There's barely enough space as it is.	The data collected from within each road during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	This proposal doesn't take into account the W residents' wishes to be able to park on their street without any more complications. It was already rejected by the said residents and I don't see the need to waste more time and eventually money on the same ill conceived project.	The data collected from within each road during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.

Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	We have already, democratically voted to leave the parking regulations in Zone W as they are. The change will cause difficulties for residents in the road who do not have off street parking. It is unnecessary	The proposals affect a small number of parking places in Zone W and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in will reduce by 40 across the five roads should the proposals go ahead. The data collected from within each road during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	We have no driveway and even in the summer we have difficulty parking. My husband has Alzheimer's and life is very stressful for us both and this additional problem would only add to the stress.	The data collected from within each road during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	We struggle to find spaces outside our house, especially during the summer months. This will exacerbate the problem	The data collected from within each road during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	This proposal makes a mockery of the consultation process and, if the council wants to consult residents in the future about similar issues, it should expect a hostile reaction. This idea should be binned forthwith.	The proposals affect a small number of parking places in Zone W and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in will reduce by 40 across the five roads should the proposals go ahead. The data collected from within each road during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	The proposal for the bottom of Braemore Rd is not in the interests of the residents of the road particularly as the new block of flats were forced upon us despite vast majority of objections. The flats were never aimed at local residents being very highly priced without any affordable units. These are mainly second homes for rich outsiders and in summer when all sold will increase the already difficult parking in the road resulting in residents having nowhere to park as well as visitors driving round and round looking for a space to park. This will result in more front gardens being paved over reducing further the parking space and contributing to drainage overload and more storm water outfall.	Zone W residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The proposals affect a small number of parking places in Braemore Road and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in Braemore Road will reduce from currently 93 to 84 should the proposals go ahead. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	1) At a minimum, it should be Pay & Display *AND* permit holders as this proposal actively excludes residents. 2) Households already struggle to park outside their homes if we don't have a driveway, especially in the warmer months it is sometimes impossible to even park on the street. This will further be a challenge with Hove Beach park facilities. 3) The maximum duration of stay should be reduced to 2 or maximum 4 hours. If it is 11 hours then caravans etc can park overnight.	The data collected from within each road during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	will adversely affect residents from parking near their homes should be pay and display AND permit holders reduce time allowed to stay to avoid commuters using road for all day parking	The data collected from within each road during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	It will place unreasonable pressure on bays available bays for local residents and create unacceptable knock on impacts to the local environment	The data collected from within each road during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	1) It should be Pay & Display *AND* permit holders as this proposal actively excludes residents. 2) We already struggle to park outside our homes if we don't have a driveway, especially in the warmer months it is sometimes impossible to even park on the street. 3) The maximum duration of stay should be reduced to 2 or maximum 4 hours.	The data collected from within each road during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	1. As local residents we recently voted to reject proposals for Pay and Display only in our road and in favour of keeping the existing parking rules. 2. Being so close to the seafront we often struggle to park in our road as people understandably want to access the seafront. Demand for parking will increase with the improvements to facilities such as new tennis courts, Padel, skate park etc. 3. The bays at the south end of Braemore Rd and other Zone W roads should be for Pay and Display AND permit holders. We pay for residents' parking permits so permit holder bays should be offered. 4. Bays should be for 2-4 hours maximum so that bays are not blocked for entire days. I cannot make sense of the recommendation for 11 hour bays which would severely restrict parking options in our roads.	Zone W residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The proposals affect a small number of parking places in Braemore Road and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in Braemore Road will reduce from currently 93 to 84 should the proposals go ahead. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.

Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	We have already agreed to keep to the permits , which the houses need on the streets in zone w . We don't need to have parking meters . Tjis will call issues for everyone .	The data collected from within each road during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	There are already not enough resident parking bays (Zone W) on the road, so we cannot afford to sacrifice these bays to pay and display. There is ample pay and display parking on the seafront already.	The data collected from within each road during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	I don't understand how this is being proposed, as we were recently asked for our opinions on pay and display and it was, I understand, rejected by residents!! I am concerned that this will cause more knock on parking issues further up Braemore road and other roads and don't understand why this is needed. I especially object about the length of stay - 11 hours is extremely long and seems the wrong president to set. Surely in residential areas, parking must favour the residents and not people coming into the area. I recognize a balance is required, but this is rather extreme. Please can you at least reduce the pay a display period to 3hrs!? Thanks We do not want pay & display anywhere on Braemore road. We already pay for a parking permit. Why would the council put pay & display only? W permit holders will be undermined as our cars are shunted up the road and surrounding streets causing additional unnecessary stress and possible friction with neighbours. 2) We already struggle to park outside our homes, this will be far worse once Hove Beach Park facilities are completed since it is already impossible at times to park on Braemore road. I do not have a driveway and for environmental reasons do not wish to lose my front garden. This proposal negatively and unfairly affects residents in W parking zones. An ill thought through proposal with no regard to local residents who, we understood, have already recently democratically voted and rejected pay & display proposals in W zones from Brighton & Hove council."	Zone W residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The proposals affect a small number of parking places in Braemore Road and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in Braemore Road will reduce from currently 93 to 84 should the proposals go ahead. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	This proposal negatively and unfairly affects residents in W parking zones. An ill thought through proposal with no regard to local residents who, we understood, have already recently democratically voted and rejected pay & display proposals in W zones from Brighton & Hove council."	The data collected from within each road during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	The project inaccurately reflects the level of parking permit utilisation & vehicle occupancy in Langdale Gardens & a physical survey would support this. Comparisons should not be drawn with the other roads in this survey, because unlike them, Langdale Gardens has very little off street parking /garages / drives and in fact none at the southern (beach) end of the road. It has significantly different characteristics to the other roads being considered. Langdale gardens has been given a policy of free parking (aside from two 1hr curfews) for all non permit car users, which leaves current residents already unfairly disadvantaged all day every day - especially as the volume of parking grows to boiling point on high days & holidays due to beachgoers & now will get worse as the Hove Beach Park increases traffic to the area. Unfortunately Langdale Gardens is now known as being the first street that non permit holders can park for free for most of the day, and ,charging for 2 small areas will not solve the problem – it will just compound the problem for current residents.The removal of these 8 or so further spaces in the street would unfairly disadvantage & inconvenience parking permit holders even further. This would cause elderly drivers or those with young children to have to park at a significant distance from their homes, with all the downsides & risks of carrying shopping,babies,etc or indeed double parking, which many people are forced to do.in the summer it is impossible often to take the car out of space for fear of returning and finding no space - the free parking for all and sundry just makes our road the target on the beachfront and it will get worse if the predictions of increase visitors becomes reality when the previous vote occurred the specific changes to free volume were ignored & we actually believed the majority in our street who voted wanted P&D. Please, review this particular decision as it makes no sense and maybe force P&D to be consistent with our neighbouring road - this would get the revenue you desire	Zone W residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The proposals affect a small number of parking places in Langdale Gardens and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in Langdale Gardens will reduce from currently 128 to 122 should the proposals go ahead. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	Regarding TRO-37-2024: having already gone through this procedure once recently where it was unanimously turned down by the residents, I fail to understand how you can even consider bringing in the new parking pay and display arrangements. > Residents struggle to park near their homes in Zone W at the moment, let alone in the summer when people will be visiting the new Hove Beach Park. > I would like a fast and conclusive reply to this objection, please, and I would like to remind you that the residents of this area turned down pay and display in Berriedale Avenue recently. > I totally object to this proposal.	The proposals affect a small number of parking places in Berriedale Avenue and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in Berriedale Avenue will reduce from currently 90 to 80 should the proposals go ahead. The data collected from within each road during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.
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Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>I am writing to object and seek to prevent the proposed changes to parking zone W.</p> <p>There are several arguments against this proposal, not least being that any changes would be in direct opposition to the results of the recent consultation that was conducted about this parking zone. This has already resulted in an increase in price for the existing permit requirements. This consultation took place within the last 24 months and therefore should be considered as relevant and a decision already made. This should not be opened again for a period of several years.</p> <p>There remains significant demand for residential and therefore permit based parking in the area, this has only increased with the addition of several new high rise and multi-occupancy buildings. As raised prior to construction, residential parking has already been negatively impacted by the introduction of the new Hove Beach Park, with particular congestion caused near to the wheeled sports arenas.</p> <p>Residents are already suffering and struggling to park near their homes in Zone W as the parking areas on the corner of Berriedale Avenue and Kingsway are already more expensive for residents due to the price increase in 2024, limited as the seaside parking bays are not available, and increasingly busier - and we are yet to see the impact of a popular summers day at the Park. I appreciate a speedy and conclusive reply to this objection as it is the second raised in the last 18 months to the same or similar question of parking in a specific area.</p>	<p>Zone W residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The proposals affect a small number of parking places in Berriedale Avenue and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in Berriedale Avenue will reduce from currently 90 to 80 should the proposals go ahead. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
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Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>Am writing with regard to the above address and parking Zone W where I pay for a permit every 6 months.</p> <p>A few weeks ago, I noticed some information attached to lamp posts regarding planning for possible parking changes, which appear to now have been removed. The parking here is becoming more difficult as it is, and suffering with osteo, more often than not I have to park so far away from my flat. Am sorry to advise that I for one oppose & am sure I shan't be the only one.</p> <p>Thanking you for your kindest help in advance.</p>	<p>The proposals affect a small number of parking places in Zone W and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in will reduce by 40 across the five roads should the proposals go ahead. The data collected from within each road during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>There are several arguments against this proposal, not least being that any changes would be in direct opposition to the results of the recent consultation conducted about this parking zone. This has already resulted in an increase in price for the existing permit requirements. Consultation took place within the last 24 months, therefore should be considered as relevant & a decision already made. Should not be opened again for a period of several years. Minimal notices have been publicly posted. The two outside Berriedale House that I saw disappeared (assume due to high winds and not being fixed correctly) within 24 hours, resulting in few people being aware of the proposals and consequently being able to raise concerns. There remains significant demand for residential and therefore permit based parking in the area, this has only increased with the addition of several new high rise & multi-occupancy buildings. Residential parking has already been negatively impacted by the introduction of the new Hove Beach Park, particular congestion caused near to the wheeled sports arenas. Proposal directly impact large numbers of residents who live in large blocks such as Berridale House that have 51 separate flats alone & do not have private drives to park on, the knock on effects will affect many residents who will end up congestion the bays north of the seafont. I doubt residents in the private houses in the roads running off Kingsway know about these changes. Residents are already suffering & struggling to park near their homes in Zone W as the parking areas on the corner of Berriedale Avenue & Kingsway are already more expensive due to price increase in 2024, limited as the seaside parking bays are not available, & increasingly busier - & we are yet to see the impact of a popular summers day at the Park. I appreciate a speedy & conclusive reply to this objection as it is the second raised in the last 18 months to the same or similar question of parking in a specific area.</p>	<p>Zone W residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The proposals affect a small number of parking places in Berriedale Avenue and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in Berriedale Avenue will reduce from currently 90 to 80 should the proposals go ahead. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>I am writing to object to the proposed changes to parking zone W under TRO-37-2024.</p> <p>Parking in Zone W is already difficult for residents. The area has seen increased demand due to new developments and the introduction of attractions like Hove Beach Park, which bring additional visitors and congestion.</p> <p>Residents living in large blocks, such as Berriedale House with 51 flats and no private parking, are particularly affected. The proposed changes will likely make the situation worse by pushing more vehicles into nearby areas, further limiting available spaces.</p> <p>I urge the council to reconsider this proposal and its potential impact on residents.</p>	<p>Zone W residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The proposals affect a small number of parking places in Berriedale Avenue and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in Berriedale Avenue will reduce from currently 90 to 80 should the proposals go ahead. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>

Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>May I register a complaint about the proposal to replace stretches of Wish Road resident parking with paid parking.</p> <p>First, I have not managed to find any explanation why this is being proposed, beyond the obvious need to raise money.</p> <p>Is there some other motive? If so, please can you supply it.</p> <p>Second, the seaward end of Wish Road, where you are proposing to introduce your new cash-cow parking, is the part of the road most heavily used by residents — there is at least one house with multiple occupants, and cars, and residents from Kingsley too — and even during times restricted to permit holders the parking is fully occupied. The northern part of the road, by contrast, is much less heavily used by residents. First, there is the park on the west side, and all houses on the east side have off-road parking space and/or garages — so if you need to generate more income from parking you should do it on the west side of Wish Road alongside the park.</p> <p>You say there is evidence that parking in Wish Road is under used. I'm afraid your researchers must have restricted their attentions to the northern part of the road — it is certainly not true of the southern half of the road.</p> <p>Further, the splendid new beach park facilities are attracting even more people to this area — surely it is bonkers to discourage such visitors with new parking charges while also infuriating the residents by removing spaces which are already fully used by people who have paid handsomely for their permits.</p> <p>I very much hope you will take your plans back to the drawing board until you have more appropriate and imaginative proposals tailored to the specific area.</p>	<p>The proposals affect a small number of parking places in Berriedale Avenue and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in Berriedale Avenue will reduce from currently 90 to 80 should the proposals go ahead. The data collected from within each road during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>In this area we have a large population of older residents, many in need of additional support. The carers attending the residence often struggle to find parking spaces, this proposal will exacerbate this issue. When residents in our community can not park near their homes and have to walk distance to access their cars or homes this creates an unfairness to anyone with additional requirements, with children or having family members visit. We currently struggle during the warmer period, even those of us with private parking. This proposal would, quite probably, reduce access to vulnerable people, affect younger families, be detrimental to saleability of our primary asset, reduce property values and be discriminatory to the residents of this area.</p>	<p>The data collected from within each road during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>The proposal will simply push the parking congestion further up the road as visitors to the new beach will go for the free parking spaces before the paid ones. The solution is to make the whole road pay and display unless you have a W permit. I suspect this would raise more sorely needed money than simply having a few new pay and display places.</p>	<p>The data collected from within each road during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>Even more pressure on parking, which I already pay a high price for. There is not sufficient capacity as it stands. These spaces will make the non pay a display even more desirable to visitors, and put more pressure on residents only spaces.</p>	<p>The data collected from within each road during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>WE OBJECT TO THE PROPOSAL REGARDING CHANGES TO THE PARKING IN OUR ROAD LANGDALE GARDENS BN3 4HG for the following reasons:-</p> <ol style="list-style-type: none"> 1. The pressure facing LANGDALE GARDENS, which will suffer more at peak times due to the proposals and has different characteristics to the surrounding streets. 2. The need to maintain our capacity to meet existing resident parking, which is in fact significant despite the Council suggesting otherwise. (i.e. an average of 2 to 4 cars per household where shared occupancy and flats increase the averages) 3. The fact that the 8/9 P&D will not stop drivers using alternate free parking 5 metres further up the road and cause further pressure on residents parking and leave the P&D spots vacant. 	<p>The proposals affect a small number of parking places in Langdale Gardens and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in Langdale Gardens will reduce from currently 128 to 122 should the proposals go ahead. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>In our street, there is no off-street parking and most houses have in 2/3 accommodation meaning we already struggle to park as it is. We are already a free parking zone, so unless the purpose of this exercise is for the council to make more money, I simply do not understand as it will make parking at peak time even more difficult to what it is now. We have families leaving in this street; the idea to have reduce parking near my home at peak times make me worried about the safety of my child if I have to park miles away.</p>	<p>The proposals affect a small number of parking places in Zone W and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in will reduce by 40 across the five roads should the proposals go ahead. The data collected from within each road during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>Langdale Gardens has much less off road parking for residents and there is already pressure on spaces</p> <p>Visitors will in preference use the free parking available in resident permit bays rather than pay to park.</p> <p>Priority should be given to residents being able to park rather than enabling more visitors to drive to Hove!</p>	<p>The proposals affect a small number of parking places in Langdale Gardens and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in Langdale Gardens will reduce from currently 128 to 122 should the proposals go ahead. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>It will reduce parking capacity to residents. Langdale Gardens is very different from surrounding streets and has very few off street parking spaces. Residents with parking permits may not find a space and will have to pay and display. Visitors will use up our free parking areas.</p>	<p>The proposals affect a small number of parking places in Langdale Gardens and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in Langdale Gardens will reduce from currently 128 to 122 should the proposals go ahead. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>

Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>My objection is specific to the proposed parking bay changes at the South of Langdale Gardens. Residents of Langdale Gardens with resident parking permits already struggle to find parking on the street during the summer months or winter days when the weather is good. The opening of the new sport facilities at Hove Beach Park will undoubtedly increase the demand for parking in the area, and the light touch scheme in operation on Langdale Gardens will see many visitors taking advantage of the option to park in the road for many hours each day, thus reducing the availability of spaces for resident permit holders.</p> <p>The properties at the south end of Langdale Gardens do not have drive ways, or off-street parking so street spaces available to resident permit holders is essential. If further pay and display bays are to be introduced, these must also be available for use by resident permit holders to maximise availability of spaces for those paying the resident permit fees.</p> <p>Future consideration of dedicated EV charging bays must also be a priority to ensure practicality of transition to EV for residents without the ability to charge from their own homes.</p>	<p>The proposals affect a small number of parking places in Langdale Gardens and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in Langdale Gardens will reduce from currently 128 to 122 should the proposals go ahead. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<ol style="list-style-type: none"> 1. Langdale Gardens already faces huge pressure at peak times (summer / weekends / sunny days) and this is increasing with the completion of the new park. It has different characteristics to neighbouring streets, with light touch permits meaning free parking for most of the day and very limited off road parking for residents. 2. We need to maintain capacity to meet existing resident parking which is significant despite the council suggesting otherwise i.e. and average of 2-4 cars per household where shared occupancy and flats increase the averages 3. Implementing P&D is not logical in a light touch scheme and it will not stop drivers using the alternate free parking 5 meters up the road and cause further pressure on residents parking and leave the P&D spots vacant! 	<p>The proposals affect a small number of parking places in Langdale Gardens and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in Langdale Gardens will reduce from currently 128 to 122 should the proposals go ahead. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>I OBJECT TO THE PROPOSAL REGARDING CHANGES TO THE PARKING IN THE ROAD LANGDALE GARDENS BN3 4HG for the following reasons:-</p> <ol style="list-style-type: none"> 1. The pressure facing LANGDALE GARDENS, which will suffer more at peak times due to the proposals and has different characteristics to the surrounding streets. 2. The need to maintain our capacity to meet existing resident parking, which is in fact significant despite the Council suggesting otherwise. (i.e. an average of 2 to 4 cars per household where shared occupancy and flats increase the averages). Indeed I struggle to park now in the road and this is worse during the summer months when visitor numbers are increased and this is set to increase with the new development Hove Beach Park. I have no off street parking/driveway. 3. The fact that the 8/9 P&D will not stop drivers using alternate free parking 5 metres further up the road and cause further pressure on residents parking and leave the P&D spots vacant. <p>Thank you for your consideration.</p>	<p>The proposals affect a small number of parking places in Langdale Gardens and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in Langdale Gardens will reduce from currently 128 to 122 should the proposals go ahead. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>I OBJECT TO THE PROPOSAL REGARDING CHANGES TO THE PARKING IN OUR ROAD LANGDALE GARDENS BN3 4HG for the following reasons:-</p> <ol style="list-style-type: none"> 1. The pressure facing LANGDALE GARDENS, which will suffer more at peak times due to the proposals and has different characteristics to the surrounding streets. 2. The need to maintain our capacity to meet existing resident parking, which is in fact significant despite the Council suggesting otherwise. (i.e. an average of 2 to 4 cars per household where shared occupancy and flats increase the averages) 3. The fact that the 8/9 P&D will not stop drivers using alternate free parking 5 metres further up the road and cause further pressure on residents parking and leave the P&D spots vacant. <p>I thank you for your consideration.</p>	<p>The proposals affect a small number of parking places in Langdale Gardens and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in Langdale Gardens will reduce from currently 128 to 122 should the proposals go ahead. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>Langdale Gardens has significantly less off road parking availability. Thus, because the 8 proposed spaces won't be available for use by residents unless they pay and display there be an overall reduction to spaces available to residents, especially at peak times.</p>	<p>The proposals affect a small number of parking places in Langdale Gardens and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in Langdale Gardens will reduce from currently 128 to 122 should the proposals go ahead. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>Less space for residents to park.</p>	<p>The proposals affect a small number of parking places in Zone W and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in will reduce by 40 across the five roads should the proposals go ahead. The data collected from within each road during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>I object to the pay and display bays proposed because there is not enough space for residents at this end of the road and this will make it worse. There are several flats at the bottom end and each flat has 1-2 cars which means that the combined length is more than the width of the building. I also think that people will not pay to park if they can find a space further up the street (in resident bays). This is very unfair as residents have already paid for their permits and visitors vouchers and during peak times won't be able to use them.</p> <p>I dont have an email address.</p>	<p>The proposals affect a small number of parking places in Zone W and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in will reduce by 40 across the five roads should the proposals go ahead. The data collected from within each road during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>

Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>I am writing to object and seek to prevent the proposed changes to parking zone W. There are several arguments against this proposal, not least being that any changes would be in direct opposition to the results of the recent consultation that was conducted about this parking zone. This has already resulted in an increase in price for the existing permit requirements. This consultation took place within the last 24 months and therefore should be considered as relevant and a decision already made. This should not be opened again for a period of several years.</p> <p>There remains significant demand for residential and therefore permit based parking in the area, this has only increased with the addition of several new high rise and multi-occupancy buildings. As raised prior to construction, residential parking has already been negatively impacted by the introduction of the new Hove Beach Park, with particular congestion caused near to the wheeled sports arenas.</p> <p>Residents are already suffering and struggling to park near their homes in Zone W as the parking areas on the corner of Berriedale Avenue and Kingsway are already more expensive for residents due to the price increase in 2024, limited as the seaside parking bays are not available, and increasingly busier - and we are yet to see the impact of a popular summers day at the Park. I appreciate a speedy and conclusive reply to this objection as it is the second raised in the last 18 months to the same or similar question of parking in a specific area.</p>	<p>Zone W residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The proposals affect a small number of parking places in Berriedale Avenue and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in Berriedale Avenue will reduce from currently 90 to 80 should the proposals go ahead. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>The reasons put forward for changes to Zone W do NOT apply to all the streets in the zone. Langdale Gardens has significantly different parking characteristics compared to neighbouring roads. It has a lot less resident off street parking compared to Braemore and Berridale. There is very little physical capacity of parking in Langdale Gardens day or night regardless of season. Using the number of permits issued as a measure of usage is without merit as its not a true reflection of the actual usage by residents, their visitors, contractors, etc.</p> <p>Usage of the redeveloped Hove sea front is very unlikely to significantly increase the need for car parking. The Council consistently over estimates usage of new municipal facilities beyond year 2. Can the Council provide evidence of increased demand on car parking that would meet the standard required in a judicial review?</p> <p>The review recommendation "to consider the introduction of paid parking within light touch parking zones which are undersubscribed in terms of the number of permits issued" is not based on evidence of car parking usage but on the evidence of a lack of income. It is disingenuous to use car parking usage and capacity as a smokescreen for the dire need to increase revenue by any means in an attempt to meet a budget shortfall.</p> <p>The Council members need to understand that to save money the Council needs to reduce expenditure first. The members of the Council also need to understand that they will lose their seats over such mismanagement of public money.</p>	<p>The proposals affect a small number of parking places in Langdale Gardens and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in Langdale Gardens will reduce from currently 128 to 122 should the proposals go ahead. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>Langdale Gardens is oversubscribed as very few properties have garages or off street parking unlike the roads to the west of ours.</p> <p>It is regularly difficult to find parking near my home which is near Kingsway and under the proposal would be in the pay and display area.</p> <p>These proposed P&D will not be used as visitors would just park further up the road which is free and parking permits could not be used by residents according to the proposal.</p>	<p>The proposals affect a small number of parking places in Langdale Gardens and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in Langdale Gardens will reduce from currently 128 to 122 should the proposals go ahead. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>Langdale Gardens, unlike surrounding areas, does not have off-road parking/garages for the majority of the houses along the road. Most residences have at least one vehicle associated with them but a good deal have two or more and the pressures on spaces for resident parking are already high. The bays liable to change in these proposals are also directly outside Prince of Wales Court and Braemore Court. While both buildings have off-road parking, shared occupancy and multi-occupancy increases the number of vehicles associated with these two buildings particularly and the bays outside are crucial for residents. There are also limited off-road spaces for visitors and tradespeople (e.g. Prince of Wales Court has only one small off-road space) and the bays in question likewise are vital to allow visitors etc. to use visitor permits or take advantage of the unrestricted hours. It is worth noting that the seafront exits of most of the roads along this section of the Kingsway have large multi-occupancy blocks of flats and residences that invariably cause even more vehicles to utilise the surrounding and available parking areas. The road is currently only restricted to residents from 10-11am and 7-8pm and affords free parking to those wishing to visit the seafront or otherwise during the day. This puts further pressure on residential parking during the day (alongside those mentioned above) and the proposed changes will simply add to this as people will avoid the paid parking to use the less restricted part of the road. This in turn will be exacerbated by the excellent new developments along Kingsway that are guaranteed to bring more visitors and more demand for parking in this area.</p>	<p>The proposals affect a small number of parking places in Langdale Gardens and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in Langdale Gardens will reduce from currently 128 to 122 should the proposals go ahead. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>I am writing to object to the proposed changes to parking zone W under TRO-37-2024.</p> <p>Parking in Zone W is already difficult for residents. The area has seen increased demand due to new developments and the introduction of attractions like Hove Beach Park, which bring additional visitors and congestion.</p> <p>Residents living in large blocks, such as Berriedale House with 51 flats and no private parking, are particularly affected. The proposed changes will likely make the situation worse by pushing more vehicles into nearby areas, further limiting available spaces.</p> <p>I urge the council to reconsider this proposal and its potential impact on residents.</p>	<p>Zone W residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The proposals affect a small number of parking places in Berriedale Avenue and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in Berriedale Avenue will reduce from currently 90 to 80 should the proposals go ahead. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>

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Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>Objection is specific to Zone W, Langdale Gardens.</p> <p>The main reason given for the change is that the citywide review has determined parking is undersubscribed in Zone W. I would argue that is not the case in Langdale Gardens specifically.</p> <p>Experience shows that onstreet parking is NOT undersubscribed in Langdale Gardens. It is often difficult to find a parking space, especially at the south end of the street where I live. This proposal will only make the situation worse, taking valuable spaces at the south end of the street away from residents use, dedicating them for fee-paying visitors who already have spaces available along Kingsway.</p> <p>The onstreet parking situation in Langdale Gardens differs from other streets in the zone: As Zone W is the first light touch zone, it is the preferred zone for visitors looking for free street parking that it gives for most of the day. As Langdale Gardens is the most easterly street in zone W, it is the preferred street of choice by visitors.</p> <p>The street mostly consists of Victorian properties without off-street parking, placing a higher demand on onstreet parking. Many of those properties are further split into flats, placing further demand on onstreet parking. Other streets in the zone have more off-street parking and have less dense housing, reducing the demand for onstreet parking in those streets.</p> <p>I would therefore like to propose that if the changes are made to Zone W, that Langdale Gardens excluded, and left as-is.</p>	<p>The proposals affect a small number of parking places in Langdale Gardens and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in Langdale Gardens will reduce from currently 128 to 122 should the proposals go ahead. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>Langdale Gardens has different characteristics to surrounding streets included in this proposal and as such should be viewed differently.</p> <p>We have fewer driveways for residents parking, flats where there are more cars per household and in the summer or sunny days we are the nearest road with W for free parking in the day. This means that it can be hard parking near the house which is not just inconvenient but compromises our safety as well.</p> <p>We are a family of 5, have one car and use it regularly for shopping and taking the kids to their activities.</p> <p>Where we can, we walk, cycle or take the bus. Getting to Hove Beach park should be encouraged by doing the same -walking/cycling/taking the bus.</p> <p>8 P&D will not be used if there's free parking available on Langdale Gardens and will cause further pressure on residents parking and leave the P&D spots empty.</p>	<p>The proposals affect a small number of parking places in Langdale Gardens and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in Langdale Gardens will reduce from currently 128 to 122 should the proposals go ahead. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<ol style="list-style-type: none"> 1) Langdale Gardens is the first of the light touch streets heading West from Brighton & with unrestricted parking from 11am until 7am is frequently very busy due to non residents parking here to use the beach promenade. This will only get worse with the new Hove Beach Park increasing demand for parking. Residents who have purchased annual permits frequently struggle to park anywhere near their homes causing great difficulty for them & increasing the number of cars who double park. 2) Removing parking spaces for residents by creating pay & display only zones will only make matters worse & the difficulties parking at the southern end of the street will just get pushed further north until the whole street is jammed most of the time. 3) All the time that there is free parking between 11am & 7pm further up the street, the new pay & display only bays will be empty & non residents will park for free whilst permit paying residents will not be able to park. 4) Langdale Gardens differs from other streets in W zone as very few houses have off road parking & therefore the results of any W zone survey or consultation will not truly reflect the problems & strength of feeling of Langdale Gardens residents. 5) I personally would prefer a full pay & display & residents permit parking zone rather than this proposal which I think is very unsatisfactory, will cause even more difficulty & will probably not generate much revenue for the council. Please review this decision. 	<p>The proposals affect a small number of parking places in Langdale Gardens and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in Langdale Gardens will reduce from currently 128 to 122 should the proposals go ahead. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>I strongly object to the proposals detailed within this proposed Order. The main reason given by the Council for the introduction of paid parking spaces in the Langdale Gardens light touch zone is a "a series of parking surveys to determine vehicle occupancy in several roads within Zones L, P, W, X and 11 was undertaken – the results of which highlighted low levels of vehicle occupancy." When were these surveys undertaken? Having lived in Langdale Gardens for 20 years I can assure you that pressure on parking spaces is intense, particularly from early May through to the end of September, with beach goers looking to park in Langdale Gardens and adjacent streets rather than the existing paid for spaces. Non-residents start queuing / waiting in the road from 10:45 am in order to park for the day once the 11:00 am deadline has passed and there is no risk of getting a ticket. As a resident, I have to plan any car journeys I make during the spring and summer months to ensure that I am either back before 10:30 am or after 8:30pm. The opening of the Hove Beach Park will only make matters worse and, if anything, make the pressure on residents spaces an all year issue. Human nature being what it is, visitors to the area are going to park where they don't have to pay and only use the proposed pay-only spaces as a last resort. If the council wishes to reduce the number of resident-only permit spaces, at significant detriment to the residents who already pay for their privilege of parking in the road they live in, then at the very least they should introduce combined resident only / paid for spaces as currently exists in roads east of Langdale Gardens.</p>	<p>The proposals affect a small number of parking places in Langdale Gardens and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in Langdale Gardens will reduce from currently 128 to 122 should the proposals go ahead. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>

Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>1. The pressures facing Langdale Gardens, which will suffer more at peak times due to the proposals and has different characteristics to the surrounding streets. 2. The need to maintain our capacity to meet existing resident parking, which is in fact significant despite the council suggesting otherwise. (ie an average of 2 to 4 cars per household where shared occupancy and flats increase the averages). 3. The fact that the 8/9 P&D will not stop drivers using the alternate free parking 5 metres further up the road and cause further pressure on residents parking and leave the P&D spots vacant. 4. The signing of this variation to our W parking zone will cause major confusion to users who will be fined, but perhaps that is your intention. 5. I understand that our W parking zone is to be retained, but your proposed alteration will enable expansion in the future and erosion of our residents parking zone.</p>	<p>The proposals affect a small number of parking places in Langdale Gardens and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in Langdale Gardens will reduce from currently 128 to 122 should the proposals go ahead. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>Langdale Gardens will suffer more at peak times due to the proposed parking bay changes plus it has different characteristics to the surrounding streets where there are many driveways and off street parking which we do not have. Shared occupancy and flats increase the average occupancy with an average car ownership of between 2 and 4 cars which therefore puts pressure on the need to meet existing resident parking despite the council suggesting otherwise. Changing 8/9 bays to pay and display will not stop drivers using the free parking a few metres causing further pressure on residents' parking and leaving the pay and display bays vacant.</p>	<p>The proposals affect a small number of parking places in Langdale Gardens and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in Langdale Gardens will reduce from currently 128 to 122 should the proposals go ahead. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>Langdale Gardens differs from the surrounding streets such as Braemore Road, Berriedale Avenue and Wish Road for example. Those streets have pay and display in place, and/or residents have properties with garages or off-street parking, which significantly reduces the demand on them from residents, and of course also reduces visitor capacity due to yellow lines etc.</p> <p>Our new Hove Beach Park with great new facilities will inevitably increase the demand for parking, not only in the summer but beyond, due to increased sporting activity, both during the daytime & the evening. This, along with the impact of the planned greater restrictions on other surrounding roads, will no doubt encourage those coming by car to head for Langdale Gardens, which as of today is recognised as a free parking zone.</p> <p>1. The pressures facing Langdale gardens, which will suffer more at peak times due to the proposals and has different characteristics to the surrounding streets. 2. The need to maintain our capacity to meet existing resident parking, which is in fact significant despite the council suggesting otherwise. (ie an average of 2 to 4 cars per household where shared occupancy and flats increase the averages) 3. The fact that the 8 P&D will not stop drivers using the alternate free parking 5 metres further up the road and cause further pressure on residents parking and leave the P&D spots vacant.</p>	<p>The proposals affect a small number of parking places in Langdale Gardens and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in Langdale Gardens will reduce from currently 128 to 122 should the proposals go ahead. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>With regards to proposed parking plans for zone W and being a resident of Berriedale house. I object your proposal on the grounds that it would leave me and other residents in Berriedale House parking out vehicles further up Berriedale avenue.</p> <p>Making the parking bays immediately outside Berriedale House pay parking and the remaining bays on Berriedale avenue with the current 'light scheme' would mean that during the busy summer months the chances of residents parking on Berriedale Avenue would be nye impossible with the new skate park opposite being successful.</p> <p>I urge you to consider other options and to engage with local residents regarding your plans.</p>	<p>The proposals affect a small number of parking places in Berriedale Avenue and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in Berriedale Avenue will reduce from currently 90 to 80 should the proposals go ahead. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>1. The pressure facing langdale gardens, which will suffer more at peak times due to the proposals and has different characteristics to the surrounding streets e.g. we predominantly park on the street whereas other roads in W have driveways. 2. The need to maintain our capacity to meet existing resident parking, which is in fact significant in despite the council suggesting otherwise. (i.e. an average of 2 to 4 cars per household where shared occupancy and flats increase the averages) 3. The fact that the 8/9 P&D will not stop drivers using the alternate free parking 5 metres further up the road and cause further pressure on resident parking and leave the P&D spots vacant.</p>	<p>The proposals affect a small number of parking places in Langdale Gardens and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in Langdale Gardens will reduce from currently 128 to 122 should the proposals go ahead. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>My objection relates primarily to Langdale Gardens as there are currently very few off road parking spaces for residents so to reduce the number of on road spaces for residents who have already paid for their parking permits will further limit their choices.</p> <p>The fact that the Council are putting in 8 spaces to generate income just means that the 'free' spaces further up the road will be occupied first by non residents, meaning residents will have to pay to park in the new P&D spaces even though they have already paid for a permit.</p>	<p>The proposals affect a small number of parking places in Langdale Gardens and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in Langdale Gardens will reduce from currently 128 to 122 should the proposals go ahead. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>

Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>I am writing to object and seek to prevent the proposed changes to parking zone W.</p> <p>There are several arguments against this proposal - any changes would be in direct opposition to the results of the recent consultation that was conducted about this parking zone. This has already resulted in an increase in price for existing permit requirements. This consultation took place within the last 24 months and therefore should still be considered as relevant and a decision already made. This should not be revisited for several more years.</p> <p>There remains significant demand for residential parking (permit W) in the area. The area in question is directly outside a block of flats, with 50+ flats and so disproportionately negatively affects these residents. Residents that will be paying more money (due to relatively recent increase in permit price), for fewer available spaces. There is also a relatively new high rise block of flats on the adjacent street - Braemore Avenue, which has also increased demand. As raised prior to construction, residential parking has already been negatively impacted by the introduction of the new Hove Beach Park, with particular congestion caused near to the wheeled sports arenas</p> <p>Residents are already suffering and struggling to park near their homes in zone W as the parking areas on the corner of Berriedale Avenue and Kingsway are already more expensive for residents due to the price increase in 2024, limited as the seaside bays are not available and increasingly busier - and we haven't yet seen the impact of a popular, summers day at the park.</p>	<p>Zone W residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The data collected from within the proposed locations during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>1: Langdale Gardens is already suffering of shortage of space for residents with permits to park due to the limited hours / light touch restrictions and the new Hove Seafront development attracting people from city wide who can park for free for 22 hours of the 24. Removing further spaces to for pay bays that cant be used by Zone W permit holders will make it worse as most people from out of zone will continue to park in the "free" bays in Langdale rather than use the pay bays which are only useful compared to the rest of Langdale Gardens for 2 hours per day</p> <p>2: Langdale Gardens is significantly different from many of the seafront roads west of Langdale in Zone W, many of whom have off street parking. The recent survey on light touch vs metered parking was rejected by Zone W residents, but many in Langdale gardens would prefer to move to metered / full restriction similar to Zone R. I would prefer Langdale gardens was given option of moving into Zone R / Westbourne as houses are more similar with less off street parking and full touch parking restrictions, which would also give the council paying bays on the street.</p>	<p>The proposals affect a small number of parking places in Langdale Gardens and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in Langdale Gardens will reduce from currently 128 to 122 should the proposals go ahead. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>I'm a long-term resident. This proposal demonstrates a clear disregard for the interests & needs of residents. This decision stands in stark contrast to the Dec23 proposal of extending the permit zones (8 AM-8 PM), which was a much more considerate & supportive approach for the community. My co-tenant & I reside at this address with our 17-month-old daughter. Direct access to our vehicle is essential. Under this proposal, we face the situation of being required to "pay & display" o/s our home, in addition to already paying for a permit. This increase in financial burden is unnecessary and unjustifiable. Both xxx & I have mobility limitations that make proximity to our vehicle critical. Living in a second floor flat already poses challenges, particularly managing grocery shopping, carrying a buggy, or transporting belongings. Carrying these items up 2.5 flights of stairs is only made feasible by having reliable parking close to our residence. Buggy can currently be stored in the car having immediate on road access. This proposal directly undermines our ability to live safely & comfortably. Proposed changes to the South end of Welbeck Avenue would eliminate the second-largest area of residential parking on this street & its adjacent large zone. Would force 8-10 vehicles to compete for limited spaces, exacerbating the strained parking. The current permitted windows allow non-residents to occupy residential spaces, reducing availability for those who depend on them. The A259 offers over 1 kilometre of paid parking, which is rarely at capacity. This stretch also culminates in the King Alfred car park, providing ample paid parking for visitors. The most recent proposal disregards these existing resources & prioritises revenue generation over welfare of residents. I strongly urge you to reconsider this ill-conceived proposal & instead focus on solutions for the community. I propose extending the CPZ times to better support residents while encouraging visitors to utilize the abundant paid parking.</p>	<p>Zone W residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The data collected from within the proposed locations during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
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Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>I believe there should be no parking bays in our street as we already have difficulty parking here as residents.</p> <p>Langdale Gardens specifically does not have driveways compared to roads west of it and it has a lot of flats. We can ONLY park on the street. We already have difficulty parking near our own homes.</p> <p>It is the first street in zone W, the first light touch road, so visitors park in Langdale Gardens first after 11am. This road is famous with people I know who use it to park all day for free. When I come home from work I have nowhere to park.</p> <p>This scheme should be implemented in streets only where there is space where residents have the option to park on their own drives and thus there is room on the street for allocated bays.</p> <p>Please can we keep the electric charging points.</p>	<p>The proposals affect a small number of parking places in Langdale Gardens and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in Langdale Gardens will reduce from currently 128 to 122 should the proposals go ahead. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>

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Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>Langdale Gardens is not typical of Zone W.</p> <p>It is the first street of light touch parking and in nice weather becomes heavily parked - residents near the seafront end (particularly) are unable to park and have to leave the cars north of Lawrence Road.</p> <p>We are not able to park till after 8pm. There already many spaces taken up by bays for disabled parking and crossovers. If the pay and display is exclusive for paying users/visitors, it will be even more difficult for residents who pay for permits. In cooler months and all year before 10 am, seafront visitors will not use pay and display but will take resident parking (only restricted between 10 and 11). There will be empty pay and display bays for most months of the year. If parking charges are low, people will pay to park till 8pm and leave the cars overnight for free, making it even more difficult for residents to park in our street. Too many spaces (including disabled, pay and display, crossovers and EV spaces) will be unavailable to residents. Seafront flat owners have permits and park in our street too. Vans use the street as a parking place - as it is light touch control. We would prefer the same control as Langdale Road - pay and display available for residents to park (without paying) together with higher control (more expensive permits) for income generation. When Zone W voted to keep light touch, we feel it was before the seafront parking proposals and because most parts of Zone W are not affected. It seems grossly unfair the people who pay for permits will be worse off than visitors who don't pay - because we won't be able to use empty pay and display bays (without paying) and visitors can park anywhere, mostly for free.</p>	<p>The proposals affect a small number of parking places in Langdale Gardens and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in Langdale Gardens will reduce from currently 128 to 122 should the proposals go ahead. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<ol style="list-style-type: none"> 1. Our road, Langdale Gardens, faces more highly increased pressures on parking at peak times due to these proposals and is completely different in its characteristics than the other impacted surrounding streets. 2. We need to maintain our capacity to meet existing resident parking which is, in fact, far more significant than the Council actually states it to be. 3. 8 Pay and Display spaces will not stop drivers using the alternate free parking literally 5 metres further up the road and then cause further increased pressure on residents parking and potentially leave the P&D spaces vacant. 	<p>The proposals affect a small number of parking places in Langdale Gardens and are aimed at introducing small sections of exclusive paid parking for visitors to the area. Permit holders may park within the bays overnight. The number of parking places for residents in Langdale Gardens will reduce from currently 128 to 122 should the proposals go ahead. The data collected from within all roads during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>
Resident	Introduction of Paid Parking to specific roads within Zone W	Objection	<p>I am writing to object and seek to prevent the proposed changes to parking zone W. There are several arguments against this proposal, not least being that any changes would be in direct opposition to the results of the recent consultation that was conducted about this parking zone. This has already resulted in an increase in price for the existing permit requirements. This consultation took place within the last 24 months and therefore should be considered as relevant and a decision already made. This should not be opened again for a period of several years. There remains significant demand for residential and therefore permit based parking in the area, this has only increased with the addition of several new high rise and multi-occupancy buildings. As raised prior to construction, residential parking has already been negatively impacted by the introduction of the new Hove Beach Park, with particular congestion caused near to the wheeled sports arenas. Residents are already suffering and struggling to park near their homes in Zone W as the parking areas on the corner of Berriedale Avenue and Kingsway are already more expensive for residents due to the price increase in 2024, limited as the seaside parking bays are not available, and increasingly busier - and we are yet to see the impact of a popular summers day at the Park. I appreciate a speedy and conclusive reply to this objection as it is the second raised in the last 18 months to the same or similar question of parking in a specific area.</p>	<p>Zone W residents rejected proposals to become a full scheme during a consultation which took place back in 2023. A subsequent citywide parking review identified zones where the permit uptake is comparatively low compared to the available space on street which prompted officers to conduct occupancy surveys. The data collected from within the proposed locations during the period when occupancy surveys took place showed there to be sufficient available space to provide additional on-street parking for visitors to the area whilst retaining adequate parking provisions for residents. Officers acknowledge the concern from the resident in relation to the proposals and shall therefore conduct further occupancy surveys six months from the date of implementation to measure any impact.</p>