

Appendix I – Craven Vale resident parking scheme – Summary of correspondence / Officer Responses.

There were fifteen (15) items of correspondence received on the proposals relating to TRO-16-2017 (Zone I).

- *Fourteen (14) were objections submitted from individuals many containing various comments regarding the scheme proposals and are listed in Appendix H*
- *One (1) was from Brighton & Hove Bus & Coach company in support of the scheme proposals and is listed in Appendix H*

The fifteen (15) representations contained a number of different reasons to object/support the resident parking scheme proposals (some outlined more than one reason for their objection/support).

Six (6) comments objecting as no parking problem being perceived in the area and want no scheme:-

Comments from residents within this area were received requesting the council consider implementing parking control measures. It was for this reason it was agreed to include this area within the resident parking scheme priority timetable. Approval to proceed with the consultation on a detailed design was made at Environment, Transport & Sustainability committee 28 June 2016. Results from the consultation that followed between 1st December 2016 and 13th January 2017 indicated 65.8% of residents responded in favour of their area being considered for a residents parking scheme.

Four (4) comments wanting a light touch scheme:-

During the consultation process which took place between 1st December 2016 and 13th January 2017, 59.2% of residents responded in favour of their area being considered for a scheme operating between 9 am – 8 pm.

Four (4) miscellaneous/other comments:-

Four (4) comments objecting to double yellow lines:-

Double yellow line restrictions will apply across all legal vehicle access points or directly opposite where it is deemed necessary to enable clear vehicular. Whilst this means that neither residents nor their visitors may continue to park across a garage or drive access (unless they are seen to be loading / unloading), it will ensure these remain clear of vehicle obstruction. Double yellow lines will also apply at junctions to improve visibility for both road users and pedestrians.

Three (3) comments on the detailed design:-

Council officers have received numerous comments relating to the detailed design element of specific proposals during this TRO Notice consultation period. Officers will continue to investigate and respond to each request based on the findings. Any changes would be subject to a future Traffic Regulation Amendment Order.

Three (3) comments over impact to Zone U:-

From the results of the consultation in Area U it is clear there is a divide between the western roads who would prefer to remain a light touch scheme and the eastern roads who would prefer to become a full scheme. Therefore, it is proposed that a further report be presented to this Committee following

the implementation of the Hanover & Elm Grove and Craven Vale parking schemes to consider the way forward for this area.

Two (2) comments on motorcycle parking – design/location:-

Council officers received comments relating to the detailed design element of the proposals during this TRO Notice consultation period. Officers will continue to investigate and respond to each request based on the findings. Any changes would be subject to a future Traffic Regulation Amendment Order.

Two (2) comments highlighting concerns with permit allocation:-

As with previous schemes, qualifying households may initially apply for one permit – qualifying means not being within a 'private' road or having access to off street parking. This applies fairness to the application process and enables for it to be monitored to avoid oversubscription. Additional household applications may be considered in the event uptake of permits is low and there is capacity to issue additional permits.

One (1) comment over lack of blue badge parking provision:-

Existing blue badge parking provision will remain and be incorporated into the scheme design. Future requests from residents can be made following the current application procedure. Blue badge holders can also park for free unlimited time in pay & display / paybyphone spaces

One (1) comment over wanting P&D instead of PayByPhone:-

Pay and Display will feature alongside paybyphone as way of visitors to the area paying for their parking. Machine installations will be limited and installed only within areas where it is felt there are a sufficient number of parking places to serve.

One (1) comment over not wanting to pay to park:-

When introducing new residents parking schemes, the Council must demonstrate such schemes will be self-financing, therefore, it is necessary for charges to be applied to on-street parking provision through permits and pay & display / paybyphone. Each scheme must pay back the original implementation costs alongside ongoing costs (enforcement, lining and signing maintenance, administration etc). Surplus revenue received from the proposed parking schemes over time is allocated back into transport and environmental improvements throughout the city.

One (1) comment over visitor permits numbers:-

Residents may apply for up to fifty resident visitor permits per year. The annual amount is capped in order to retain balance between use of parking places between residents and visitors in the area.

One (1) comment on improvements to bus route on Freshfield Road:-

Brighton & Hove Bus & Coach company commented in support of the proposals on Freshfield Road (Elm Grove to Manor Way section) to improve both the flow of traffic and reliability of times for buses which use the route.