



Appendix B

KEY

 Proposed Shared parking bay of 20m

 Removal of DYL by 20m

 Existing DYL

 Existing Refuse Area



APPENDIX B

Resident	Object	<ul style="list-style-type: none"> •Multiple trader vehicles (with trader permits) often park along Kew street, including BAHC contractors working on the land between Kew Street and Crown Gardens. •Drivers with disability badges park all along Kew street, for long periods of time, often overnight. •Emergency services, waste collection trucks, removal vans and delivery vehicles already have difficulty passing through the street when there are numerous cars and vans parked all along it. •Vehicles that park or hover along the stretch marked with double yellow lines from houses 1-5 already make it difficult and sometimes impossible for residents to pull out from their drives. This congestion will only increase if cars were permanently parked in parking spaces opposite the green. •The resident's parking space next to the green and house number 5 would be made difficult to exit. •Delivery motorbikes, cyclists and scooters regularly go the wrong way down Kew Street, which already has a "blind" corner going down into North Gardens. 	<p>The proposal for a formalised parking arrangement with Kew Street meets the necessary highway standards which ensures access for service and emergency service vehicles will not be compromised. Officers discussed on site any potential issues with the distance from the bend to where the proposed parking places are to begin and concluded the sight lines are sufficient in terms of distance. Vehicles belonging to traders permit holders and Blue Badge holders will also have the opportunity to park within the marked bays. The proposed parking places are clear of the frontage to residents properties that have access to off street parking and will not compromise access. Officers will review the existing traffic sign and road marking arrangements associated with the existing 'one way' arrangement to ensure they are sufficient in terms of coverage and condition. Vehicles contravening the current no waiting restrictions (double yellow lines) can be reported to the councils parking enforcement contractor whilst vehicles contravening the 'one way' arrangement can be reported to Sussex Police via Operation Crackdown. Officers can find no real clear evidence to suggest the introduction of the proposed formalised parking arrangement in Kew Street constitutes a danger to residents or pedestrians.</p>
Resident	Object	<ul style="list-style-type: none"> - there is at least one (and often 3 or 4) commercial vehicles with trader permits parking and/or utility contractors on Kew Street for work in the immediate vicinity. - drivers with Disability Badges park on Kew Street. Oftimes there are up to 3 vehicles at the same time, parked from early to late in the day; - emergency vehicles, household waste trucks, utility contractors etc require clear access along the length of Kew Street. - any vehicle parked in the residents' car parking space adjacent house no. 5 would likely be unable to exit the space given the proposal to put additional parking up to the south boundary of the residents' communal garden which abuts Kew Street. - there are many instances of vehicles (usually cars and cyclists) going the wrong way along Kew Street (from the Church Road end). <p>With the proposed additional parking permit spaces, all such vehicles cited above will continue to park or hover on Kew Street but will instead only be able to use the reduced length of double-yellow-lined space on the east side of the road, thereby increasing congestion, reducing road access and safety, and blocking the vehicle exit from driveways of houses nos. 1-5 making it impossible for residents to leave in their vehicles.</p> <ul style="list-style-type: none"> - Kew Street, being close to St Paul's C of E Primary School, is a walk-to-school route for small children. The proposal potentially puts at increased risk these often high-spirited and fast-moving small people; - the rise in the road from North Gardens and Queen's Road has a tight bend at a point where road users have restricted (verging on blind) view of the road ahead; this would include restricted view of the proposed parking spaces as vehicles climb the rise. The trajectory of vehicles rising the hill is off-time steering left as they rise the hill and this would put them on a collision course with permit-parked vehicles. <p>Given the foregoing points, the proposal to add (paid) parking permit spaces on the east side of Kew Street appears unwise, ill-considered and potentially dangerous both to the residents of Kew Street and to the pedestrians (including small children), able and disabled drivers, cyclists, municipal traffic and trade/commercial vehicles using Kew Street. Furthermore, it would appear at variance with BAHC's stated desire to minimise/reduce the amount of traffic within the urban area wherever possible.</p>	<p>The proposal for a formalised parking arrangement with Kew Street meets the necessary highway standards which ensures access for service and emergency service vehicles will not be compromised. Officers discussed on site any potential issues with the distance from the bend to where the proposed parking places are to begin and concluded the sight lines are sufficient in terms of distance. Vehicles belonging to traders permit holders and Blue Badge holders will also have the opportunity to park within the marked bays. The proposed parking places are clear of the frontage to residents properties that have access to off street parking and will not compromise access. Officers will review the existing traffic sign and road marking arrangements associated with the existing 'one way' arrangement to ensure they are sufficient in terms of coverage and condition. Vehicles contravening the current no waiting restrictions (double yellow lines) can be reported to the councils parking enforcement contractor whilst vehicles contravening the 'one way' arrangement can be reported to Sussex Police via Operation Crackdown. Officers can find no real clear evidence to suggest the introduction of the proposed formalised parking arrangement in Kew Street constitutes a danger to residents or pedestrians.</p>
Resident	Object	<p>I most certainly object, as a long-term resident, to this imposition of unwanted extra traffic upon our little street and consider this overall large expansion will cause further environmental damage to our city centre and to be a kick in the teeth to supporting sustainability in public transport.</p> <p>The city centre is very adequately serviced by both train and bus, and we should be positively promoting and expanding park and ride options and not encouraging more motorists in what is already a crowded street and road layout in central Brighton.</p> <p>My other concern is that whilst the proposed bay is in front of the lawned area, it will inevitably attract other indiscriminate parking, such as Blue Badge and rogue parkers who fill in the space in the rest of the street, making it impossible for the owners of houses 1-5 to be able to park off-road in their own driveways. Cars here must have a 90-degree turning angle to access our bays and therefore need the full width of the street to manoeuvre. The Road Traffic Regulation Act 1984 states in Section 34(5) that a parking place also includes the means of entrance and egress from the parking space. This would not be possible if the street is filled with parked cars, and this is a major concern to us all.</p> <p>Finally, the notice issued also states that there will be shared permit & paid parking bays but fails to indicate or identify where the payment machine will be situated, or how this will fit in with what are very narrow pavements, which is another grave concern as this could prove to be an obstacle to prams and wheelchairs.</p>	<p>The proposal for a formalised parking arrangement with Kew Street meets the necessary highway standards which ensures access for service and emergency service vehicles will not be compromised. Officers discussed on site any potential issues with the distance from the bend to where the proposed parking places are to begin and concluded the sight lines are sufficient in terms of distance. Vehicles belonging to traders permit holders and Blue Badge holders will also have the opportunity to park within the marked bays. The proposed parking places are clear of the frontage to residents properties that have access to off street parking and will not compromise access. There are no plans for the introduction of a pay and display machine as part of the proposals therefore any reduction in footway width will not be an issue. Officers will review the existing traffic sign and road marking arrangements associated with the existing 'one way' arrangement to ensure they are sufficient in terms of coverage and condition. Vehicles contravening the current no waiting restrictions (double yellow lines) can be reported to the councils parking enforcement contractor whilst vehicles contravening the 'one way' arrangement can be reported to Sussex Police via Operation Crackdown.</p>
Resident	Object	<p>I concur with my neighbours previous lodged comments.</p> <p>However I spent many months looking for a property with private accessible parking at considerable cost, and this new proposal would make it almost impossible for me to use my space, whilst a luxury it is very tight and requires a full swing in and a full reverse to the curb at an angle from 5 Kew and if the adjacent space is occupied I have to manoeuvre my car at least 3-4 times to get an angle in to park. Impossible if your proposal is progressed.</p> <p>We have people who come the wrong way down this one way street and park inconveniently blocking out accessibility. Usually disabled badge holders, which has often caused problems. Delivery vans are not excluded from this fact and not least to say there is no accessibility if a lorry or fire truck were to try and get down this road. And that's without permitted street parking.</p> <p>Whilst I appreciate that parking is at a premium in Brighton this proposal does not solve traffic congestion and Would indeed exacerbate and cause problems for not just myself but my neighbours.</p> <p>Please lodge my views for your consideration of the final outcome of your proposal.</p>	<p>The proposal for a formalised parking arrangement with Kew Street meets the necessary highway standards which ensures access for service and emergency service vehicles will not be compromised. Officers discussed on site any potential issues with the distance from the bend to where the proposed parking places are to begin and concluded the sight lines are sufficient in terms of distance and unobstructed. Vehicles belonging to traders permit holders and Blue Badge holders will also have the opportunity to park within the marked bays. The proposed parking places are clear of the frontage to residents properties that have access to off street parking and will not compromise access. There are no plans for the introduction of a pay and display machine as part of the proposals - any payment for parking can be made via the paybyphone application or at a PayPoint location. Officers will review the existing traffic sign and road marking arrangements associated with the existing 'one way' arrangement to ensure they are sufficient in terms of coverage and condition. Vehicles contravening the current no waiting restrictions (double yellow lines) can be reported to the councils parking enforcement contractor whilst vehicles contravening the 'one way' arrangement can be reported to Sussex Police via Operation Crackdown.</p>

Resident	Object	<p>1. Emergency and other access to Crown Gardens. Crown Gardens (parallel to Kew Street to the East) has no vehicle access to the front of the houses. Therefore, emergency services, tradespeople and couriers have to stop in Kew Street to service the entire street of Crown Gardens. The proposal will reduce access for these vehicles to the detriment of all properties in Crown Gardens.</p> <p>2. Use by Council Workers. The green land between Crown Gardens and Kew Street is owned and maintained by the Council and regular visits by Council workers require them to stop their vehicles in Kew Street. They move a flat-bed trailer pulled by a van to a variety of locations along Kew Street, as they work their way along the strip of land. The proposal will obstruct access for Council Workers and their vehicles.</p> <p>3. Use by other neighbouring roads / properties. The other roads very near to the proposed parking bay are: The top of North Road (West of Queens Road), a very narrow hill where stopping or parking are almost impossible; the Southern end of North Gardens, where the motorcycle parking bays extend close to the junction making other parking or stopping almost impossible; and the hill and very narrow sharp bend in Kew Street (at the entrance / Northern end) with bollards on the edge of the pavement making stopping or parking totally impossible without blocking the road entirely. Valid stopping or parking is needed by vehicles attending properties in all of these adjacent areas / roads and that will no longer be possible with the proposed parking bay.</p> <p>4. Disabled Parking. Disabled parking is needed for visitors to shops and other premises in Queens Road, and it is important that the whole of Kew Street can be used for this.</p> <p>5. Safety in One Way Street. Currently it is very common for vehicles to travel the wrong way along Kew Street despite both signage and wording painted on the road at the exit from Kew Street onto Church Street. Rarely a day goes by without my seeing at least one such vehicle, so the actual number must be considerably greater than that. This is a safety risk, made worse when Queens Road is congested and Kew Street is used as a rat-run. At times of increased traffic the risk of a collision on the narrow, sharp bend is much increased and when people know of parking bays there will inevitably be a significant increase in traffic going both in the correct direction (South) and in the wrong direction. The proposed parking bay will make the street less safe.</p> <p>6. Other Parking. There are already two major car parks nearby – North Road Car Park is about 100 – 125 metres away, and Theatre Car Park in Church Street is 200 – 250 metres away. The need for parking is already well catered for just here. Visitors to my house in Kew Street always know to use these if no other spaces are available, although in practice there are almost always spaces in the area very close to here. The proposed parking bay is not needed at this location.</p> <p>7. Emergency access and refuse lorries. The addition of these proposed spaces will, inevitably, create more congestion for emergency vehicles, refuse collections, etc. Frequently at present there are vans or cars parked on both sides of Kew Street at the proposed location, and the addition of this bay will make that problem far worse as every delivery, tradesperson etc will be forced to park opposite the parking bay. I have been unable to attach a photo of three vans and a car at exactly the proposed location on Kew Street taken as I prepared this submission on 18 December. I will try to send it separately. Such a problem is very common. The proposed parking bay will make this congestion worse and hinder access by Emergency Services and Council Refuse Lorries.</p> <p>8. Children's Safety. Kew Street is used by many parents and children to walk to and from St Paul's Primary School twice each day because it is a safe and quiet route to the school. The parking bay will result in the road becoming busier and so less safe for these children.</p>	<p>The proposal for a formalised parking arrangement with Kew Street meets the necessary highway standards which ensures access for service and emergency service vehicles will not be compromised. Officers discussed on site any potential issues with the distance from the bend to where the proposed parking places are to begin and concluded the sight lines are sufficient in terms of distance and unobstructed. Vehicles belonging to traders permit holders and Blue Badge holders will also have the opportunity to park within the marked bays. The proposed parking places are clear of the frontage to residents properties that have access to off street parking and will not compromise access. Officers will review the existing traffic sign and road marking arrangements associated with the existing 'one way' arrangement to ensure they are sufficient in terms of coverage and condition. Vehicles contravening the current no waiting restrictions (double yellow lines) can be reported to the councils parking enforcement contractor whilst vehicles contravening the 'one way' arrangement can be reported to Sussex Police via Operation Crackdown. Officers can find no real clear evidence to suggest the introduction of the proposed formalised parking arrangement in Kew Street constitutes a danger to residents or pedestrians.</p>
Resident	Object	<p>My reasons for writing to oppose the proposal to have a 20m parking bay in Kew Street are that it will make a quiet and safe street into a busier, chaotic and dangerous street. Local residents in Crown Gardens (with no road access) as well as Kew Street and neighbouring roads rely on this space for ambulance and fire service access. School children use it as a safe way to our local primary school. Kew Street and Crown Gardens need it for deliveries, tradespeople, builders etc. Disabled people using the local shops use it for disabled parking. All of this would be made far worse if the proposal went ahead. I therefore oppose it.</p>	<p>The proposal for a formalised parking arrangement with Kew Street meets the necessary highway standards which ensures access for service and emergency service vehicles will not be compromised. Officers discussed on site any potential issues with the distance from the bend to where the proposed parking places are to begin and concluded the sight lines are sufficient in terms of distance and unobstructed. Vehicles belonging to traders permit holders and Blue Badge holders will also have the opportunity to park within the marked bays. The proposed parking places are clear of the frontage to residents properties that have access to off street parking and will not compromise access. Officers will review the existing traffic sign and road marking arrangements associated with the existing 'one way' arrangement to ensure they are sufficient in terms of coverage and condition. Vehicles contravening the current no waiting restrictions (double yellow lines) can be reported to the councils parking enforcement contractor whilst vehicles contravening the 'one way' arrangement can be reported to Sussex Police via Operation Crackdown. Officers can find no real clear evidence to suggest the introduction of the proposed formalised parking arrangement in Kew Street constitutes a danger to residents or pedestrians.</p>
Resident	Object	<ul style="list-style-type: none"> • Kew street is already squeezed for space when there are bin lorries, trade vehicles, cars parked with disability parking cards and often illegally parked vehicles. • Houses numbers 1-5 access their private parking directly off Kew Street. Cars parked on the street could create challenges in accessing their private parking in front of their properties. • Currently it is not fully clear to many drivers that Kew Street is a one-way street. Cars often go the wrong way and then meet cars coming up the hill from North Gardens or Queens Road and there is insufficient room to turn around. Now that many of us work from home or are retired we see this often. • The land immediately across the road from the Kew Street group of houses is owned by the Council. This land backs onto the small gardens of the houses in the Crown Gardens witten. Council staff come on a regular basis to mow that grass, remove bamboo and to keep this strip of land clean and tidy. When this regular activity is taking place, Council staff park a large flat-bed truck with gardening equipment along that side of Kew Street. • In an emergency, for example a fire in Crown Garden, which is a Twitten without access, emergency service vehicles park in Kew Street on the yellow line. • Kew Street residents themselves also require access for ambulance and emergency services in times of emergency. These vehicles park on the one-way street Parking along Kew Street would impede access for all the above activities. So it is evident that parking of cars in this narrow one-way street would be a retrograde move and would harm the amenity of the neighbourhood. 	<p>The proposal for a formalised parking arrangement with Kew Street meets the necessary highway standards which ensures access for service and emergency service vehicles will not be compromised. Officers discussed on site any potential issues with the distance from the bend to where the proposed parking places are to begin and concluded the sight lines are sufficient in terms of distance and unobstructed. Vehicles belonging to traders permit holders and Blue Badge holders will also have the opportunity to park within the marked bays. The proposed parking places are clear of the frontage to residents properties that have access to off street parking and will not compromise access. Officers will review the existing traffic sign and road marking arrangements associated with the existing 'one way' arrangement to ensure they are sufficient in terms of coverage and condition. Vehicles contravening the current no waiting restrictions (double yellow lines) can be reported to the councils parking enforcement contractor whilst vehicles contravening the 'one way' arrangement can be reported to Sussex Police via Operation Crackdown. Officers can find no real clear evidence to suggest the introduction of the proposed formalised parking arrangement in Kew Street constitutes a danger to residents or pedestrians.</p>
Resident	Object	<p>Firstly, on the grounds that whilst cars are parked in the parking spaces, large trucks, in particular the bin lorries which serve the bins at the end of Kew Street would not be able to drive around the parked cars without driving onto the pavement on the opposite side and possibly the lawn which is fenced with a spiked chain. Secondly, in the event of a fire in Crown Gardens where there is no vehicle access, any emergency vehicles would need to park in Kew Street to gain access, having parked cars in the way could seriously hamper the time and efficiency in dealing with that emergency. Thirdly, delivery vans, tradesmen vehicles and blue-badge car holders continually use this section of Kew Street as temporary parking whilst accessing the community in Kew Street or Crown Gardens, if there were parking spaces this convenience of sorts would not be possible.</p>	<p>The proposal for a formalised parking arrangement with Kew Street meets the necessary highway standards which ensures access for service and emergency service vehicles will not be compromised. Officers discussed on site any potential issues with the distance from the bend to where the proposed parking places are to begin and concluded the sight lines are sufficient in terms of distance and unobstructed. Vehicles belonging to traders permit holders and Blue Badge holders will also have the opportunity to park within the marked bays. The proposed parking places are clear of the frontage to residents properties that have access to off street parking and will not compromise access. Officers will review the existing traffic sign and road marking arrangements associated with the existing 'one way' arrangement to ensure they are sufficient in terms of coverage and condition. Vehicles contravening the current no waiting restrictions (double yellow lines) can be reported to the councils parking enforcement contractor whilst vehicles contravening the 'one way' arrangement can be reported to Sussex Police via Operation Crackdown. Officers can find no real clear evidence to suggest the introduction of the proposed formalised parking arrangement in Kew Street constitutes a danger to residents or pedestrians.</p>
Resident	Object	<p>I wish to complain bitterly about the proposals for public parking spaces in Kew St. The very reason why the occupiers of our small street's 17 homes live where they do is because of the peace it offers in a very central location. To try to ruin this for ever, simply to raise money is monstrous. I don't know who has devised this scheme, but I can guarantee that none of the home-owners of Kew St has been consulted, and/or agreed.</p>	<p>The proposal was advertised both on the council website and within the Evening Argus which is the legal process required when advertising Traffic Regulation Orders. In addition, public notices and plans of the proposals were placed within Kew Street inviting comments.</p>

Resident	Object	<p>I would like to express my objection to the proposal for the following reasons:-</p> <ul style="list-style-type: none"> •Kew street is already restricted for space when there are bin lorries, trade vehicles, cars parked with disability parking cards and often illegally parked vehicles. •Crown Gardens down the slope from Kew St has no road access. Therefore, for emergencies accessing the houses is dependent via Kew street for emergency vehicles is the only option. This creates a risk if cars can park and block access to the back of all th houses which are accessible. •Kew Street is one way. However current signage and marking both in and before entering the street is not sufficient to stop vehicles attempting to exit one way. The removal of double yellow lines increases the risk of accidents. •The land between Kew St and Crown Garden sis owned by the council and needs to be accessed for maintenance which would not be readily accessible if cars are parked. •A risk is created for emergency access vehicle sot Kew Street houses <p>Happy to discuss this further or clarify if needed.</p>	<p>The proposal for a formalised parking arrangement with Kew Street meets the necessary highway standards which ensures access for service and emergency service vehicles will not be compromised. Officers discussed on site any potential issues with the distance from the bend to where the proposed parking places are to begin and concluded the sight lines are sufficient in terms of distance and unobstructed. Vehicles belonging to traders permit holders and Blue Badge holders will also have the opportunity to park within the marked bays. The proposed parking places are clear of the frontage to residents properties that have access to off street parking and will not compromise access. Officers will review the existing traffic sign and road marking arrangements associated with the existing 'one way' arrangement to ensure they are sufficient in terms of coverage and condition. Vehicles contravening the current no waiting restrictions (double yellow lines) can be reported to the councils parking enforcement contractor whilst vehicles contravening the 'one way' arrangement can be reported to Sussex Police via Operation Crackdown. Officers can find no real clear evidence to suggest the introduction of the proposed formalised parking arrangement in Kew Street constitutes a danger to residents or pedestrians.</p>
Resident	Object	<ol style="list-style-type: none"> 1. Conflict with City Centre Transport Plan The proposed order contradicts the "Proposed Interventions" outlined in the "Developing a new transport plan for Brighton & Hove" released in September 2021. 2. Environmental Pollution In light of Brighton City Centre's documented pollution concerns, as evidenced by assessments and the "Air Quality Action Plan 2022 to 2027," the proposed order conflicts with the city's commitment to reduce greenhouse gas emissions. Encouraging active travel is a priority, and an increase in parking spaces would contribute to air pollution, negating the efforts to safeguard public health and mitigate environmental concerns, including noise pollution. 3. Traffic Congestion Kew Street being a no-through road with only one entrance and exit, additional parking spaces would likely lead to traffic congestion. This congestion could extend to major roads such as Queens Road, adversely affecting the living environment of street residents and impeding the overall flow of traffic. 4. Safety of Pedestrians The proposed order poses a significant risk to pedestrian safety along Queens Road, Kew Street, and the routes to St Paul's CE Primary School and Wagtails Nursery. The increased traffic resulting from additional parking spaces heightens the risk of accidents, especially during peak travel times. This poses a particular threat to schoolchildren who frequently traverse Kew Street. 5. Fire Hazard Given Kew Street's one-way configuration and narrow entrance and exit points, the proposed order could impede firefighting efforts in the event of an emergency. Cars parked along the roadside may obstruct fire engine access, posing a serious threat to the safety of street residents. 6. Contradiction to "Supplementary Planning Document (SPD14) – Parking Standards – Brighton & Hove City Council Local Development Framework October 2016": The SPD14, Zonal Approach - 2 Guiding Principles of the Standards, explicitly states, "The overarching principle being that developments located within central areas, close to good public transport services and local facilities and with operational Controlled Parking Zones (CPZs) will require less parking than equivalent developments in areas with lower levels of public transport accessibility, especially in outer areas of the city." The proposed amendment, by increasing parking spaces in the city centre, runs counter to this principle, which is fundamental to the local development framework. 7. Contradiction to Local Planning Policy CP9 of the Brighton & Hove City Plan Part One: In accordance with local planning policy, policy CP9 of the Brighton & Hove City Plan Part One stated that "The council will work with partners, stakeholders and communities to provide an integrated, safe and sustainable transport system that will accommodate new development; support the city's role as a sub-regional service and employment hub, and improve accessibility. It will promote and provide measures that will help to manage and improve mobility and lead to a transfer of people and freight onto sustainable forms of transport to reduce the impact of traffic and congestion, increase physical activity and therefore improve people's health, safety and quality of life." It explicitly outlines the council's commitment to providing an integrated, safe, and sustainable transport system that accommodates new development, supports the city's role as a sub-regional service and employment hub, and improves accessibility. The policy emphasizes promoting measures to manage and enhance mobility, leading to a shift towards sustainable forms of transport to mitigate the impact of traffic and congestion while enhancing public health, safety, and overall quality of life. The proposed order clearly contravenes these stated policies. 	<p>The proposal for a formalised parking arrangement with Kew Street meets the necessary highway standards which ensures access for service and emergency service vehicles will not be compromised. Officers discussed on site any potential issues with the distance from the bend to where the proposed parking places are to begin and concluded the sight lines are sufficient in terms of distance. Vehicles belonging to traders permit holders and Blue Badge holders will also have the opportunity to park within the marked bays. The proposed parking places are clear of the frontage to residents properties that have access to off street parking and will not compromise access. Officers will review the existing traffic sign and road marking arrangements associated with the existing 'one way' arrangement to ensure they are sufficient in terms of coverage and condition. Vehicles contravening the current no waiting restrictions (double yellow lines) can be reported to the councils parking enforcement contractor whilst vehicles contravening the 'one way' arrangement can be reported to Sussex Police via Operation Crackdown. Officers can find no real clear evidence to suggest the introduction of the proposed formalised parking arrangement in Kew Street constitutes a danger to residents or pedestrians. In terms of the concerns relating to increased pollution, comments indicate there to be a number of vehicular movements by various types of vehicle within Kew Street presently, however transport officers acknowledge it is not clear whether the proposals would result in poorer air quality or not without having access to data showing current levels or the means to monitor levels post implementation.</p>
Resident	Object	<ol style="list-style-type: none"> 1. Contradiction to City Centre Transport Plan The suggested amendment directly clashes with the goals outlined in the "Developing a new transport plan for Brighton & Hove" released in September 2021. The introduction of more parking spaces on Kew Street, a central location, is poised to attract increased private car traffic, inevitably leading to congestion. This directly undermines the city's objective of cultivating a more appealing and lively city center and establishing low-traffic neighborhoods, especially with the proximity of St Paul's CE Primary School and Wagtails Nursery. 2. Environmental Implications Brighton City Centre's acknowledged pollution issues, as highlighted by assessments and the "Air Quality Action Plan 2022 to 2027," make the proposed order incompatible with the city's commitment to reducing greenhouse gas emissions. The emphasis on encouraging active travel stands at odds with the potential rise in air pollution due to additional parking spaces, thereby compromising public health and exacerbating environmental concerns, including noise pollution. 3. Traffic Congestion As Kew Street is a one-way road with a solitary entrance and exit, the creation of extra parking spaces is likely to result in traffic congestion. This congestion could extend to major thoroughfares such as Queens Road, adversely affecting the residential environment and disrupting overall traffic flow. 4. Pedestrian Safety Concerns The proposed order poses a considerable risk to pedestrian safety along Queens Road, Kew Street, and the routes to St Paul's CE Primary School and Wagtails Nursery. The heightened traffic resulting from additional parking spaces increases the likelihood of accidents, particularly during peak travel times, posing a significant threat to schoolchildren who frequently navigate Kew Street. 5. Fire Safety Implications Given Kew Street's configuration as a one-way road with narrow entrance and exit points, the proposed order could impede firefighting efforts during an emergency. Cars parked along the roadside may obstruct fire engine access, posing a severe threat to the safety of street residents. 	<p>The proposal for a formalised parking arrangement with Kew Street meets the necessary highway standards which ensures access for service and emergency service vehicles will not be compromised. Officers discussed on site any potential issues with the distance from the bend to where the proposed parking places are to begin and concluded the sight lines are sufficient in terms of distance. Vehicles belonging to traders permit holders and Blue Badge holders will also have the opportunity to park within the marked bays. The proposed parking places are clear of the frontage to residents properties that have access to off street parking and will not compromise access. Officers will review the existing traffic sign and road marking arrangements associated with the existing 'one way' arrangement to ensure they are sufficient in terms of coverage and condition. Vehicles contravening the current no waiting restrictions (double yellow lines) can be reported to the councils parking enforcement contractor whilst vehicles contravening the 'one way' arrangement can be reported to Sussex Police via Operation Crackdown. Officers can find no real clear evidence to suggest the introduction of the proposed formalised parking arrangement in Kew Street constitutes a danger to residents or pedestrians. In terms of the concerns relating to increased pollution, comments indicate there to be a number of vehicular movements by various types of vehicle within Kew Street presently, however transport officers acknowledge it is not clear whether the proposals would result in poorer air quality or not without having access to data showing current levels or the means to monitor levels post implementation.</p>

Resident	Object	<p>1. Contravention of City Centre Transport Plan The proposed amendment starkly contradicts the objectives outlined in the "Developing a new transport plan for Brighton & Hove" released in September 2021. The introduction of additional parking spaces on Kew Street, a central locale, is poised to attract an influx of private car traffic, inevitably leading to congestion. This directly undermines the city's pursuit of creating a more appealing and vibrant city centre and establishing low-traffic neighbourhoods, particularly with the proximity of St Paul's CE Primary School and Wagtails Nursery.</p> <p>2. Environmental Ramifications Brighton City Centre's acknowledged pollution concerns, as underscored by assessments and the "Air Quality Action Plan 2022 to 2027," render the proposed order incongruent with the city's commitment to reducing greenhouse gas emissions. The emphasis on encouraging active travel is at odds with the potential escalation in air pollution resulting from additional parking spaces, thereby compromising public health and exacerbating environmental concerns, including noise pollution.</p> <p>3. Traffic Congestion Given that Kew Street is a one-way road with a solitary entrance and exit, the creation of supplementary parking spaces is likely to precipitate traffic congestion. This congestion could extend to major thoroughfares such as Queens Road, adversely impacting the residential environment and disrupting overall traffic flow.</p> <p>4. Pedestrian Safety Apprehensions The proposed order poses a substantial risk to pedestrian safety along Queens Road, Kew Street, and the routes to St Paul's CE Primary School and Wagtails Nursery. The heightened traffic resulting from additional parking spaces increases the likelihood of accidents, particularly during peak travel times, thereby posing a significant threat to schoolchildren who frequently traverse Kew Street.</p> <p>5. Fire Safety Implications Given Kew Street's configuration as a one-way road with narrow entrance and exit points, the proposed order could impede firefighting efforts during an emergency. Cars parked along the roadside may obstruct fire engine access, posing a severe threat to the safety of street residents.</p>	<p>The proposal for a formalised parking arrangement with Kew Street meets the necessary highway standards which ensures access for service and emergency service vehicles will not be compromised. Officers discussed on site any potential issues with the distance from the bend to where the proposed parking places are to begin and concluded the sight lines are sufficient in terms of distance. Vehicles belonging to traders permit holders and Blue Badge holders will also have the opportunity to park within the marked bays. The proposed parking places are clear of the frontage to residents properties that have access to off street parking and will not compromise access. Officers will review the existing traffic sign and road marking arrangements associated with the existing 'one way' arrangement to ensure they are sufficient in terms of coverage and condition. Vehicles contravening the current no waiting restrictions (double yellow lines) can be reported to the councils parking enforcement contractor whilst vehicles contravening the 'one way' arrangement can be reported to Sussex Police via Operation Crackdown. Officers can find no real clear evidence to suggest the introduction of the proposed formalised parking arrangement in Kew Street constitutes a danger to residents or pedestrians. In terms of the concerns relating to increased pollution, comments indicate there to be a number of vehicular movements by various types of vehicle within Kew Street presently, however transport officers acknowledge it is not clear whether the proposals would result in poorer air quality or not without having access to data showing current levels or the means to monitor levels post implementation.</p>
Resident	Object	<p>I would just like to record my objection to the proposed changes. I am a resident of Kew Street and agree with all the objections previously raised by my neighbours.</p>	<p>The proposal for a formalised parking arrangement with Kew Street meets the necessary highway standards which ensures access for service and emergency service vehicles will not be compromised. Officers discussed on site any potential issues with the distance from the bend to where the proposed parking places are to begin and concluded the sight lines are sufficient in terms of distance. Vehicles belonging to traders permit holders and Blue Badge holders will also have the opportunity to park within the marked bays. The proposed parking places are clear of the frontage to residents properties that have access to off street parking and will not compromise access. Officers will review the existing traffic sign and road marking arrangements associated with the existing 'one way' arrangement to ensure they are sufficient in terms of coverage and condition. Vehicles contravening the current no waiting restrictions (double yellow lines) can be reported to the councils parking enforcement contractor whilst vehicles contravening the 'one way' arrangement can be reported to Sussex Police via Operation Crackdown. Officers can find no real clear evidence to suggest the introduction of the proposed formalised parking arrangement in Kew Street constitutes a danger to residents or pedestrians. In terms of the concerns relating to increased pollution, comments indicate there to be a number of vehicular movements by various types of vehicle within Kew Street presently, however transport officers acknowledge it is not clear whether the proposals would result in poorer air quality or not without having access to data showing current levels or the means to monitor levels post implementation.</p>
Resident	Object	<p>Firstly, by NOT having on street parking in Kew Street you have created a surprisingly well used amenity. Every single day the street is used by carers in the local community as they visit clients or do laundry drops with heavy bags of clean/dirty laundry. Barely a day goes by when there are fewer than three vans parked on the street by local tradespeople working on homes in the vicinity. By putting parking spaces on the street, this local amenity will be lost as there will be no room for these activities. The risk is of course that this parking activity is displaced potentially to less convenient places for local residents and for traffic flow. Secondly, you might consider if you should put five vehicle spaces. there is a steep ramp up to Kew Street at my end of the street. In icy weather I've spent many an hour watching cars, bin lorries, vans etc accelerate in the attempt to get up the ramp which is rarely salted and if they make it to the top there is a distinct lack of control and some skidding. The last car to park in a bay would be vulnerable to being clipped. This is also a danger while drivers get used to the parking bays because cars tend to come quickly up the ramp on the left hand side of the road and because it's a blind bend they are also likely to hit the last car in the row. I hope that these two points are food for thought and wait with interest for the results of your consultation.</p>	<p>The proposal for a formalised parking arrangement with Kew Street meets the necessary highway standards which ensures access for service and emergency service vehicles will not be compromised. Officers discussed on site any potential issues with the distance from the bend to where the proposed parking places are to begin and concluded the sight lines are sufficient in terms of distance. Vehicles belonging to traders permit holders and Blue Badge holders will also have the opportunity to park within the marked bays. The proposed parking places are clear of the frontage to residents properties that have access to off street parking and will not compromise access. Officers will review the existing traffic sign and road marking arrangements associated with the existing 'one way' arrangement to ensure they are sufficient in terms of coverage and condition. Vehicles contravening the current no waiting restrictions (double yellow lines) can be reported to the councils parking enforcement contractor whilst vehicles contravening the 'one way' arrangement can be reported to Sussex Police via Operation Crackdown. Officers can find no real clear evidence to suggest the introduction of the proposed formalised parking arrangement in Kew Street constitutes a danger to residents or pedestrians. In terms of the concerns relating to increased pollution, comments indicate there to be a number of vehicular movements by various types of vehicle within Kew Street presently, however transport officers acknowledge it is not clear whether the proposals would result in poorer air quality or not without having access to data showing current levels or the means to monitor levels post implementation.</p>
Resident	Object	<p>Kew Street Brighton — location of proposed shared permit/paid bays is on a blind corner after a steep slope/hill, and is part of a known cut-through used by many driver, therefore constituting a potential hazard.</p>	<p>The proposal for a formalised parking arrangement with Kew Street meets the necessary highway standards which ensures access for service and emergency service vehicles will not be compromised. Officers discussed on site any potential issues with the distance from the bend to where the proposed parking places are to begin and concluded the sight lines are sufficient in terms of distance. Vehicles belonging to traders permit holders and Blue Badge holders will also have the opportunity to park within the marked bays. The proposed parking places are clear of the frontage to residents properties that have access to off street parking and will not compromise access. Officers will review the existing traffic sign and road marking arrangements associated with the existing 'one way' arrangement to ensure they are sufficient in terms of coverage and condition. Vehicles contravening the current no waiting restrictions (double yellow lines) can be reported to the councils parking enforcement contractor whilst vehicles contravening the 'one way' arrangement can be reported to Sussex Police via Operation Crackdown. Officers can find no real clear evidence to suggest the introduction of the proposed formalised parking arrangement in Kew Street constitutes a danger to residents or pedestrians. In terms of the concerns relating to increased pollution, comments indicate there to be a number of vehicular movements by various types of vehicle within Kew Street presently, however transport officers acknowledge it is not clear whether the proposals would result in poorer air quality or not without having access to data showing current levels or the means to monitor levels post implementation.</p>

Resident	Object	<p>1. The "consultation" took place during the holiday period when many residents were away. I feel that this was very unfair and almost calculated to keep any protests by local residents to a minimum. Everyone affected on Crown Gardens which backs on to Kew Street should have had a written consultation letter delivered to their properties. I am afraid expecting us to regularly check your website or inspect lampposts for notices on a street which we rarely walk down is not good enough.</p> <p>2 Our property is directly opposite the proposed parking bays. One of the reasons we bought it two years ago was because the view from the back was unrestricted and car free. Can't spaces be made where the rubbish bins are (they could be moved across the road to Church Street) where some properties have shrubbery against the railing to hide the view?</p> <p>3. According to Brighton and Hove's Full Carbon Neutral 2030 Programme "They made 10 recommendations, which will be considered by the Council in developing its fifth Local Transport Plan and the Local Cycling and Walking Infrastructure Plan:</p>	<p>The proposal for a formalised parking arrangement with Kew Street meets the necessary highway standards which ensures access for service and emergency service vehicles will not be compromised. Officers discussed on site any potential issues with the distance from the bend to where the proposed parking places are to begin and concluded the sight lines are sufficient in terms of distance. Vehicles belonging to traders permit holders and Blue Badge holders will also have the opportunity to park within the marked bays. The proposed parking places are clear of the frontage to residents properties that have access to off street parking and will not compromise access. Officers will review the existing traffic sign and road marking arrangements associated with the existing 'one way' arrangement to ensure they are sufficient in terms of coverage and condition. Vehicles contravening the current no waiting restrictions (double yellow lines) can be reported to the councils parking enforcement contractor whilst vehicles contravening the 'one way' arrangement can be reported to Sussex Police via Operation Crackdown. Officers can find no real clear evidence to suggest the introduction of the proposed formalised parking arrangement in Kew Street constitutes a danger to residents or pedestrians. In terms of the concerns relating to increased pollution, comments indicate there to be a number of vehicular movements by various types of vehicle within Kew Street presently, however transport officers acknowledge it is not clear whether the proposals would result in poorer air quality or not without having access to data showing current levels or the means to monitor levels post implementation.</p>
Resident	object	<p>As the resident of Crown Gardens, which Kew Street backs onto, I strongly object to this proposal of creating parking bays on this street. this would be to the detriment of local residents, who already have to put up with too large a number of vehicles entering city centre, where the trend should be to reduce the number of vehicles in central Brighton, in line with what other cities are now promoting. Having visited Cambridge in the summer, where the park and ride scheme is well established, we had first-hand experience of how immensely reducing number of vehicles in the city centre benefits both tourist and local residents, with the reduction of traffic, pollution, and providing more space for accessing pavements p, etc. thus promoting people walking rather than clogging the town which is already too small for the number of vehicles entering. Furthermore, I am sure I can speak for all residents of Crown Gardens, whose back patios back onto Kew Street. Having parking bays in this area will significantly reduce quality of life for these residents, who would have to put up with noise, pollution and lack of privacy (my daughters' bedroom window is at the street level with Kew Street, and people would be looking directly into their bedroom). As the patios are in a dip, any fumes and pollution will linger and further spoil the already polluted air. As we have seen in the case of London, air pollution poses a significant health risk, especially to children. The families in city centre already have to put up with a lot of inconvenience related to the high amount of traffic, and this would further degrade the already tough living conditions. Another point is, Kew Street is used by a lot of parents and children as a thoroughfare to school, with St Paul's at the top of the hill. Increasing traffic in this area will endanger their safety, and can potentially lead to dangerous situations. I would also like to mention that west hill is a conservation area, and it is in the interest of the council to preserve the beauty of this part of town, not further clog it with vans, 4x4's, etc. parking and deteriorating this part of town. I trust that, in light of the above, the council will take local residents' views into account, and not impose this hideous and dangerous thing on us.</p>	<p>The proposal for a formalised parking arrangement with Kew Street meets the necessary highway standards which ensures access for service and emergency service vehicles will not be compromised. Officers discussed on site any potential issues with the distance from the bend to where the proposed parking places are to begin and concluded the sight lines are sufficient in terms of distance. Vehicles belonging to traders permit holders and Blue Badge holders will also have the opportunity to park within the marked bays. The proposed parking places are clear of the frontage to residents properties that have access to off street parking and will not compromise access. Officers will review the existing traffic sign and road marking arrangements associated with the existing 'one way' arrangement to ensure they are sufficient in terms of coverage and condition. Vehicles contravening the current no waiting restrictions (double yellow lines) can be reported to the councils parking enforcement contractor whilst vehicles contravening the 'one way' arrangement can be reported to Sussex Police via Operation Crackdown. Officers can find no real clear evidence to suggest the introduction of the proposed formalised parking arrangement in Kew Street constitutes a danger to residents or pedestrians. In terms of the concerns relating to increased pollution, comments indicate there to be a number of vehicular movements by various types of vehicle within Kew Street presently, however transport officers acknowledge it is not clear whether the proposals would result in poorer air quality or not without having access to data showing current levels or the means to monitor levels post implementation.</p>