

APPENDIX G

| Who | Road | Object/Support | reasons | Officer Response |
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| Resident | Goldstone Crescent/Woodland Close/Woodland Avenue | Object | The proposals for Goldstone Crescent will not solve the peak time traffic issues along this road caused by the City Park over spill parking following the introduction of Parking Zone P. | The proposed double yellow lines will allow for the safe movement of vehicles at peak times |
| | | | It would be better to extend the double yellow lines along the whole of Goldstone Crescent but on alternate sides, to keep traffic flowing, and also at a lower speed. | The council do not support the proposal to introduce double yellow lines for long lengths as this could increase the speeds of vehicles as well as loose parking space for residents and visitors. |
| | | | Woodland Close /Woodland Ave yellow line proposals will however help (albeit slightly) pedestrians crossing here, but the yellow lines could also be extended further along one side of Woodland Ave, to enable safe exit/entry onto this road to/from Goldstone Crescent. | This area was highlighted with problems for access for refuse vehicles and the local bus service. |
| Resident | Goldstone Crescent | Object | The areas of Goldstone Crescent that you propose to put double yellow lines is not sufficient. While the lines in the area will make the junctions safer it will push the amount of parked cars further along the road making it more likely that accidents will occur. The bus very often gets stuck going along Goldstone Crescent due to the amount of parked cars. | Residents were consulted about parking restrictions in 2017. Residents didn't wish to proceed with parking proposals in the area. If residents wish to be consulted further, then an e-petition should be submitted requesting a parking consultation |
| | | | As well as the double yellow lines proposed the council should extend double yellow lines to more of Goldstone Crescent, and bring in restricted/regulated parking bays on further stretches to stop the day long parking practices | The council do not support the proposal to introduce double yellow lines for long lengths as this could increase the speeds of vehicles as well as loose parking space for residents and visitors. |
| Resident | Goldstone Crescent | Object | Parking along this end of the road is absolutely ridiculous. The residents along this part of the road are getting sick and tired struggling to exit their driveways. Under the impression that double yellow lines or restricted parking bays were to be put in place for all of Goldstone Crescent. The current proposals will have little impact on the present situation and is extremely disappointing | Residents were consulted about parking restrictions in 2017. Residents didn't wish to proceed with parking proposals in the area. If residents wish to be consulted further, then an e-petition should be submitted requesting a parking consultation |
| Resident | Goldstone Crescent | Object | Put a double yellow line or a least single line on the road. Please put the safety of residents before business needs. | The council do not support the proposal to introduce double yellow lines for long lengths as this could increase the speeds of vehicles as well as loose parking space for residents and visitors. |
| Resident | Goldstone Crescent | Object | This proposal does not go far enough and does not reflect everyday reality. Need double yellows on BOTH SIDES of that Road. In fact we need double yellows along the length of Goldstone Crescent, up to the junction with King George VI Ave. Your current proposal is inadequate | The council do not support the proposal to introduce double yellow lines for long lengths as this could increase the speeds of vehicles as well as loose parking space for residents and visitors. |
| Resident | Goldstone Crescent | Object | Serious doubts that your proposal will change anything. Proposal for double yellows on ONLY PART of Goldstone Crescent is likely to prove pointless and useless. There should be double yellow lines the entire length of Goldstone Crescent BOTH SIDES. | The council do not support the proposal to introduce double yellow lines for long lengths as this could increase the speeds of vehicles as well as loose parking space for residents and visitors. |
| Resident | Goldstone Crescent | Object | Whilst the proposals will slightly improve the traffic flow they do not go far enough because the current problems will just be moved further up Goldstone Crescent towards King George VI Avenue. Maximum stay (eg 4 hours) restrictions on the entire crescent will remove the all day Parkers. | Residents were consulted about parking restrictions in 2017. Residents didn't wish to proceed with parking proposals in the area. If residents wish to be consulted further, then an e-petition should be submitted requesting a parking consultation |
| Resident | Goldstone Crescent | Object | Although better than the original proposal, what is proposed will not solve the traffic problems in Goldstone Crescent. | Residents were consulted about parking restrictions in 2017. Residents didn't wish to proceed with parking proposals in the area. If residents wish to be consulted further, then an e-petition should be submitted requesting a parking consultation |
| | | | The proposals for GC published in the Planning Application for Toad's Hole Valley are much more effective and when the development goes ahead assume that what is planned for GC will take place. Why are different plans necessary now when they will eventually be superseded? It seems to be a total waste of the money we have to pay to the Council. | These proposals are being put forward due to displacement from the recently installed zone P parking zone, residents reported an increase in vehicles parking and problems with the movement of traffic following the introduction of this scheme. |
| Resident | Goldstone Crescent | Object | Have completely ignored the views of the individuals who raised objections previously. In fact the new proposals are very similar to the original ideas. | The council do not support the proposal to introduce double yellow lines for long lengths as this could increase the speeds of vehicles as well as loose parking space for residents and visitors. |
| | | | Changes should be considered for the whole of Goldstone Crescent - No parking on one side and timed parking restrictions on the other to stop individuals parking there all day. The introduction of a pedestrian crossing near the junction of Nevill Way to make it safer for the children to cross on their way to school | Residents were consulted about parking restrictions in 2017. Residents didn't wish to proceed with parking proposals in the area. If residents wish to be consulted further, then an e-petition should be submitted requesting a parking consultation |
| Resident | Goldstone Crescent | Object | Disappointingly, this revised TRO proposal falls far short of what is actually required to meet the stated purpose. | The council do not support the proposal to introduce double yellow lines for long lengths as this could increase the speeds of vehicles as well as |
| | | | A revised TRO to take proper account of all of our safety related concerns as set out. 1) The whole of Goldstone Crescent, introduce 'No Parking' on one side and timed parking restrictions on the other side to stop individual's parking there all day. 2) Introduce 'No Parking' at all main junctions onto Goldstone Crescent and in particular Nevill Way. 3) Introduce a 20mph speed limit along the whole of Goldstone Crescent. 4) a pedestrian crossing on Goldstone Crescent, near the junction of Nevill Way, to make it safer for children to cross the road on their way to school. | Residents were consulted about parking restrictions in 2017. Residents didn't wish to proceed with parking proposals in the area. If residents wish to be consulted further, then an e-petition should be submitted requesting a parking consultation |

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| Resident | Goldstone Crescent | Object | The proposal will only result in parking and congestion problems moving further along Goldstone Crescent causing identical issues but in a different area. The only solution is to introduce parking restrictions from Woodland Drive to the King George exit. | Residents were consulted about parking restrictions in 2017. Residents didn't wish to proceed with parking proposals in the area. If residents wish to be consulted further, then an e-petition should be submitted requesting a parking consultation |
| Resident | Goldstone Crescent | Object | The proposed additional yellow lines are still inadequate to make any difference to the real problem. Additionally the traffic blockages can only be solved by extending the yellow lines eastwards to enable Goldstone Crescent to again have two lanes of traffic. At the moment, parked cars effectively reduce the road to a single lane, as it is often impossible to draw to the side if driving westward as there are no gaps to pull into. | The council do not support the proposal to introduce double yellow lines for long lengths as this could increase the speeds of vehicles as well as loose parking space for residents and visitors. The proposed double yellow lines will allow passing places for vehicles and the local bus service. |
| Resident | Goldstone Crescent | Object | on the south side of Goldstone Crescent opposite both Elizabeth Avenue and Queen Victoria Avenue thus making it safer for cars pulling out of these two side roads. There seems to be a lack of consistency between the proposed length of these new double yellow lines compared to those opposite the bottom of Goldstone Way, which are three times the length of those being proposed opposite the bottom of Elizabeth Avenue. Do not see what logic has been applied to the proposal for double yellow lines on the north side of Goldstone Crescent between Elizabeth Avenue and Woodland Avenue. At present all parking occurs on the south side of Goldstone Crescent so there is no reason to suppose that this situation will change in any way. | The council do not support the proposal to introduce double yellow lines for long lengths as this could increase the speeds of vehicles as well as loose parking space for residents and visitors. The proposed double yellow lines will allow passing places for vehicles and the local bus service |
| Resident | Goldstone Crescent | Object | No objection to the proposed double yellow lines outside 157-143 Goldstone Crescent but something MUST be done with regard to the parking on the opposite side. Cars are parked from early in the morning until late evening, causing difficulties for buses, ambulances, fire engines and lorries to get through. To put double yellow lines here and nothing on the other side is a complete waste of time and money. The road is also being used for long-time parking of vehicles. | The proposed double yellow lines will allow passing places for vehicles and the local bus service |
| Resident | Goldstone Crescent | Support | Enabling the flow of traffic on this busy road and also allow access to roads off Goldstone Crescent. | |
| Resident | Withdean Road /Dyke Road Place | Support | Support the TRO which will make the roads safer and prevent poor parking which affects all residents and road users alike. | |
| Resident | Withdean Road/Dyke Road Place | Object | Object to the TRO as it relates to Withdean Road/ Dyke Road Place. In support of the parking restrictions proposed but further displaced parking will most likely now become an equally hazardous problem on the Northern end of Withdean Road. It must make sense to view the road and immediate area in its entirety now and not to store up further crisis issues for residents down the line. | If residents wish to be considered for controlled parking, then an e petition should be submitted showing support from residents that the wish to be consulted for controlled parking measures. |
| Resident | Withdean Road | Support | Support on the grounds of Road and Pedestrian Safety and also Traffic Congestion being a blind bend and the narrowest part of Withdean Road. | |
| Resident | Withdean Road | Support | The displacement parking caused by nearby parking schemes has turned the road, literally, into a death trap. Very grateful to the local councillors for prioritising this plan. | |
| Resident | Withdean Road | Support | Essential for safety of movement and avoidance of obstruction in Withdean Road owing to increased through traffic and increased demand for resident parking in nearby streets | |
| Resident | Withdean Road | Support | It will make the road safer. | |
| Resident | Withdean Road | Support | concerned by the number of vehicles parked dangerously on Withdean Road. Fully support this proposal and would also welcome a reduction in the speed limit | |
| Resident | Withdean Road | Support | It will stop parking and blocking of blind corners which encourages cars to drive on pavements due to narrowing of road. This will increase the safety of pedestrians and drivers. | |
| Resident | Withdean Road | Support | The proposed action will prevent irresponsible parking on a stretch of road that features a 'blind' and narrow double 's-bend'. Irresponsible parking on this stretch of road currently leads to a much elevated risk of accidents. | |
| Resident | Withdean Road | Object | The lines do not go far enough south on withdean rd after the bend outside 21 withdean rd this does not give enough time for cars to slow down and give way. | Already been advertised on a previous TRO and lines have been implemented. |
| Resident | Withdean Road | Object | Do not object to the existing proposal, consider it to be too limited. Concerned that the proposed parking restrictions relating to the upper part of Withdean Road and the lower end of Wayland Avenue will simply displace the problems caused by parked vehicles on a busy narrow road further down the hill to the lower part of Withdean Road. There are currently no parking restrictions between the lower end of Wayland Avenue and Station Road, most of which is a hairpin bend with zero visibility. Common sense and the obvious dangers of parking on this part of the road should prevent parking but, it does not. | Residents were consulted about parking restrictions in 2017. Residents didn't wish to proceed with parking proposals in the area. If residents wish to be consulted further, then an e-petition should be submitted requesting a parking consultation If residents wish to be considered for controlled parking, then an e petition should be submitted showing support from residents that the wish to be consulted for controlled parking measures. |

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| Resident | Withdean Road | Object | This will lead to displacement of parked vehicles to surrounding streets which will only cause other problems. | If residents wish to be considered for controlled parking, then an e petition should be submitted showing support from residents that the wish to be consulted for controlled parking measures. |
| Resident | Withdean Road | Object | The proposal will cause displacement of existing park cars to adjacent areas, as happens with almost every new parking scheme in the City. The parking restrictions on Withdean Road need to include the lower part of the road, and be on both sides. | If residents wish to be considered for controlled parking, then an e petition should be submitted showing support from residents that the wish to be consulted for controlled parking measures. |
| Resident | Withdean Road | Object | This latest TRO proposal remains inadequate in terms of its insufficient coverage of the many hazardous sections of Withdean Road especially on the initial north to south stretch of the long straight and the staggeringly bureaucratic response still defies both logic and what the suffering residents of Withdean Road seek by way of a long term solution. | Withdean Road was part of a recent advertised traffic regulation order where double yellow lines were installed. These additional double yellow lines are in addition to what has recently been installed. |
| | | | The measures are insufficient on Withdean Road (and the point at which Wayland Avenue meets it) and need to be extended ideally along the full length of the road. and at the very least southwards up to number 24 so as to eliminate the backing up of vehicles on corners as they approach the tunnelling effect of up to 13 parked cars in a row on the eastern side of the straight between 26 and 22 Withdean Road and the parking immediately across from driveways. | The council do not support the proposal to introduce double yellow lines for long lengths as this could increase the speeds of vehicles as well as loose parking space for residents and visitors. |
| Resident | Dyke Road Place | Support | Refer to the proposal in relation to Dyke Road Place and while welcome the introduction of the proposed double yellow lines to improve the access from Dyke Road Avenue and Wayland Avenue to reduce the parking of vehicles on the grass verges, consideration needs to be given to the other corner of Dyke Road Place and Wayland Avenue and whether yellow lines should be placed here as vehicles currently park all round this corner. | |
| Resident | Dyke Road Place | Support | Will dramatically reduce traffic congestion and improve road safety | |
| Resident | Dyke Road Place | Support | Fully support this proposal for double yellow lines on the south side which is much needed and will allow safe 2 way traffic for the length of Dyke Rd Place,) safe entry at the mini-junction at the bottom,) safe access for refuse collection, recycling vehicles & emergency vehicles. | |
| Resident | Dyke Road Place | Support | Emergency vehicles have difficulty in parking/driving/accessing necessary properties in this small road with the current parking situation. | |
| Resident | Dyke Road Place | Support | Urgently needed to assist free flow of traffic and emergency vehicles | |
| Resident | Whole Order | Support | These changes are to be welcomed as since the introduction of CPZ P, all the roads covered by the order have been plagued by inconsiderate parking causing obstructions and impeding the safe movement of vehicles. | |
| Resident | Whole Order | Support | Road safety in this area. | |
| Resident | Whole Order | Support | Support these changes. Since the implementation of the CPZ P, all the roads covered by the order have been inundated by inconsiderate parking, causing obstructions and impeding the safe movement of vehicles. | |
| Resident | Woodland Close & Woodland Avenue | Support | Cars parked on the corner of Woodland Close & Woodland Avenue make it impossible for the residents to pull out of the Close safely. | |
| Resident | Woodland Close & Woodland Avenue | Support | Feel very strongly that double yellow lines should be put in place on both the stated corners of Woodland Avenue/ Woodland Close. Inconsiderate parking on these corners has regularly caused a dangerous visual obstruction. | |
| Resident | Woodland Close & Woodland Avenue | Support | Yellow Lines on both corners of Woodland Avenue & Woodland Close are imperative & long overdue for safety reasons. Look forward to this serious & dangerous matter being resolved. | |
| Resident | Woodland Close & Woodland Avenue | Support | Support the proposed double yellow lines on the corners of woodland close and woodland avenue, as it is very dangerous trying to get out of the close when inconsiderate drivers park their cars right on the corners of the close. | |
| Resident | Woodland Close & Woodland Avenue | Object | Object to the current proposal of double yellow lines on the Corners of Woodland Close and Woodland Avenue for the following reasons:- There are multipule driveways in Woodland Ave which would be deemed dangerous due to inconsiderate driver, so are there going to be more yellows line placed randomly causing more parking issues. | The double yellow lines are only around the junctions to allow for refuse access. |
| | | | If the yellow lines are placed on the corners the length of them will unnecessarily reduce the number of desperately needed. | The double yellow lines extend 6 - 7m around the junction, this is in line with the highway code that advises you should not park within 10 meters of a junction. |
| Resident | Woodland Close | Support | Residents of Woodland Close are grateful that the council has agreed to consider to have yellow lines painted on the corners. People park so inconsiderately that residents have no view at all when they try to turn into the - mostly fast moving- traffic in Woodland Avenue . | |

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| Resident | Woodland Close | Support | Difficult to exit Woodland close due to the lack of visibility either side due to parked cars. Double yellow lines will enable significantly better visibility and no doubt will prevent a head on collision, as cars drive up and down Woodland Avenue. | |
| Resident | Woodland Close | Support | Support the proposal for yellow lines around the exit from the close on the grounds of public safety and public health not to mention the possibility of emergency vehicles being unable to obtain access to the Close. | |