



# SURRENDEN AREA DETAILED PARKING PROPOSALS: BRIGHTON AND HOVE CITY COUNCIL CONSULTATION – AUGUST 2020

## COMMUNITY RESPONSES

A Consultation Report Prepared for the Surrenden Area Parking Campaign  
6 August 2020

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## The Surrenden Area Parking Campaign

The Surrenden Area Parking Campaign (SAPC) is a community campaign representing 26 streets<sup>1</sup> in the Surrenden Area of Brighton bounded by London Road, Preston Drove, Ditchling Road and Surrenden Road – Peacock Lane.

Until a parking scheme is implemented in this area, it remains one of the last inner urban areas in Brighton without residents' parking permits. Close to the A23 London Road, Preston Park Station (on the mainline to London), Preston Park, the area contains a large primary to V11th form schools campus and other schools and nurseries. It experiences multiple sources of demand for non-resident on-street car parking.

Brighton & Hove City Council consulted residents about an area-wide parking scheme in 2015. There was a narrow majority in favour but a low turnout. The scheme as a whole did not go ahead.

Since 2015, new parking schemes have been implemented surrounding the Surrenden Area and elsewhere in the city. These have diverted lots of non-resident parking to the Surrenden area and our parking problems have got worse. Long term storage of commercial, hire fleet and residential vans has become widespread, as has the use of the area as a car park by visitors to Brighton and users of Gatwick Airport. Commuter, school and college related and tourist visitor parking demand continues to place pressure on the finite parking resource in our streets.

Over the last three years, SAPC has developed a coherent voice on the need for changes in the prescribed area through structured surveys (including an area wide survey in 2017), regular reports distributed to local residents through a network of road representatives, and the creation of a website that is extensively used. It has represented the residents at ETS and full Council meetings.

In 2020, local residents have been consulted by the Council on a new proposed parking scheme. There was a strong local vote in favour of a scheme in principle in January - February 2020, endorsed by a unanimous vote in the Environment, Transport and Sustainability Committee in June 2020, authorising preparation of a detailed scheme. This report addresses community responses to that detailed scheme, for which consultation closes on 14 August 2020.

In recent years, increasing concerns about air quality, health, climate change and sustainability are driving councils everywhere to ever more radical measures to limit car use in city centres. There is a proposal to make central Brighton car-free by 2023. But if that were to happen without controls over parking in areas like ours with excellent public transport and within walking distance of the city centre, Surrenden could become Brighton's free car park.

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<sup>1</sup> <https://www.surrendenareaparking.org/our-area>

We are committed to working with the local community and Brighton and Hove City Council to counter that risk and to promote safer streets and sustainable parking solutions for all local residents.

## The Council Proposal

The council has prepared and is consulting on proposals for a residents parking scheme in the area until 14 August 2020. The consultation paper can be seen here:

- [https://consultations.brighton-hove.gov.uk/parking/surrenden-area-residents-parking/supporting\\_documents/6940%20Surrenden%20area%20residents%20parking%20RIGHWAY.pdf](https://consultations.brighton-hove.gov.uk/parking/surrenden-area-residents-parking/supporting_documents/6940%20Surrenden%20area%20residents%20parking%20RIGHWAY.pdf)

Following a consultation on the principle of designating a scheme in January/ February 2020 the majority of people who responded said they wanted a scheme, but preferred a 'light touch' scheme operating on weekdays.

The consultation proposes:

- Control that would operate from 9–10am and 2–3pm, five days a week (Monday-Friday).
- Permit holder bays for use by residents in the area and their visitors only during enforcement hours.
- Bays for loading, Electric Vehicles on charge (EVs), car club vehicles, blue badge holders, motorcycles and bicycles could be provided on request.
- Double yellow lines would be placed at junctions and over dropped kerbs.
- Other forms of parking may be available near shops and places of interest.

Residents and their visitors would need to display permits during the operational hours of the scheme. Permit parking would also be available for business users or services that can demonstrate their need to use a vehicle. Anyone would be able to park for free outside of the scheme operational hours.

The SAPC notes strong resident support for the principle of a parking scheme over the whole Surrenden Area, established in the January – February 2020 consultation, and the unanimous political support expressed in the Environment, Transport and Sustainability Committee for a report in June 2020 recommending preparation of a detailed design for the whole area on that basis. The current consultation should be limited to community consideration of a detailed design. **It is a matter of concern to SAPC that the consultation has re-opened both the principle of designation and the extent of the scheme.**

We are also concerned that whilst there have been substantial changes to our area, to the city and more broadly since 2015, the design consultation running up to 14 August 2020 largely adopts a 'one size fits all' design, derived from that used in the 2015 consultation. Our area is a large and diverse one. Parking controls need to respond to the demographic and transport factors that influence journey and parking behaviours, aiming to positively influence the local pattern of parking supply and demand. Controls also need to address new agendas – the need for roads that are safer for pedestrians and cyclists and the need to reduce carbon emissions and improve air quality. We need an evidence-based scheme in 2020, that will stand a chance of still being fit for purpose in 2025 and 2030; not a recycled scheme from 2015. **We hope the Council will adapt its proposals to address the issues raised in this report.**

## The SAPC Survey

The SAPC Committee met to consider the Council's scheme design proposals on 20 July 2020. Our discussion identified questions that we considered we should seek further advice from our Ward Councillors and Council Officers about. However, we agreed that we should first refer the issues that we had identified to the local community, seeking their opinions.

The issues that we identified initially were as follows:

- The scheme controlled hours;
- The maintenance of staggered parking bays on Surrenden Road between St Mary's Church and Harrington Road on the northbound carriageway;
- Addressing on street parking demand caused by Varndean V1th Form College students and staff;
- Addressing rising demand for electric vehicle (EV) charging points and bays;
- Enabling safe use of streets by public service vehicles – and bus stop clearway areas in the Friars;
- Parking layout at the western end of Varndean Road, including an area of informal verge parking;
- Parking on their crossovers and dropped kerbs; and
- Access to parking permits by households with substandard or shared garages and drives.

We tested opinion on these issues and sought additional suggested issues using an online survey (Microsoft Forms) delivered from links on our Facebook Page<sup>2</sup>; our website<sup>3</sup>, individual street email and WhatsApp groups and an area-wide leaflet drop between 21 July 2020 and (initially) 31 July 2020. Following early submissions to the survey, we added a further consultation issue on 31 July 2020:

- Addressing on street parking demand caused by visitors to Preston Park.

We also amended the closing date of the survey to 5 August 2020.

103 respondents responded on-line. 1 respondent responded by emailing responses to a copy of the questionnaire. There were 104 responses in total.

A copy of the questions (as amended on 31 July 2020) can be seen in **Appendix A**.

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<sup>2</sup> <https://www.facebook.com/surrendenareaparkingcampaign/>

<sup>3</sup> <https://www.surrendenareaparking.org>

## Scheme Controlled Hours

### What is the issue?

The scheme controlled hours are proposed to be from 9–10am and 2–3pm on five days per week: Monday to Friday. We asked: has the Council modelled parking demand in our area and is it clear that these hours offer us the best prospect of limiting demand for all-day commuter, tourist and overnight and long-term parking? Might different hours be a better bet?

### What was the survey response?

The majority of respondents (58) considered that there should be more controlled hours than two hours per day.

The Council is current proposing to control parking for 2 hours out of 24, 5 days per week (Monday to Friday). Is this sufficient, or should control extend for more hours?

[More Details](#)



**Appendix B:1** includes qualitative responses providing individual reasons why longer hours were sought. SAPC notes that a considerable number of these respondents wished to revisit the principle of weekend operation. With the exception of possible controls to manage visits to Preston Park, we do not advocate this, as the February-March 2020 consultation provided a clear majority in favour of a weekday scheme. However, many other respondents highlight the desirability of a longer period of control in both the morning and the afternoon or evening to better manage the parking demand arising from school and college journeys as well as from commuters.

### SAPC Recommendation to the Council

The January - February 2020 consultation resulted in a clear community vote for a 'light touch' scheme operating on five days per week. SAPC recognises the importance of responding to community opinion. However, the setting of hours to meet that preference is a matter that needs to be informed by evidence that the selected hours will on balance be the best hours to address the community's concerns about parking in this area. It would be a mis-use of public resources to adopt a scheme which can be predicted will not solve the problems which generated the demand for it in the first place.

BHCC needs to be clear that the controlled hours proposed are based on evidence around the performance of parking supply and demand in the Surrenden area and carefully targeted to achieve the behavioural changes sought by the scheme. SAPC is clear that the two proposed 1 hour controlled slots would significantly reduce long term vehicle storage and would have some beneficial effect on commuter parking for Preston Park station, although others might amend their working hours to reduce the effect of the scheme on them. The proposed hours would have limited effects on parking generated by school journeys and would be unlikely to have any meaningful effect on parking decisions by visitors to Preston Park. Existing pay and display bays in the Park and on Preston Park Avenue would be likely to remain little used and low sourced of revenue, whilst park-side residents would still be unable to park.

**Recommendation 1: BHCC is recommended to:**

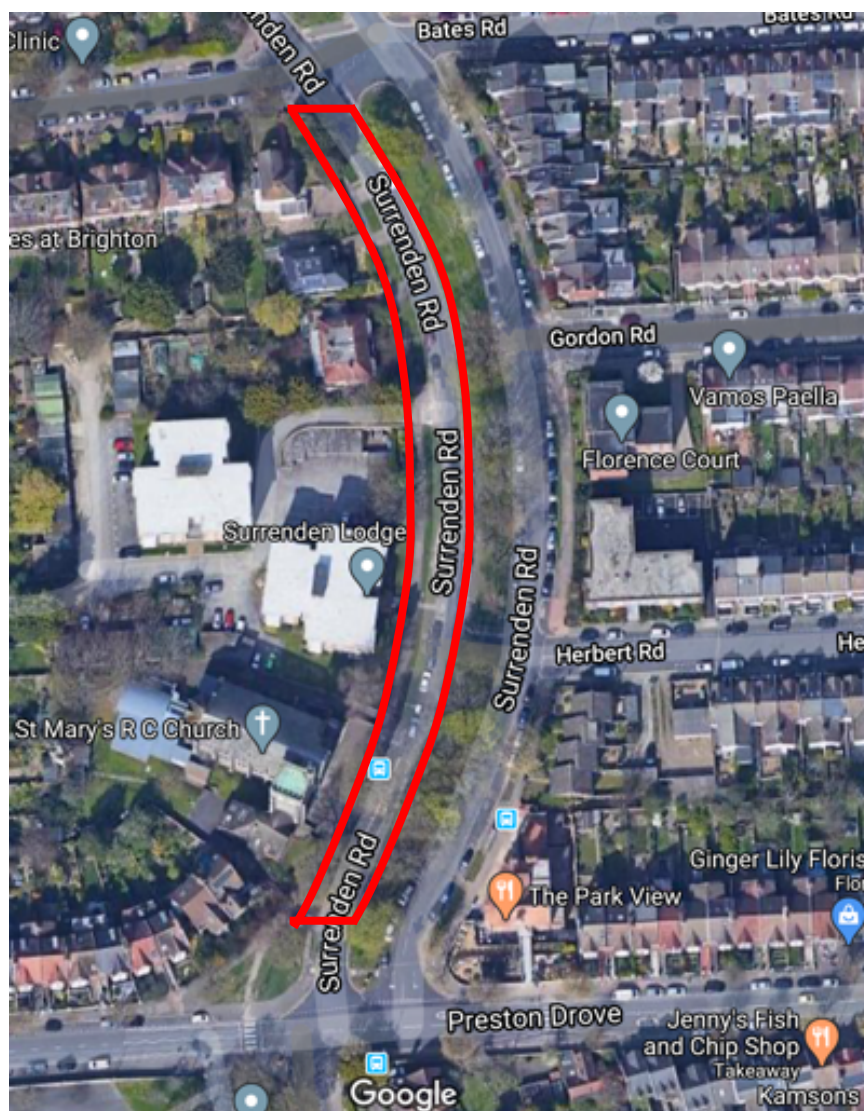
- **Consider different hours – later than 9.30 (perhaps 10am-12pm) so as to deter those commuters parking in time for the off-peak trains, and later than 5pm (6pm-8pm) to dissuade the parking of trades vans overnight.**
- **Some longer-stay paid for bays on the park (southern) side of Preston Drove may assist in managing parking by park visitors in addition to tennis club users (for whom time limited paid bays may be more appropriate).**
- **These measures would be likely to improve the revenue performance of the scheme and of the adjacent paid bays in Preston Park and Zone J for BHCC.**

## Parking Layout on Surrenden Road

### What is the issue?

The scheme proposes to maintain the current staggered parking bays on Surrenden Road, on the northbound (western) carriageway between St Mary's Church and the Harrington Road junction, where groups of bays are provided adjacent to the central reservation. When these bays were initially introduced, they were justified as a traffic calming measure. The SAPC remains concerned that these bays have created a dangerous visual obstruction for hundreds of school children crossing this busy road. They have created a chicane that, due to 'tight' geometry, poses a traffic hazard and can delay buses and emergency vehicles when vehicles are parked carelessly, overhanging bays by only small amounts. With less vehicle storage and commuter parking in the area due to the scheme, we are asking the Council, do these in principle dangerous bays need to stay?

### Where is it?



## What was the survey response?

77 respondents (a very substantial majority) considered this to be an important issue. 10 did not consider that it was important and 16 had no opinion.

**HOW IMPORTANT IS THIS ISSUE...** The scheme proposes to maintain staggered parking bays on Surrenden Road, with some bays adjacent to the central reservation. Do these dangerous bays need to stay?

[More Details](#)

Very important	49
Quite important	17
Moderately important	11
Not important	10
I don't have an opinion	16



A majority of those responding who considered the consultation paper (49) considered that the Council's current design is not an adequate response to the issue. Only 13 respondents considered that the proposal to maintain the staggered bays in this location was an adequate response.

**Thinking of your answer about Surrenden Road staggered parking bays, has the Council proposed a good solution?**

[More Details](#)

Yes, the Council scheme is ade...	13
I'm neutral on this issue	41
No, the Council scheme is not ...	49



Given the use of the Surrenden Road pavements and the Harrington Road crossing by large numbers of children walking to and from schools from infant to VIth form colleges, the majority of respondents' qualitative feedback was that the existing 20mph zone should be relied upon to reduce speed and that this should be enforced if necessary. Unconventionally located parking (to the right of the main running lane) and the left to right switch of the main running lane between blocks of bays were identified as a hazard to visibility for pedestrians and to drivers alike. The opportunity presented by the implementation of a parking scheme should be taken to simplify the parking layout in this location in the interests of enhanced pedestrian and driver safety.

## SAPC Recommendation to the Council

SAPC endorses the opinions of its community respondents. The opportunity presented by works to implement the parking scheme is an opportunity to improve road safety for drivers

and pedestrians alike on the northbound (western) carriageway of Surrenden Road between St Mary's Church and the Harrington Road junction.

**Recommendation 2: BHCC is recommended to:**

- **Improve safety by consolidating all parking on either the left or the right-hand side of the carriageway in this location.**
- **Left hand parking would be likely to be safer but may result in the loss of some bays. Some residents oppose this.**
- **Left hand parking has the advantage of facilitating the installation of disabled bays at a later date and making movement easier and safer for the residents in question.**
- **Whilst less conventional and potentially less safe for pedestrians, consolidation of parking on the right-hand side would result in the loss of fewer bays – subject to survey, no loss of bays could be a possible outcome, and this would satisfy residents concerned about the loss of parking spaces. However, it would require additional investment in a new footway and loss of green space that many would not support.**

## Parking for Varndean VI<sup>th</sup> Form College

### What is the issue?

Varndean College students and staff are a significant source of local parking demand. Just before the Coronavirus lockdown, the Council was considering a Green Travel Plan for the college, aiming to reduce the demand for car trips. In discussions between SAPC and the then College Principal in 2018, it was stated that 120 student vehicles are driven to the College each day, and since they are not permitted parking within the College grounds, space is taken in the surrounding streets. We asked: what has happened to the Green Travel Plan and has the parking scheme design taken it into account?

### What was the survey response?

86 respondents (a very substantial majority) considered this to be an important issue. 10 did not consider that it was important and 7 had no opinion.

HOW IMPORTANT IS THIS ISSUE... Varndean College students and staff are a significant source of local parking demand. How will the scheme design address this?

[More Details](#)

Very important	52
Quite important	24
Moderately important	10
Not important	10
I don't have an opinion	7



A majority of those responding who considered the consultation paper (41) considered that the Council's current design is not an adequate response to the issue. 20 respondents considered that it was adequate to take forward a scheme design without expressly considering trip generation and parking demand caused by the college.

Thinking of your answer about Varndean College parking, has the Council proposed a good solution?

[More Details](#)

Yes, the Council scheme is ade...	20
I'm neutral on this issue	42
No, the Council scheme is not ...	41



### SAPC Recommendation to the Council

The number, daily distribution and duration of car-borne trips to Varndean College, and the balance between those accommodated (or capable of being accommodated) within the college grounds and those required to park on neighbouring streets can be understood. Data on these issues was provided to BHCC in association with the discharge of a condition to planning permission BH2020/00299.

The proposed parking scheme is capable of being a means to incentivise green travel to the college: limiting on-street parking as a means to encourage more walking, cycling and public transport use. SAPC remains of the view that the college should also be asked to do more to accommodate its essential car-user parking requirement (disabled students, some key staff) on its own site, reducing its contribution to on street parking demand. This would also be a broadly green measure, tending to reduce carbon, nitrogen and small particulates emissions by reducing car trips.

**Recommendation 3: BHCC is recommended to:**

- **Review progress on the Vardean College Green Travel Plan as a potential input to setting the controlled hours in the scheme; and**
- **Continue to engage in dialogue with Varndean College, seeking material increases in the proportion of non-motorised and public transport use for the trips that it generates, whilst also ensuring that the needs of its essential car-users are met as far as possible on site.**

## Electric Vehicles

### What is the issue?

We asked: is the scheme future-proofed by addressing rising demand for electric vehicle (EV) charging points? The consultation proposal appears to show no more than two or three EV bays throughout. Surely this isn't enough?

### What was the survey response?

86 respondents again (a very substantial majority) considered this to be an important issue. 10 did not consider that it was important and 7 had no opinion.

HOW IMPORTANT IS THIS ISSUE... The scheme proposes only a very small number of Electric Vehicle (EV) parking bays

[More Details](#)

Very important	34
Quite important	27
Moderately important	25
Not important	10
I don't have an opinion	7



A marginal majority of respondents (45) were neutral on this issue when considering the adequacy of the Council's design response in relation to it. 42 thought that the Council's proposals were not adequate. Only 16 respondents considered that the Council's design response was adequate.

Thinking of your answer about Electric Vehicle (EV) parking, has the Council proposed a good solution?

[More Details](#)

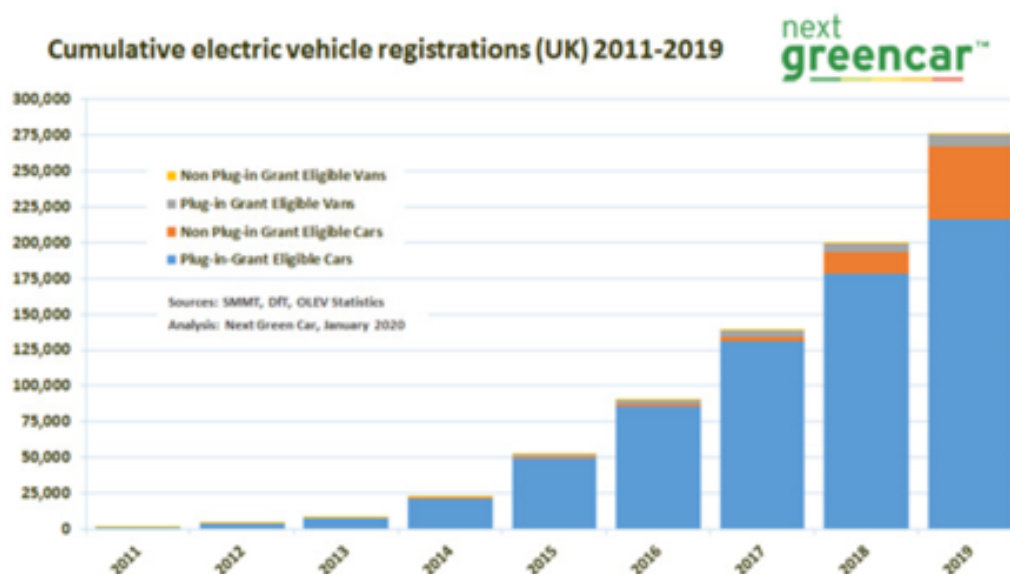
Yes, the Council scheme is ade...	16
I'm neutral on this issue	45
No, the Council scheme is not ...	42



### SAPC Recommendation to the Council

Increasing shifts from carbon emitting vehicles to EVs is an important green measure, tending to reduce carbon, nitrogen and small particulates emissions associated with car trips. EV costs are reducing and ranges are increasing. EVs are becoming more feasible as

cars for general purpose use and the numbers manufactured and purchased continue to rise year on year<sup>4</sup>.



Source: SMMT, OLEV, DfT Statistics; Analysis: Next Green Car, January 2020.

EV use is most likely to increase significantly as a percentage of the city's vehicle fleet in the coming 5 – 10 years.

This is an opportunity for the parking scheme to be future-facing and to incentive greener motoring by providing more EV charging bays from the outset. This would be an important addition to Brighton's commitment to carbon reduction, nitrogen oxides reduction, small particulates reduction, to enhancing air quality and improving human health.

#### **Recommendation 4: BHCC is recommended to:**

- **Take the opportunity presented by works to implement the parking scheme to provide a significantly larger number of EV charging bays. (10-15)**
- **The location of EV bays should be prioritised to locations that do not affect the frontages of individual dwellings and to streets where housing lacks off-street parking. There is a substantial area of street frontage to Surrenden Road near Varndean College where multiple bays could be provided.**
- **Neighbouring properties should be consulted about detailed EV bay locations.**

<sup>4</sup> <https://www.nextgreencar.com/electric-cars/statistics/>

## Public Transport

### What is the issue?

There are two issues. The first relates generally to the scheme area as a whole, where the SAPC maintains its long-standing position: the location of parking bays must enable the safe transit of public service vehicles through streets served by relevant routes. This builds on the concerns expressed above about the staggered or chicane layout of some parking bays on Surrenden Road, which we would like to be reviewed. The staggered bay issue on Surrenden Road (see above) addresses the main location where the current parking layout poses a potential restriction and hazard to bus movements.

The second is more specific. The scheme proposes to reserve bus stop clearway areas in the Friars, but the bus route has ceased. More spaces could be available, unless the route is proposed to be reinstated. We asked: can the Council confirm its plans?

### Where is it?



### What was the survey response?

49 respondents (a majority) considered the Friars aspect of this to be an important issue. 8 did not consider that it was important and 36 had no opinion.

. HOW IMPORTANT IS THIS ISSUE... The scheme provides bus stop clearway areas in 'the Friars'

[More Details](#)

Very important	24
Quite important	22
Moderately important	13
Not important	8
I don't have an opinion	36



Given its specific application to the Friars, most respondents (69) were neutral on this point. But of those with a view on the Council's scheme, a majority (23) considered that it was not adequate. Only 11 considered that it was adequate.

. Thinking of your answer about buses in the Friars, has the Council proposed a good solution?

[More Details](#)

Yes, the Council scheme is ade...	11
I'm neutral on this issue	69
No, the Council scheme is not ...	23



### SAPC Recommendation to the Council

For reasons set out above, the safe and un-delayed passage of buses along Surrenden Road is a key consideration underpinning the recommendation to amend the staggered parking layout on the northbound carriageway between St Mary's church and Harrington Road.

In 'the Friars' there is a play-off between those in favour of maximising the number of parking bays and those who wish to safeguard the potential for the return of the bus route.

#### Recommendation 5: BHCC is recommended to:

- Undertake further diligence on the likelihood of reinstating a bus service in the Friars.
- If this service is likely to be restored, then the route and stops should be safeguarded.
- If this service is not likely to be restored, then the route and stops should not be safeguarded. The opportunity to release more parking spaces should be taken.

## Parking at the Western End of Varndean Road

### What is the issue?

An area of informal 90-degree parking spaces has been created on the verge at the western end of Varndean Road, serving large blocks of flats and accommodating over 40 parking spaces within little more than 100m of road frontage. The scheme proposes a return to parallel parking in this location. We asked: does this adequately address local demand?

### Where is it?



### What was the survey response?

Notwithstanding that this is a highly localised issue, a clear majority of respondents (68) consider it to be important. 38 considered it to be very important. 32 have no opinion and only 3 consider it not to be important.

## HOW IMPORTANT IS THIS ISSUE... Is there enough parking provided on Varndean Road?

[More Details](#)

Very important	38
Quite important	17
Moderately important	13
Not important	3
I don't have an opinion	32



The majority of respondents considering the adequacy of the BHCC scheme were neutral on its merits. This is unsurprising, given the localised nature of this issue. However, of those with opinions on merits, a clear majority (37) considered that the scheme was not adequate, whereas 15 considered that it was adequate.

## Thinking of your answer about parking on Varndean Road, has the Council proposed a good solution?

[More Details](#)

Yes, the Council scheme is ade...	15
I'm neutral on this issue	51
No, the Council scheme is not ...	37



## SAPC Recommendation to the Council

SAPC remains concerned that the loss of informal 90-degree parking in this location will result in a significant loss in parking supply that will repercuss elsewhere in the scheme area. The loss of green verge to informal parking is something that in general terms the Campaign would seek to resist. However, in this location, given the high density of housing in the immediate surroundings and the very large area of street frontage required to accommodate parallel parking to replace these informal bays if lost, a pragmatic solution appears to be to formalise the current parking layout.



There are a wide range of 'grass block' concrete and polymer paving and ground reinforcing products that can enable the aesthetic and drainage benefits of a permeable grass verge to be retained, whilst also enabling its use for parking. An example is illustrated above. SAPC wishes to see consideration being given to the use of such products to enable the retention of the informal 90-degree parking layout, together with the aesthetic and drainage benefits of a permeable grass verge.

**Recommendation 6: BHCC is recommended to:**

- **Formalise and properly form 90-degree parking bays on the western end of Varndean Road to meet local need arising from high density housing.**
- **Consider the use of a textured concrete or polymer '*grass block*' surface which enables grass growth, improving aesthetics and reducing the amount of additional impermeable surface that would be created.**

## Safeguarding Access to Homes with Driveways and Garages

### What is the issue?

A significant number of residents have had concerns for many years about whether they would be allowed to park on their crossovers and dropped curb areas if a parking scheme were to be implemented. Officers have previously provided the view that they would not, as only double yellow lines over driveways could adequately safeguard property-owners' access rights. Many residents take the view that they should, taking the view that on a balance of risk and benefit, they preferred to retain the ability to park on their own crossovers with a less clear ability for the Council to enforce against infringement by others over a setting where double yellow lines would be clearly enforced against all – including the property resident concerned. Local residents also point to the increased demand for roadside parking if crossover parking were to be restricted.

Many residents pointed out that practice between individual Councils and within Brighton varies on this point: it was highlighted that some Brighton residents' crossovers elsewhere in the city are indicatively protected with a white line. In Lewes District, it was suggested that parking on crossovers by the resident is permitted. In short, there are other solutions.

We said: it will be important to get a definitive answer on this point.

### What was the survey response?

The great majority of respondents (91) consider this to be an important issue, with 57 considering it to be very important.

HOW IMPORTANT IS THIS ISSUE... The consultation paper does not set out a clear position about parking on crossovers

[More Details](#)

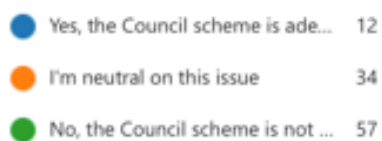
Very important	57
Quite important	23
Moderately important	11
Not important	5
I don't have an opinion	7



A majority of respondents (57) considered that the current scheme does not provide an adequate solution on this point. Quite a large number are neutral (and bearing in mind the mixed housing stock and that many houses do not have drives, this is unsurprising). Only 12 consider that the design is adequate.

. Thinking of your answer about parking on crossovers, has the Council proposed a good solution?

[More Details](#)



### SAPC Recommendation to the Council

Here, the SAPC considers that the Council should be guided by the views of its residents and by the fact that the practice of applying double yellow lines in such circumstances is by no means universal.

#### **Recommendation 7: BHCC is recommended to:**

- **Safeguard access to drives using indicative white lines.**

## Managing Substandard and Shared Driveways and Garages

### What is the issue?

Many of the houses in the Surrenden Area notionally have off-street parking provided in drives and garages which, whilst looking externally like garages are used for other domestic purposes. Often having been designed a century or so ago these are too small, have restricted turning areas making them inaccessible for a modern car or the driveways are shared with a neighbour. We said: we want the Council to clarify that where a garage or drive is inaccessible, effectively un-usable or does not provide a guaranteed parking space (eg because it is shared), householders will be eligible for a residents parking permit in the first round. Some individual residents have already received officer correspondence making that commitment, but it is sufficiently important to many people that we say that there should be a generally stated policy to this effect. (It should be noted that similar issues will be relevant if parking controls are implemented in many of Brighton's extensive inter-war and garden suburban areas).

### What was the survey response?

A clear majority of respondents thought that this issue alone was very important (55). The vast majority (83) viewed it as important. 17 respondents did not have an opinion and 3 consider that it is not important.

HOW IMPORTANT IS THIS ISSUE... The consultation paper does not state clearly how substandard or shared garages or drives will be treated once the scheme is running.

[More Details](#)

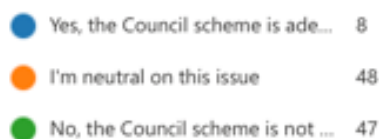
Very important	55
Quite important	15
Moderately important	13
Not important	3
I don't have an opinion	17



Considering the response provided by the BHCC scheme, a slender majority of residents with opinions (48) are neutral on its merits: this reflects the mixed housing stock in the area: the fact that whilst many houses in the area do have access to a drive and/ or garage, many of the houses do not. 47 respondents viewed the BHCC scheme as inadequate on this point. Only 8 respondents viewed the BHCC scheme as adequate.

. Thinking of your answer about substandard garages, has the Council proposed a good solution?

[More Details](#)



### SAPC Recommendation to the Council

SAPC notes that BHCC has already corresponded to some local residents acknowledging that where a house has a structure built as a garage or drive but no longer accessible to a contemporary car and so not used as such, it would not 'count' as off street parking for the purposes of allocation decisions about parking permits. SAPC seeks the Council's establishment of a clear policy basis for that position, which equally needs to acknowledge that in interwar streets such as 'the Friars', shared driveways cannot be taken to provide an off-street parking space for both houses with rights to use them. It is most likely that this issue will be relevant in all inter-war/ garden suburban areas that may be proposed to be subject to parking controls in the future, not just the Surrenden area. SAPC has prepared a draft policy document that it hopes will assist the Council's consideration of this point.

#### Recommendation 8: BHCC is recommended to:

- **Adopt a clear policy that homes with dimensionally substandard or shared accesses, drives and garages will not be considered as having dedicated off-street parking for the purposes of parking permit allocation decisions.**
- **Refer to the draft SAPC substandard and shared residential accesses policy document to assist consideration of a way forward.**
- **Clarify the approach and timing for permit applications for those residents with garages and driveways.**

## Managing Parking for Preston Park

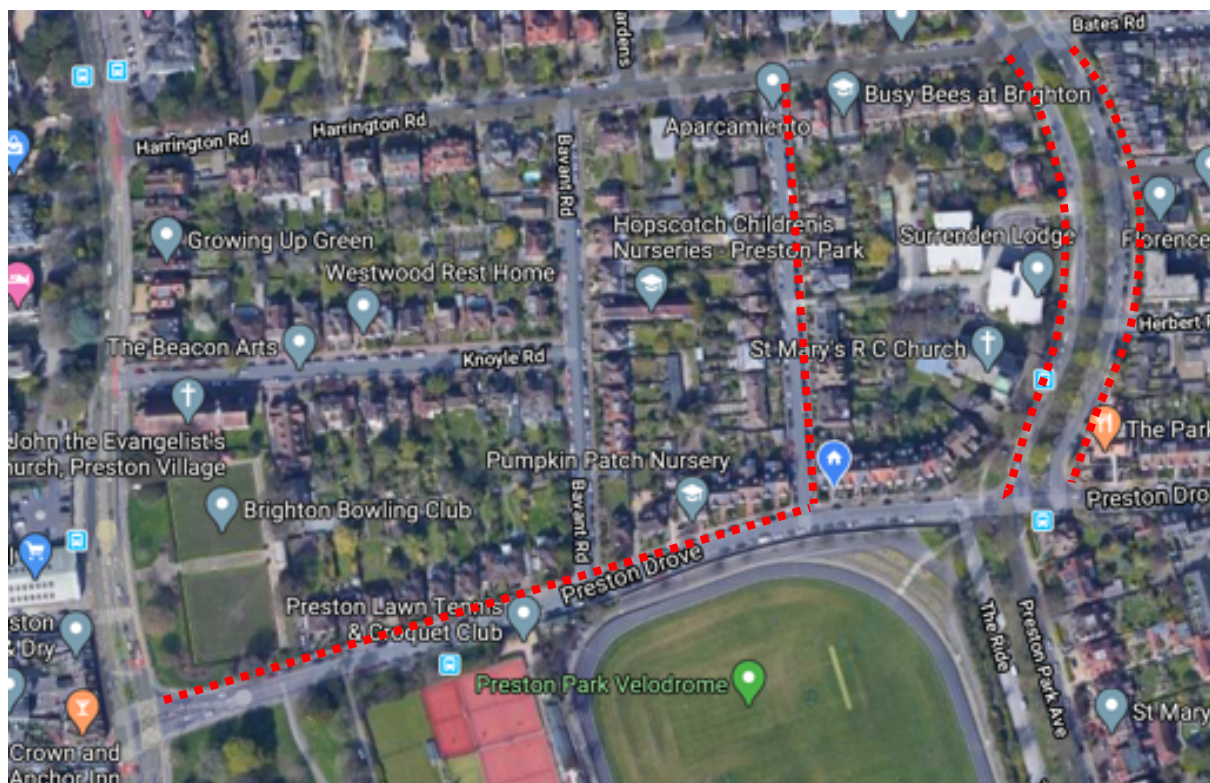
### What is the issue?

Whilst the majority of streets voted clearly for a 'light touch' Monday to Friday scheme, park-side residents (mainly in Harrington Villas and Preston Drove and Surrenden Road) were concerned about how such a scheme will manage parking demand generated by visitors to Preston Park nearby.

Park visitors have a large number of 'paid for' bays within the park and on Preston Park Avenue (Zone J), but these are often empty, whilst visitors park for free in residential streets nearby instead. Much of this parking demand is leisure-related: occurring in the evenings and at weekends. At the moment this is a lose-lose scenario: the residents lose the ability to park near their homes and the Council loses potential revenue from its own existing pay and display parking bays in Zone J and in the Park itself.

We identified that the Council's consultation paper does not state clearly how the proposed scheme will manage parking demand created by Preston Park, in the streets close to the park.

### Where is it?



## What was the survey response?

It should be noted that this issue was not added to the survey as a specific issue until 31 July 2020 and so response rates are smaller than those for other issues. Nevertheless, the great majority of respondents (42) considered it to be an important issue. 3 respondents had no opinion on it and no (0) respondents considered that it was not important.

- HOW IMPORTANT IS THIS ISSUE... The consultation paper does not state clearly how the proposed scheme will manage parking demand created by Preston Park, in the streets close to the park.

[More Details](#)

Very important	25
Quite important	9
Moderately important	8
Not important	0
I don't have an opinion	3



Considering the solutions proposed in the Council's scheme design, a majority of respondents (25) identified that the scheme design was not adequate. 12 were neutral, whilst 9 took the view that the Council scheme did provide an adequate response.

Thinking of your answer about managing parking demand caused by Preston Park, has the Council proposed a good solution?

[More Details](#)

Yes, the Council scheme is ade...	8
I'm neutral on this issue	12
No, the Council scheme is not ...	25



## SAPC Recommendation to the Council

SAPC recognises the general desire of residents in the area as a whole to receive a 'light touch' Monday to Friday scheme. However, it must be noted that the scheme as currently proposed is not at all well adapted to managing the needs of visitors to Preston Park and the potential conflicts between them and local residents over parking, especially in the evenings and at weekends. In relation to scheme hours, it should be noted that Harrington Villas residents, driven largely by proximity to the Park, did vote for a full scheme in the January – February consultation. There is a mandate there for extended hours of operation and a higher level of restriction that is not available in the wider scheme area.

Most importantly, BHCC is requested to be mindful that Preston Park is a city-wide resource, used by residents of the whole city and tourist visitors alike. Many appear to arrive by car. The entire park perimeter (including areas already within Zone J) requires to be considered

holistically because, if parking is paid for and limited along one side of the park, but free on another, all that will happen is that park visitors will continue to be driven to park for free in the streets, where this is permitted whilst controlled and paid for bays within the park and in Zone J will remain under-used. This is an inefficient use of the on-street parking resource and results in loss of revenue to the Council. The solution is to adopt broadly similar parking controls and costs on all streets immediately facing and easily accessible on foot to the park.

**Recommendation 9: BHCC is recommended to:**

- **Recognise that parking for Preston Park is a key driver of parking demand in streets adjacent to the park and that there are demand peaks at evenings and weekends: these will not be addressed by a standard set of controls designed to limit commuter parking elsewhere in the area.**
- **Design a parking scheme that harmonises time and cost controls in all streets facing and directly accessible to the park, removing the incentive for park visitors to hunt for free parking by driving around the park.**
- **Maximise the efficient use of existing time controlled and paid for bays within Zone J and the park itself, increasing Council parking revenue.**

## Other Issues Identified by Respondents

### What are the issues?

Survey respondents were asked whether, in addition to the main issues identified in the SAPC questionnaire and reported on above, there were other important issues?

### What were the survey responses?

A majority of survey respondents to this question (61) considered that the issues identified in the SAPC survey were the important issues and that there were no others. However, a substantial minority of respondents (42) did raise other issues and these should be individually reviewed as many of them contain valuable points of local intelligence and design detail.

. Are there any additional issues that you would like to see addressed in the scheme design?

[More Details](#)

● Yes  
● No

42  
61



**Appendix B2** provides access to anonymised qualitative responses to the questionnaire, identifying the issues that were raised. Common themes included:

- Reviewing scheme design in relation to all school entrances to ensure that avoidable hazards to pedestrians are removed (a schools' safety audit and the provision of safe drop zones, discouraging parking by 'school run' parents).
- Reconsidering the likely behavioural effect of two hour timed free bays in roads with otherwise no limitations on parking outside controlled hours. Experience from the existing timed bays in Knoyle Road suggests that as they are the most restricted bays in the road, they are left empty, with users of the church and the hall using less restricted parking elsewhere by preference. Key to ensuring the usage of these bays by visitors is suggested to be making the bay stay period longer or even unlimited but making them into pay and display bays.

### SAPC Recommendations to the Council

There are a range of valuable suggestions (set out in Appendix B2) and BHCC should review them. Specifically, however:

**Recommendation 10: BHCC is recommended to:**

- **Conduct a design safety audit on all parking layouts adjacent to nursery, school and college gates/ drop off areas.**
- **Reconsider the use of free timed bays limited for two hours, as these are unlikely to serve the needs of the clubs, churches and facilities that they are designed for and will drive visitor parking into the less restricted residents' bays. Less time restricted but paid-for bays could address visitors needs and generate additional revenue.**
- **Review individual comments in Appendix B2 as a source of valuable local design detail.**

## Conclusions and Summary of Recommendations

In conclusion, the SAPC maintains its strong support for the principle of a controlled parking scheme applying to the whole area. Different design and timing approaches may well be justified to address the specific issues that individual parts of this very large and diverse area raise.

We have consulted residents and responses to that consultation have given rise to the following detailed recommendation to the Council.

### **Recommendation 1: BHCC is recommended to:**

- **Consider different hours – later than 9.30 (perhaps 10am-12pm) so as to deter those commuters parking in time for the off-peak trains, and later than 5pm (6pm-8pm) to dissuade the parking of trades vans overnight.**
- **Some longer-stay paid for bays on the park (southern) side of Preston Drove may assist in managing parking by park visitors in addition to tennis club users (for whom time limited paid bays may be more appropriate).**
- **These measures would be likely to improve the revenue performance of the scheme and of the adjacent paid bays in Preston Park and Zone J for BHCC.**

### **Recommendation 2: BHCC is recommended to:**

- **Improve safety by consolidating all parking on either the left or the right-hand side of the carriageway in this location.**
- **Left hand parking would be likely to be safer but may result in the loss of some bays. Some residents oppose this.**
- **Left hand parking has the advantage of facilitating the installation of disabled bays at a later date and making movement easier and safer for the residents in question.**
- **Whilst less conventional and potentially less safe for pedestrians, consolidation of parking on the right-hand side would result in the loss of fewer bays – subject to survey, no loss of bays could be a possible outcome, and this would satisfy residents concerned about the loss of parking spaces. However, it would require additional investment in a new footway and loss of green space that many would not support.**

### **Recommendation 3: BHCC is recommended to:**

- **Review progress on the Vardean College Green Travel Plan as a potential input to setting the controlled hours in the scheme; and**
- **Continue to engage in dialogue with Varndean College, seeking material increases in the proportion of non-motorised and public transport use for the trips that it generates, whilst also ensuring that the needs of its essential car-users are met as far as possible on site.**

**Recommendation 4: BHCC is recommended to:**

- Take the opportunity presented by works to implement the parking scheme to provide a significantly larger number of EV charging bays. (10-15)
- The location of EV bays should be prioritised to locations that do not affect the frontages of individual dwellings and to streets where housing lacks off-street parking. There is a substantial area of street frontage to Surrenden Road near Varndean College where multiple bays could be provided.
- Neighbouring properties should be consulted about detailed EV bay locations.

**Recommendation 5: BHCC is recommended to:**

- Undertake further diligence on the likelihood of reinstating a bus service in the Friars.
- If this service is likely to be restored, then the route and stops should be safeguarded.
- If this service is not likely to be restored, then the route and stops should not be safeguarded. The opportunity to release more parking spaces should be taken.

**Recommendation 6: BHCC is recommended to:**

- Formalise and properly form 90-degree parking bays on the western end of Varndean Road to meet local need arising from high density housing.
- Consider the use of a textured concrete or polymer '*grass block*' surface which enables grass growth, improving aesthetics and reducing the amount of additional impermeable surface that would be created.

**Recommendation 7: BHCC is recommended to:**

- Safeguard access to drives using indicative white lines.

**Recommendation 8: BHCC is recommended to:**

- Adopt a clear policy that homes with dimensionally substandard or shared accesses, drives and garages will not be considered as having dedicated off-street parking for the purposes of parking permit allocation decisions.
- Refer to the draft SAPC substandard and shared residential accesses policy document to assist consideration of a way forward.
- Clarify the approach and timing for permit applications for those residents with garages and driveways.

**Recommendation 9: BHCC is recommended to:**

- Recognise that parking for Preston Park is a key driver of parking demand in streets adjacent to the park and that there are demand peaks at evenings and weekends: these will not be addressed by a standard set of controls designed to limit commuter parking elsewhere in the area.

- **Design a parking scheme that harmonises time and cost controls in all streets facing and directly accessible to the park, removing the incentive for park visitors to hunt for free parking by driving around the park.**
- **Maximise the efficient use of existing time controlled and paid for bays within Zone J and the park itself, increasing Council parking revenue.**

**Recommendation 10: BHCC is recommended to:**

- **Conduct a design safety audit on all parking layouts adjacent to nursery, school and college gates/ drop off areas.**

## Appendix A: SAPC Questionnaire

### **SURRENDEN AREA PARKING CAMPAIGN: PARKING DESIGN SURVEY 2020**

Please use [this form](#) (link to online form) to record ideas that you would like your Campaign to raise with Brighton and Hove City Council as part of the final design for a parking scheme in the Surrenden Area. It should take no more than 5 minutes of your time.

You must respond by 31 July 2020 (*later amended to 5 August 2020*).

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#### Hours of Operation

The SAPC wants to ensure that the parking scheme reduces demand for long term vehicle storage, overnight and out of area commuter parking.

1. The Council is current proposing to control parking for 2 hours out of 24, 5 days per week (Monday to Friday). Is this sufficient, or should control extend for more hours? (tick 1 box)

- a. Two hours control five days per week is sufficient ☐
- b. More controlled hours would be preferred ☐

2. If more controlled hours are required, how many hours do you think are needed and why?

*It would help if you could make a specific proposal - for example:*

*10am - midday and 6pm - 8pm, Monday to Friday*

3. The Council proposes to control parking from 9 to 10 am and 2 to 3 pm. Are these the right hours? (tick 1 box)

- a. Yes ☐
- b. No ☐

4. If 9 to 10 am and 2 to 3 pm are not the right hours, then what hours would you prefer?

*It would help if you could make a specific proposal - for example:*

*10am - midday and 6pm - 8pm, Monday to Friday*

## Design issues

The SAPC has identified a range of design issues that we are asking the Council to address in the final scheme design. We would like to know if you think these are important, if the Council's solution has addressed them adequately and if there are any other issues that need to be considered.

It will help if you look at the Council's proposals whilst you answer these questions. You can see them here:

[https://consultations.brighton-hove.gov.uk/parking/surrenden-area-residents-parking/supporting\\_documents/6940%20Surrenden%20area%20residents%20parking%20RIGHWAY.pdf](https://consultations.brighton-hove.gov.uk/parking/surrenden-area-residents-parking/supporting_documents/6940%20Surrenden%20area%20residents%20parking%20RIGHWAY.pdf)

## How Important Are These Issues?

5. The scheme proposes to maintain **staggered parking bays on Surrenden Road**, with some bays adjacent to the central reservation. Do these dangerous bays need to stay?

*When these bays were initially introduced, they were justified as a traffic calming measure. The SAPC remains concerned that these bays have created a dangerous visual obstruction for hundreds of school children crossing this busy road. They have created a chicane that poses a traffic hazard for buses and emergency vehicles. With less vehicle storage and commuter parking in the area due to the scheme, we are asking the Council, if they can be removed.*

This issue is ... (tick 1 box)

- |                      |                          |
|----------------------|--------------------------|
| Very important       | <input type="checkbox"/> |
| Quite important      | <input type="checkbox"/> |
| Moderately important | <input type="checkbox"/> |
| Not important        | <input type="checkbox"/> |

6. Thinking of your answer about Surrenden Road staggered parking bays, has the Council proposed a good solution?

(tick 1 box)

- |  |                          |
|--|--------------------------|
| Yes, the Council scheme is adequate    | <input type="checkbox"/> |
| I'm neutral on this issue              | <input type="checkbox"/> |
| No, the Council scheme is not adequate | <input type="checkbox"/> |

7. If the scheme is not adequate on this issue, please describe what should be done differently?

8. **Varndean College students and staff are a significant source of local parking demand.** How will the scheme design address this?

*Just before the Coronavirus lockdown, the Council was considering a Green Travel Plan for Varndean 6th Form College, aiming to reduce the demand for car trips. What has happened to this proposal and has the parking scheme design taken it into account?*

This issue is ... (tick 1 box)

- |                      |                          |
|----------------------|--------------------------|
| Very important       | <input type="checkbox"/> |
| Quite important      | <input type="checkbox"/> |
| Moderately important | <input type="checkbox"/> |
| Not important        | <input type="checkbox"/> |

9. Thinking of your answer about Varndean College parking, has the Council proposed a good solution?

(tick 1 box)

- |  |                          |
|--|--------------------------|
| Yes, the Council scheme is adequate    | <input type="checkbox"/> |
| I'm neutral on this issue              | <input type="checkbox"/> |
| No, the Council scheme is not adequate | <input type="checkbox"/> |

10. If the scheme is not adequate on this issue, please describe what should be done differently?

11. The scheme proposes only a very small number of **Electric Vehicle (EV) parking bays**

*Is the scheme future proofed by addressing rising demand for electric vehicle (EV) charging points? The consultation proposal appears to show no more than two or three EV bays throughout. Is this enough?.*

This issue is ... (tick 1 box)

- |                |                          |
|----------------|--------------------------|
| Very important | <input type="checkbox"/> |
|----------------|--------------------------|

- Quite important ☐
- Moderately important ☐
- Not important ☐

12. Thinking of your answer about EV parking bays, has the Council proposed a good solution?

(tick 1 box)

- Yes, the Council scheme is adequate ☐
- I'm neutral on this issue ☐
- No, the Council scheme is not adequate ☐

13. If the scheme is not adequate on this issue, please describe what should be done differently?

14. The scheme provides **bus stop clearway areas in 'the Friars'**

*The scheme proposes to reserve bus stop clearway areas in the Friars. Having lost the bus route here, are buses proposed to return to the Friars?*

This issue is ... (tick 1 box)

- Very important ☐
- Quite important ☐
- Moderately important ☐
- Not important ☐

15. Thinking of your answer about buses in 'the Friars', has the Council proposed a good solution?

(tick 1 box)

- Yes, the Council scheme is adequate ☐
- I'm neutral on this issue ☐
- No, the Council scheme is not adequate ☐

16. If the scheme is not adequate on this issue, please describe what should be done differently?

17. Is there enough parking provided on Varndean Road?

*An area of informal 90 degree parking bays has emerged at the bottom of Varndean Road on the verge. The scheme proposes a return to parallel parking in this location? Does this adequately address local demand?*

This issue is ... (tick 1 box)

- |                      |                          |
|----------------------|--------------------------|
| Very important       | <input type="checkbox"/> |
| Quite important      | <input type="checkbox"/> |
| Moderately important | <input type="checkbox"/> |
| Not important        | <input type="checkbox"/> |

18. Thinking of your answer about Vardean Road parking, has the Council proposed a good solution?

(tick 1 box)

- |  |                          |
|--|--------------------------|
| Yes, the Council scheme is adequate    | <input type="checkbox"/> |
| I'm neutral on this issue              | <input type="checkbox"/> |
| No, the Council scheme is not adequate | <input type="checkbox"/> |

19. If the scheme is not adequate on this issue, please describe what should be done differently?

20. The consultation paper **does not set out a clear position about parking on crossovers**

*Some residents have concerns about whether they would be allowed to park on their crossovers. It will be important to get a definitive answer on this point, as the consultation paper does not make that clear.*

This issue is ... (tick 1 box)

- |                      |                          |
|----------------------|--------------------------|
| Very important       | <input type="checkbox"/> |
| Quite important      | <input type="checkbox"/> |
| Moderately important | <input type="checkbox"/> |
| Not important        | <input type="checkbox"/> |

21. Thinking of your answer about parking on crossovers, has the Council proposed a good solution?

(tick 1 box)

- |                                     |                          |
|-------------------------------------|--------------------------|
| Yes, the Council scheme is adequate | <input type="checkbox"/> |
|-------------------------------------|--------------------------|

I'm neutral on this issue ☐  
No, the Council scheme is not adequate ☐

22. If the scheme is not adequate on this issue, please describe what should be done differently?

23. The consultation paper does not state clearly **how substandard or shared garages will be treated once the scheme is running.**

*A number of houses have garages that are too small, have a restricted turning area making them inaccessible for a modern car or are shared with neighbours. We want the Council to clarify that where a garage is inaccessible or does not guarantee a parking space, householders will be eligible for a residents parking permit in the first round.*

This issue is ... (tick 1 box)

Very important ☐  
Quite important ☐  
Moderately important ☐  
Not important ☐

24. Thinking of your answer about substandard or shared garages and drives, has the Council proposed a good solution?

(tick 1 box)

Yes, the Council scheme is adequate ☐  
I'm neutral on this issue ☐  
No, the Council scheme is not adequate ☐

25. If the scheme is not adequate on this issue, please describe what should be done differently?

26. The consultation paper **does not set out a clear position about parking by visitors using Preston Park<sup>5</sup>**

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<sup>5</sup> Questions 26 – 28 were added to the questionnaire between 30 July and 5 August, recognising individual householder concerns on this issue.

*Some residents in streets close to the Park have concerns about whether the proposed parking controls will address their parking concerns.*

This issue is ... (tick 1 box)

- |                      |                          |
|----------------------|--------------------------|
| Very important       | <input type="checkbox"/> |
| Quite important      | <input type="checkbox"/> |
| Moderately important | <input type="checkbox"/> |
| Not important        | <input type="checkbox"/> |

27. Thinking of your answer about parking on crossovers, has the Council proposed a good solution?

(tick 1 box)

- |  |                          |
|--|--------------------------|
| Yes, the Council scheme is adequate    | <input type="checkbox"/> |
| I'm neutral on this issue              | <input type="checkbox"/> |
| No, the Council scheme is not adequate | <input type="checkbox"/> |

28. If the scheme is not adequate on this issue, please describe what should be done differently?

Are there any other issues that the scheme design should address?

The SAPC Committee has identified a number of issues that it is exploring with the Council. But there may well be others.

29. Are there any additional issues that you would like to see addressed in the scheme design?

(tick 1 box)

- |     |                          |
|-----|--------------------------|
| Yes | <input type="checkbox"/> |
| No  | <input type="checkbox"/> |

30. If you answered 'yes', **please describe the issues** that you would like to see the scheme address...

31. Tell us **how important these issues are...**

Thank you for your input!

The SAPC will use your thoughts to guide conversations with the Council.



## Appendix B: Qualitative Questionnaire Responses

### B1: Why might more controlled hours be required?

I'm not unhappy with the proposed hours, but I think residents would benefit from additional hours, especially around rush hour (school/nursery drop off and pick up) 8am - 10am & 2pm - 4pm
10 til 12am, 5 til 7pm
some control at the weekend
11am-12noon [avoiding commuter parking] AND 5pm-9am Restricting overnight parking to residents only [which is essential for residents] and also stopping people parking work vehicles in our area and also stopping people living in vans to park overnight, which is a major problem for us
Something on Saturday and Sunday would be great but Monday to Friday later/longer mes are required to ensure parking is available when residents return from work otherwise it's barely worth residents who drive to work even having a permit! 10am to midday and 5pm to 7pm Mon to Fri
Hours that prevent White van parking overnight which is a major 45 plus doing it in Cornwall Gardens Surrenden now ..so extend the hours .Vans under light touch proposal can park after 3pm until just before 9 following day.and all weekends.
Saturday and Sunday with the same hours as week days- Websites and Hotels are now highlighting parking free streets to tourists to show them where to park up for weekend stays in Brighton - Without this weekend stay tourists could block a space from 3pm Friday afternoon until 9am Monday Morning
In our road (Surrenden) I believe there are four different types of non-resident parking. The proposed light touch scheme will not address all of these - it will only address the issue of day commuters into Brighton. It will not resolve the Varndean College parking as I believe students will just manipulate their attendance to fit between 10am and 2pm. This section of the road is DANGEROUS both for motorists and pedestrians. Where the road is used for storage of business vehicles, the scheme will not stop the parking from 3pm all through the weekend. Ditto campervans and motorhomes visiting Brighton for the weekend. I will have no effect on those who use the road for "park and ride" over the weekend. I know we are not re-inventing the wheel, but I don't believe that a light touch scheme that doesn't include weekends will work for the reasons stated above. It will also continue the misery of residents at the bottom of the road when there is any type of function in Preston Park. We need something similar to the West Hove Parking Zone L scheme - Monday to Sunday 10am-midday and 3-5pm. This would eradicate student parking, "park and ride" parking, weekend parking and commuter parking
A 24*7 scheme would be easier to police and therefore more effective.

Longer periods: e.g. 8-10 am and 4-6 pm Monday to Friday.
Controlled at weekend too
8-10, 2-4 Monday to Friday
10am - midday and 6pm - 8pm, 7 days per week. The proximity of the more restrictive Balfour Parking Zone as well as Preston Park will cause continuing problems at weekends. Residents of and visitors to parts of the Balfour Parking Zone use Surrenden Road for daylong parking.
11-1 and 1600-1800 7 days a week
4hrs
10-12 and 3-7pm, Monday to Sunday. With the current proposal, it feels like it's a timeframe that suits the 2500 college students and their schedules. I could see how they, and others, will be circling like buzzards ready to jump on spaces for the 10am slot in the morning. I think we need a full scheme personally, residents and in some parts pay and display, but I appreciate a light touch was the favourite. I do think we must insist on a seven days a week light touch, else we will just get swamped by weekend shoppers into Brighton, who should be encouraged to and use the park and ride. So I would like more hours for residents only.
I feel this is too little and not having cover over the weekend will lead to spaces being taken up by the nearby tennis and cricket club, causing continued challenges to park outside our house. I would like to see a 7 day a week scheme, possibly 8am - 8pm
10am - Midday and 6pm -8pm, every day
The council proposes a free limited time parking on Preston Drove - this means weekend visitors to the park or wider city will park in nearby roads instead - at the very least roads near the park need a 7 day scheme rather than just Monday to Friday
10am to 12 noon and 6pm to 8pm. This would make it impossible for commuters and difficult for school parking and overnights
4 hours weekdays better Some controls for weekend needed due to events in the park
I'd like to know how these hours were arrived at and why the weekend is not covered, where many major weekend events take place in Preston Park. The 9-10am slot may not deter enough students, commuters to use our streets as car parks. 10am to 11am or 10am to midday might be more significant. Again 2 to 4 pm may be better. I was in favour of a heavier touch, longer hours and weekends. If this doesn't happen, the scheme needs to be supervised daily.

Need controlled hours 7 days a week morning mid day and early evening
09.00 - 11.00 Monday to Friday 2-3pm Monday to Friday our suggestion of 9-11.00 is to discourage longer term parkers from either taking the risk that a traffic warden will not appear, or circling with the vehicle for an hour.
9am - midday and 6pm - 8 pm, Monday to Friday
10am-midday & 2pm - 4pm Mon- Fri If bays are introduced on stretches of Surrenden Road close to Varndean College congestion is going to become untenable especially between Braeburn Avenue and Friar Road - therefore occasional student parking will make the situation worse and should be controlled more than currently proposed
Throughout the week
Three 1 hour slots a day to encourage kids to walk to school. Stop free commuter parking and overnight parking. 8.30 - 9.30 2.30-3.30 7pm- 8pm
It may be possible to have a light touch scheme in some areas, but near Preston Park it should be the same as in zone J - otherwise park users will use the free parking as and when they can
6 to 7 to avoid overnight parking by others. Or possibly 5 to 6. that is in addition to those proposed.
Monday-Sunday 9-11 am, 3-5 pm, 8-10 pm with a no overnight enforceable notice warning of a hefty fine. We need to increase the hours to prevent vans, lorries and any other commercial vehicles using it as a free car park. Restrictions are also needed to prevent people living in their vans on the street as it's a residential road not a campsite. Visitors to Brighton should have a decent Park and Ride scheme with free parking and decently priced bus fares, similar eg to Exeter.
10am - midday & 6pm - 8pm every day
2 hours per day 7 days a week
8am-6pm As a resident I cannot park near my home, I feel that these hours would enable me to find a parking space when I return home from work.
Would prefer two hours controlled but for 7 rather than 5 days
The one hour morning and one hour afternoon will hardly reduce those parking and catching the bus or increasingly cycling into town in order to shop or socialise. suggest 10-12 am and 3-5/6 pm monday to saturday noon.
Full scheme consistent with adjacent areas.

10am - midday and 6pm - 8pm, Monday to Friday
It should be consistent with adjacent areas and extend through the day all week to avoid excess over night and weekend parking by visitors to the city trying to avoid town centre car parks.
Permit Holders Only to ensure that parking is not dominated by London Commuters from Preston Park Station, Preston Park visitors and those holiday makers who use the Surrenden area as a free car park before taking the train to Gatwick airport. Motorists who park in Harrington Villas and walk into Brighton and Trade Vans that use the streets as an over weekend car park swapping the van for their car during week days.
10-midday and 6-8pm
An evening slot to allow people to park who are returning from work, so perhaps 6-8pm Monday to Friday. Also Saturday morning 10-12 to allow those who shop or take children to activities to park.
6am to 8pm to stop commuters parking here for trips to London
10am until 12pm and 6pm until 8pm
10am - midday and 6pm - 8pm, all week The extended hours in the evening would give residents the opportunity to park on returning from work.
9am - midday and 5pm - 8pm Monday to Sunday People from roads that have FULL RESIDENTS parking and have not bought a permit park in Surrenden rd when getting home in the afternoon/evening. The hours need to be longer to help stop this. Also people parking up for the night. With the proposed hours they will be able to park afternoon and night. We need a full residents scheme.
Would prefer 10.00am to 6.00pm This would help control parking
Two hours control SIX days per week (add Saturday) to stop weekend parking of vans and other large vehicles.
10am - midday and 6pm - 8pm These hours would be reasonable and prevent the general storage of commercial vehicles during the evening and at probably at night as well.
10am-midday 6pm-8pm to prevent students parking and to allow people who live in the area to park after returning home from work in the evening
I think 2 hours control is Ok but it needs to be 7 days a week. I live in Harrington Villas near Preston Park and weekends are very busy with people parking for the park.

9 am to 5pm with some bays for those accessing Knoyle road hall . I find lots of people park to go to Sainsbury's so shorter restricted times don't address this blockage

7 days a week residents only daytime. Our road is on the border with zone 1 full scheme and next to Preston park, so the current proposed scheme will not help us, is unlikely to be enforced, and is inadequate

9am to 10am, 2 to 3pm and 6 to 8pm every day of the week.

At least 6 hours a day. Between 9am and 12 and 3pm till 6pm People park randomly for walking dogs in the park, and other reasons. Paying for a permit which achieves very little seems harsh on residents

I would like to see Saturday and Sunday covered too - same times, i.e. 9-10 and 2-3pm Monday to Sunday.

## B2: What other issues were raised by respondents?

More spaces. Not less. Please come and count the number of cars at an hour when it is mainly residents. Simple maths and sensible thinking may then resolve the issue.

The parking opposite Varndean staff carpark should not be on both sides this will simply cause a massive peak traffic issue.

parking, double parking for st. Bernadette's school

Extended hours essential, car verge parking resolution. St Bernadette's drop off area needs clarity for safety reasons. Too many parents will use and do use parking spaces to pick up with proposed hours. Not going to solve Parent drop off they will just use residents places as their usage is not being impacted by proposals. Danger to children.

As mentioned before - the restoration of the verge and trees in Varndean Road along with bollards and a wide enough access into Withdean Court for the bin lorries.

The Council needs to ensure that the bays are sited so that they do not obstruct cars exiting their driveways and also provide adequate parking spaces. eg in top part of Surrenden there are long stretches of bays with not enough breaks for passing (very dangerous stretch of road). They have given no consideration to the fact that the road is effectively reduced to one lane by the parking bays and have therefore not considered the difficulty of getting out of driveways on the other side of the road

Inter zone commuting for access to the railway station. The zone is very large so people may well do this

A Green travel plan for Varndean College is a priority, and there is also an issue with overspill parking by staff from Varndean School and the nearby nurseries.

Surrenden crescent junction with London road: parking bay is too close to Junction. This makes it very difficult when more than 1 car is waiting to turn onto London road as there is nowhere for the second car to wait.

Those residents in Loder Road are often forced to park on surrenden road - despite having paid for a permit. Extend the permit for zone F to include surrenden

I am pleased to see that the proposed scheme includes cycle parking on Knoyle Road. This is a very welcome addition. One comment I would make is that the 2 hour "limited waiting" bays on Knoyle Road should be reduced or removed. These bays are currently present and are presumably intended for use by visitors to the church and church hall. In practice, however, it is very common for people to instead use the currently unrestricted parking on the road. Presumably, this is either because they wish to stay longer than 2 hours (for example children's birthday parties in the church hall) or just want to leave their options open and avoid needing to move their car. This leads to less parking being available for residents, who are not able to park their cars on this portion of the road. As the proposed hours of the parking scheme are only on Monday to Friday, this would leave the current situation in place even after the parking scheme is implemented. I would recommend either removing or at least halving the amount of 2 hour parking bays on Knoyle Road. This would leave more parking for residents and, due to the hours of the parking scheme, it would not adversely affect people using the church or church hall.

Council should do more to discourage taxi drivers from taking extended rest stops on double yellow lines in Surrenden Road.

Zebra crossing at end of Loder for school children, better signage approaching loder and speed alert sign nearer. Kids will cross there as it's most direct route from north bound bus stop and dangerous as traffic speeds and obscured by buses. Very dangerous and needs addressibg

The houses in Surrenden Road near Preston Park don't have parking restrictions at the weekend the situation will become worse. as Bates and Loder already use our road for free parking when there are events in the park we will have an increased problem. the houses further up Surrenden road have larger pavements the can park across. Unfortunately one size doesn't fit all.

Yellow lines down one side of roads will increase speeding (already up since lockdown). Employ traffic calming measures wherever possible. Make all roads 20 mph max if they're not already, and improve signage - on posts and using blue circle on roads. Emphasise presence of pedestrians and cyclists through signage

Parking in Preston Park should be restricted to zero emission cars as it supposed to be a place of recreation and exercise. There is plenty of parking in the adjacent Preston Park Avenue.

More free parking S end W side of Bavant due to nursery drop offs. Enforcement of no parking over driveways.

Almost all traffic entering the higher arm of Surrenden Crescent from Surrenden Rd (by Varndean College) turn right down Surrenden Crescent using the wrong side of the road,

despite No Entry road signs and road markings. Can this be prevented as it is dangerous for residents living on the section of road affected? Some drivers do not know they are driving the wrong way down a no entry road, most do know as they do it every day.

Parking restrictions are definitely needed 7 days a week not 5

To make sure that there are double yellow lines at all junctions to ensure good driving visibility. This is particularly important on junctions with Ditchling Road and those with Surrenden Road. New parking spaces should not block the vision of those wishing to access these roads

More 2 hour free parking spaces

TRAFFIC FLOW ON UPPER SURRENDEN ROAD (between Braeburn Av & Friar Road) > (continued from comment above) ... We are therefore proposing that: 1 Double yellow lines are placed both sides of the road on the stretch of Surrenden Road between Braeburn Avenue and Friar Road; and 2 The residents can continue to park their second cars on the crossovers in front of their own properties using an official resident sticker, to prevent the increase of cars parked in neighbouring streets. Either of these measures on their own would be far safer than what is currently being proposed but both together is what is really needed for this particular stretch of road to function properly – any site visit would make this extremely clear.

I am concerned about parking in Surrenden Park where I live. The 90 degree parking adjacent to nos.19-33 works well and should be retained, likewise the parking alongside our wall (no.33). The proposed chicane parking would be dangerous and not allow enough space for residents to park. Also the garages here are very small and not suitable for modern cars

More end on parking where there is space, to create more parking for residents. For example Surrenden Park

I think the overall parking provision can be reduced. Install more cycling lanes (make more roads one way with cycling lanes)., or plant trees where there were car parking spaces. I have moved here from Oxford which was much less car friendly and much more bike friendly. Why is Brighton so far behind?.

Motorcycles should be encouraged as they take up less space. Electric models are coming on line now. space needs to be provided in the scheme. special bays will only be needed if motorcycles cannot be parked for free in permit restricted areas.

I do not think separate parking restrictions for individual streets are necessary or helpful nor do I think joining a current parking zone is any way a help

It should be the same for everyone in the surrenden area. Shouldn't be joined onto another zone either.

In a previous consultation it was proposed that the space we use most of the time outside our house was too small to be a space in the new scheme. It is totally possible and together with our neighbours we use it all the time. We DO NOT want to lose this space. We also have a

second space that is used ALL the time by us and others which on the last consultation was deemed to small and was designed as a motor bike space. We are VERY much against this as currently there are NO bikes ever parked in our road. We are very much against this, it's not needed and was a solution looking for a problem.

Road Safety issues at the top of Surrenden Road leading onto Ditchling Road despite this being highlighted to Council officials and local councillors.

No parking bay delineated at surrenden holt

Traffic calming should be integrated more on Surrenden. It has become a rat run for many more people and speeds are often double (or more) the 20 mph limit in this residential area with high numbers of school children crossing. Speed humps may not be appropriate for a number of reason, including issues for buses and emergency service vehicles. However some measures such as landscaped chicanes, zebra crossings etc could perhaps be implemented. Implementing the parking scheme without some real road calming measures in this area would be a missed opportunity in our view. It was our understanding that an agreement had been reached to combine the parking scheme with road safety plan at the meeting at Preston Tennis Club.

I would like to make sure the council have allowed adequate parking for residents in the roads effected and that we will be able to have more than one permit per household

The map does not make clear the two bus stop areas for Surrenden Holt. Presumably the stops will remain as they are? There should be a pedestrian crossing at the top of Varndean Road for the students.

selfish and rude people parking in our close not caring about other people some needs to be done hopefully it will be sorted soon

We should be making them aware that the parking problems will be just the same as they are now if the scheme is only Monday to Friday. It needs to be Monday to Sunday or a full residents scheme. Are the people that voted for a light touch aware that they can get inexpensive scratch cards for When they have friends to stay ? Surrenden Crescent should have been consulted separately.

Propose double yellow lines to top of Surrenden Crescent where it is a dual carriageway. Large vehicles parked on this narrow carriageway obstructs view of oncoming traffic when exiting driveways. This is hazardous and also large passing vehicles have to go up onto grass verge which ploughs this up especially in winter months.

Individual steets need to be seen on a case by case basis ,not a blanket coverage

The junction of Knoyle road with Preston Road is dangerous and many people park here to nip into Sainsbury's leaving . Double parking come . Also at top of Knoyle tiad the nursery on Bavant road means that parking is cystoscope and dangerous in the morning and evening .

the parking restrictions should apply to every day of the week

Speed bumps/black and white arrow system/other speed reducing methods should be employed on Surrenden Crescent given its incline and the fact that many vehicles and vans proceed down the road towards London Road at too fast a rate especially where there are the two road bends near the wooded area.

I don't see bus stop clearways by Surrenden Holt bus stops in either direction. The bus often has to stop across Surrenden Holt itself travelling south and also on the bend just before Surrenden Crescent travelling north. This is dangerous and frustrating.