

## **Appendix E – Hanover full scheme – Summary of correspondence / Officer Responses.**

### **There were one hundred and nine (109) items of correspondence received on the proposals relating to TRO-15-2017 (Zone V).**

- *Seventy-nine (79) were objections submitted from individuals many containing various comments regarding the scheme proposals and are listed in Appendix D*
- *One (1) objection submitted by a businesses containing various comments regarding the scheme proposals and are listed in Appendix D*
- *One (1) objection submitted by a Service Centre regarding the scheme proposals and is listed in Appendix D*
- *Three (3) were objections submitted from local interest groups containing various comments regarding the scheme proposals and are listed in Appendix D*
- *Twenty-four (24) were from individuals in support of the scheme proposals containing various comments and are listed in Appendix D*
- *One (1) was from a business in support of the scheme proposals and is listed in Appendix D*

### **The one hundred and nine (109) 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).**

#### **Forty-one (41) comments were made in relation to more shared / visitor parking being needed:-**

*A large number of comments from residents were received during previous consultation periods in relation to reducing the amount of 'shared' parking provision within roads affected by overall reduction in spaces due to the narrowness of the carriageway. Council officers agreed this is a reasonable adjustment within roads which are predominantly residential and have included this within the scheme design which can be reviewed at a later date.*

#### **Thirty-two (32) comments in relation to a scheme operating for less than seven days: -**

*The days of operation have been extensive consultation. It is proposed that both of the new parking schemes in the Hanover area alongside the Craven vale area are reviewed after 12-18 months to see how the schemes are working for residents, businesses and services. This would be included in the parking scheme priority timetable which is due to be presented in a report to the Environment, Transport & Sustainability Committee on 28<sup>th</sup> November 2017.*

#### **Thirty-one (31) comments relating to the impact on local church:-**

*The options available within the current design allow parishioners / visitors to the church the opportunity to park within two areas of 'shared' pay and display / paybyphone location situated close by. Alternatively, there is the option to use the parking provision of a neighbouring scheme where restrictions would not apply over the weekend. Officers are of the opinion that the introduction of exclusive pay and display would be underutilised for much of the time in an area where parking is at a premium for other users.*

#### **Twenty-nine (29) comments associated with pedal cycles – additional parking provision & contraflow pedal cycle arrangements within proposed one way arrangements: -**

*Ensuring there is sufficient pedal cycle parking provision in Brighton & Hove forms a key contribution to any increase in pedal cycle usage through the provision of quality pedal cycle parking within the residential area and places such as parades of shops and schools. There are currently seven new Pedal Cycle Parking Places (PCPPs) proposed within the whole of the consultation area – the locations of which were proposed by colleagues from Transport Planning following site surveys and*

resident requests. Comments in relation to additional future provision at numerous locations within the area were submitted and passed to the relevant department for future consideration.

Officers are committed to investigating the possibilities of introducing contraflow pedal cycle provision within the roads where 'one way' direction of travel for motor vehicles is proposed and if appropriate this would be considered within an amendment Traffic Regulation Order.

#### **Twenty-seven (27) 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 individual request based on the findings. Any changes would be subject to a future Traffic Regulation Amendment Order following the introduction of the scheme.

#### **Twenty-four (24) comments of support of the scheme**

#### **Thirteen (13) comments regarding loss of parking/not enough spaces:-**

There are significant concerns from residents within certain roads regarding the loss of parking predominantly in areas south of Elm Grove where carriageway widths do not support a parking design whilst retaining the minimum width required for emergency services. Council officers attended a meeting in April with the Chair from the Hanover & Elm Grove Local Action Team (HEGLAT) and the Station Manager from Preston Circus Fire Station. Council officers agreed to look into a set of proposals submitted by HEGLAT in respect of additional spaces in specific streets – this investigation has started and remains ongoing and any suitable changes would be included in a Traffic Regulation Amendment Order following the introduction of the scheme.

#### **Thirteen (13) comments regarding 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.

#### **Twelve (12) comments regarding free school permits for teachers & school issues:-**

Schools may apply for permits for their full time teaching staff at a ratio of 1 permit per 6 teaching staff with a maximum of 25 permits being issued in total based on that ratio (subject to the amount of off-street parking). It enables staff to park close to their place of work during the controlled hours of the scheme. Shorter term paid parking will also be available for use within the area.

#### **Eight (8) comments on motorcycle parking – design/security/location:-**

Council officers have received numerous comments relating to the detailed design element of the proposals in respect of motorcycle parking places 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. The installation of features such as 'sheffield stands' can be considered upon request through the relevant department in a bid to provide an element of security.

#### **Eight (8) comments requesting Electric Vehicle charge points:-**

Council officers have started to investigate potential sites within the area using address based information captured from the consultation process as well as previous requests from residents/interest groups in the area.

**Seven (7) comments due to no parking problem being perceived in the area and wanting no scheme at all:-**

*LAT Group survey results as well as individual comments from residents within this area were received requesting the council consider consulting on and potentially 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.*

**Seven (7) miscellaneous/other comments**

**Two (2) comments wanting light touch scheme:-**

*The types of schemes have been extensive consultation. It is proposed that both of the new parking schemes in the Hanover area alongside the Craven Vale area are reviewed after 12-18 months to see how the schemes are working for residents, businesses and services. This would be included in the parking scheme priority timetable which is due to be presented in a report to the Environment, Transport & Sustainability Committee on 28<sup>th</sup> November 2017.*

**Two (2) comments objecting to no pavement parking:-**

*The current practice of pavement / verge parking within the area cannot be condoned and is not featured within the proposals of the scheme. Council officers acknowledge that footways are greatly compromised in areas where this practice occurs – making access difficult for pedestrians with pushchairs, pedestrians with impaired vision and pedestrians in need of using a wheelchair. There is also a financial impact to consider as overtime many footways will require maintenance due to the impact of vehicles.*

**Two (2) comments concerned with parking for carers:-**

*Carers who visit resident/residents in need of care may be issued with a carers permit upon declaration from a GP confirming that the resident needs to be cared for.*

**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.*

**Two (2) comments requesting additional car club spaces:-**

*The proposal is for the introduction of four additional club sites within the overall consultation area of Hanover & Elm Grove – this is in addition to the existing current provision. Council officers liaise directly with the car club association to determine the areas where interest/requests into such provision have been made.*

**One (1) comment concerned about vehicle displacement:-**

*It is proposed that both of the new parking schemes in the Hanover area alongside the Craven vale area are reviewed after 12-18 months to see how the schemes are working for residents, businesses and services. This would be included in the parking scheme priority timetable which is due to be presented in a report to the Environment, Transport & Sustainability Committee on 28<sup>th</sup> November 2017.*

