

APPENDIX F

	Comment	Number of times raised	Officer Response
1	We do not have sufficient parking for staff (at Notre Dame School), where else are we supposed to park?	3	It is a requirement of the planning conditions to ensure that any additional on-street parking does not result in any detriment to the highway in terms of safety or operation. Parking will continue to be available on street within a short distance of the school.
2	Why no parking provision at the outset of the development / why was the impact on residential parking not considered?	2	It was concluded and subsequently approved by the Planning & Highways Area Board that on balance and subject to measures being implemented based on the mitigation suggested, that the additional on-street parking could adequately be accommodated on the highway network
3	The only solution is a proper car park for the school on areas of unused land / you cannot give a legitimate reason why the school cannot be made to provide parking on its own land	2	The developer is only required to provide a scheme that addresses the planning conditions. The conditions did not require the school to provide additional off-street parking.
4	The 2 hour bays are ill-conceived - it is impossible for 2 cars to pass on the bend on Ranmoor Park Road	1	Many comments have been received indicating that the proposed double yellow lines should actually be reduced to maintain parking. The final scheme attempts to strike a suitable balance and should improve on the current situation for moving traffic by providing better visibility around the bend.
5	Please remove the double yellow lines in front of my garage on Riverdale Avenue.	1	The proposed yellow lines have been removed.
6	I object to the double yellow lines across my driveway on Riverdale Road	1	The lines outside the property concerned are intended to help provide better visibility for the resident to exit their driveway, as well as provide a passing place for moving traffic.
7	The lines will blight the neighbourhood	1	It was stated in the consultation materials that narrower yellow lines would be utilised to limit the impact on the area.
8	I welcome restricted parking and the 2 hour parking is good, but who will enforce it? Will we have parking meters?	1	Parking Services will be informed of the new scheme and asked to carry out appropriate enforcement. Parking meters are not proposed at this time.
9	The proposals will move the problem elsewhere onto other nearby roads.	3	The survey data indicates that only 8 vehicles will be displaced from Riverdale Road. There is plenty of parking capacity available on Graham Road at its northern end and displacement should not be found nearer to southern end. Also, the contractors currently working on the site often park on Riverdale Road and once the development is completed parking levels can be expected to reduce. On Ranmoor Park Road, there is sufficient capacity to cater for any vehicles displaced by the short stay parking.
10	Why was the option of making Ranmoor Road one-way rejected?	1	Unfortunately the planning conditions do not require the developer to provide measures on Ranmoor Road.

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11	There are no proposals on Ranmoor Road / Double yellow lines across driveways are good but why are they not proposed on those on Ranmoor Road ?	2	Unfortunately the planning conditions do not require the developer to provide measures on Ranmoor Road. It is recommended that this request is put to the SW Community Assembly to consider.
12	A residents' parking scheme on Ranmoor Road is required	1	This request may be of merit but is outside the scope of the planning conditions as Ranmoor Road was not specifically identified. It is recommended that the request is passed to the SW Community Assembly for consideration.
13	A residents' parking scheme on Riverdale Road is required	5	Consideration has been given to such a measure, but it is not recommended. There is minimal residential demand for on-street parking, as evidenced by the early morning parking surveys, as the vast majority of residents have off-street parking and do not park on the road. Therefore there is no justification to give residents any priority ahead of other motorists. Nonetheless it is recommended that the request is passed to the SW Community Assembly for consideration, and also added to the Council's list of requests for residents' parking in suburban areas.
14	There appears to be no recognition in the final proposal of the comments made during previous consultations	1	Sometimes it can appear that individual comments have not be listened to but this is generally because officers take on board all comments and try to provide a balance of restrictions. On this scheme it is extremely difficult to provide a scheme that satisfies the demands of all.
15	There has been a significant increase in the amount of daytime parking	2	The surveys would indicate that parking levels are not dissimilar to the situation in June 2010, but it is accepted that contractor parking is adding to the problem. Parking levels should reduce over the course of 2012 as the Notre Dame redevelopment comes to an end.
16	There is an excess of double yellow line on Ranmoor Park Road	2	It is not considered that there is an excess of double yellow lines. These are only proposed across driveways, or positioned where appropriate near to what is a tight, uphill bend to provide better visibility for motorists.
17	The proposed 2 hour maximum stay should be changed to 3 hours	3	The scheme was altered to 2 hours to try and provide a suitable balance of restrictions for all local amenities. In view of the comments received however 3 hour parking is now recommended and should continue to help local amenities by creating a turnover of the parking spaces.
18	The remaining unrestricted parking on Ranmoor Park Road should be changed to 3 hours	1	Generally the remaining unrestricted parking on Ranmoor Park Road is lightly parked during the day, and it is considered that if this was made 3 hours the area would continue to be so but with long stay parking pushed further up the road. The scheme tries to provide a suitable balance to reflect the various parking demands of local amenities.

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19	Please re-consider making Ranmoor Park Road a one-way to maximise parking	2	This request may be of merit but is outside the scope of the planning conditions. It is recommended that the request is passed to the SW Community Assembly for consideration.
20	I support the proposals made by the Priest In Charge at St John's Church (refer to issues 15-19)	13	See responses to issues 16-20
22	The proposed 2 hour maximum stay should be changed to 4 hours	4	The scheme was altered to 2 hours to try and provide a suitable balance of restrictions for all local amenities. In view of the comments received however 3 hour parking is now recommended and should continue to help local amenities by creating a turnover of the parking spaces.
23	Will these restrictions be enforced?	1	Parking Services will be informed of the new scheme and asked to carry out appropriate enforcement. Parking meters are not proposed at this time.
24	It is now time to introduce Residents' Only Parking on Marr Terrace as resident parking areas are being used day and night by customers using the shops, the pub, and the wine bar.	1	This request may be of merit but is outside the scope of the planning conditions. It is recommended that the request is passed to the SW Community Assembly for consideration, and also added to the Council's list of requests for residents' parking in suburban areas.
25	Vonny Watts does not speak for "the vast majority" of local residents. The school should not have been granted permission on the basis of local roads being used as a car park. Having said that your revised plan is an improvement.	1	No comment.
26	It appears very little thought has been given to the knock on effect of the 2 hour parking - changing regulations on one road should not be at the expense of another. Residents' Only parking between Deakins Walk and the Playspace building?	1	This request may be of merit but is outside the scope of the planning conditions. It is recommended that the request is passed to the SW Community Assembly for consideration.
27	On reviewing the plans I am pleased to see the extensions of double yellow lines where appropriate to provide better visibility on exit of driveways.	1	No comment.
28	My customers (of Playspace) often have to park streets away. Restricting parking availability will have an impact on families visiting our centre	1	The short stay parking should provide a greater turnover of spaces within a short distance of Playspace, and therefore should help ensure customers to Playspace can park more easily.

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29	Residents of 338-348 Fulwood Road do not have off-street parking and the road in front has no restrictions - commuters will park outside our house if other areas are made short stay. The restrictions will make things worse for us unless residents have priority/permit parking, possibly with a 2 hour limit on Fulwood Road	2	Officers are very much aware of the effects of the scheme on residents in these properties. Surveys have shown that it is the afternoon when the parking on Fulwood Road is most heavily parked. The 3 hour bays on Ranmoor Park Road should provide a turnover of spaces and it would be possible for a car to be parked from 1pm until 12pm the next day. In view of the various requests from local amenities this is considered to be the most appropriate balance of restrictions.
30	The revised scheme will have a considerable impact on Graham Road and does not include yellow lines to protect my driveway. I strongly recommend that all driveways on the whole length of Graham Road should be provided with double yellow lines.	1	The survey data indicates that only 8 vehicles will be displaced from Riverdale Road. There is plenty of parking capacity available on Graham Road at it's northern end and displacement should not be found nearer to southern end. Also, the contractors currently working on the site often park on Riverdale Road and once the development is completed parking levels can be expected to reduce.
31	The problem on Riverdale Road is only in school hours, so double yellow lines are not needed.	4	Double yellow lines are proposed to highlight the need to keep these areas clear from parked vehicles - single yellow lines are unlikely to be quite as effective. Residents would still be able to load/unload on the lines if required.
32	We are in agreement with the double yellow lines proposed for Riverdale Road, however we do not agree with the proposed single yellow line as we feel this will just push parked cars further down the road.	1	The single yellow lines are proposed to provide passing places for vehicles travelling up and down Riverdale Road. The total expected displacement of vehicles related to the proposals on Riverdale Road is 8 vehicles, and surveys have shown that nearby roads have sufficient capacity to accommodate this displacement.