

RECOMMENDED CHANGES TO LEWES PARKING SCHEME

No	Recommendation	Cross References	Commentary (Changes proposed from Consultant's recommendation are shown bold)
1	<p>The extension of CPZ in the Wallands area centred on King Henrys Road and including:</p> <ul style="list-style-type: none"> • De Warrenne Road, • King Henry's Road, • Offham Road (part), • Prince Edwards Road (the whole length), • Rufus Close, • Sackville Close, • Segrave Close, • Gundreda Road (small part), • Hill Road. <p>The area to be designated as part of zone A with operational controls Monday to Friday between 8am-6pm</p>	<p><i>Consultants Report</i> 1.1.2 <i>Item 4</i></p> <p><i>Detailed in paragraph 3.2.3: "Area 3 – Wallands Park – east of Gundreda Road"</i></p> <p><i>Map 1</i></p>	<p>Further discussions will be held with local residents to define the optimum boundary of the CPZ and details of the layout.</p> <p>It is proposed to designate the area as part of sub-zone A (rather than as a separate new sub-zone as recommended by the Consultant) in order to allow residents greater choice as to where to park.</p> <p>The Consultant recommended the inclusion of Queen Anne's Close but in view of the level of local objection to that inclusion it is not felt appropriate to extend controls to Queen Anne's Close at this time.</p>

2	<p>Localised yellow line restrictions in the Wallands area at junctions and to facilitate passing or turning in:</p> <ul style="list-style-type: none"> ● Gundreda Road (most), ● Ferrers Road, ● Fitzjohns Road, ● Christie Road, ● Mildmay Road ● Clare Road. 	<p><i>Consultants Report</i> 1.1.2 <i>Item 5</i></p> <p><i>Detailed in paragraph 3.2.3:</i> <i>“Area 1 – Wallands Park – west of Gundreda Road”</i></p> <p><i>Map 2</i></p>	<p>Further discussions will be held with local residents to define the optimum boundary of the CPZ and the detail of the localised restrictions in the area just outside the CPZ. Particular attention to be paid to issues in the vicinity of Wallands School.</p>
3	<p>The extension of the CPZ in the Winterbourne area including:</p> <ul style="list-style-type: none"> ● Winterbourne Lane, ● Delaware Road, ● Barons Down Road (part), ● Valley Road , ● Dale Road, ● Winterbourne Mews, ● Winterbourne Close*, ● Hillyfield*. <p>(* subject to further consultation)</p> <p>The area to be designated as sub-zone F with operational hours 8am-6pm Monday to Friday.</p>	<p><i>Consultants Report</i> 1.1.2 <i>Item 6 & 7</i></p> <p><i>Detailed in paragraph 3.2.3:</i> <i>“Area 5 – Winterbourne Area”</i></p> <p><i>Map 1</i></p>	<p>It is proposed, contrary to the recommendation of the Consultant, that the Boundary of the extended CPZ should be defined to include Dale Road and Winterbourne Mews in order to protect those streets against excessive levels of non-resident parking which would be the likely outcome of individual streets being left as “islands” within a controlled area and in the interest of simplicity of signing and understanding. For similar reasons, further discussions will be held with residents in Winterbourne Close and Hillyfield about the possible inclusion of those roads in the CPZ.</p> <p>Further discussions will be held with local residents to define the optimum boundary of the CPZ and details of the layout</p>

4	<p>Localised yellow line restrictions in Winterbourne at junctions and to facilitate passing or turning in:</p> <ul style="list-style-type: none"> • Glebe Close, • Hillyfield*, • Winterbourne Mews*. <p>(* subject to further consultation)</p>	<p><i>Consultants Report</i> 1.1.2 <i>Item 7</i></p> <p><i>Detailed in paragraph 3.2.3:</i> <i>“Area 5 – Winterbourne Area”</i></p> <p><i>Map 2</i></p>	<p>Further discussions will be held with local residents to define the detail of the localised restrictions.</p>
5	<p>Localised yellow line restrictions in Houndean at junctions and to facilitate passing or turning in:</p> <ul style="list-style-type: none"> • Southdown Avenue, • Downside, • Houndean Close, • Houndean Rise. 	<p><i>Consultants Report</i> 1.1.2 <i>Item 8</i></p> <p><i>Detailed in paragraph 3.2.3:</i> <i>“Area 2 – Houndean Area”</i></p> <p><i>Map 2</i></p>	<p>Further discussions will be held with local residents to define the detail of the localised restrictions.</p>
6	<p>Minor extensions to sub zone C in Malling to include the southern part of Mayhew Way and limited yellow line restrictions at corners or to facilitate traffic flow and turning in:</p> <ul style="list-style-type: none"> • Church Lane, • St Michael’s Terrace, • Old Malling Way. 	<p><i>Consultants Report</i> 1.1.2 <i>Item 9</i></p> <p><i>Detailed in paragraph 3.2.3:</i> <i>“Area 4 – Church Lane – South Malling”</i></p> <p><i>Map 2</i></p>	<p>Further discussions will be held with local residents to define the detail of the localised restrictions.</p>

7	<p>Localised yellow line restrictions in Nevill at junctions and to facilitate passing or turning in the southernmost part of Nevill estate.</p>		<p>The consultation earlier in the year did not specifically suggest any extension of controls in to the Nevill area but a number of people suggested this. Implementation of this recommendation is subject to further local consultation.</p>
8	<p>The following roads, currently in sub zone B, to become part of sub zone A</p> <ul style="list-style-type: none"> • Park Road, • The Avenue (west of Park Road), and; • Bradford Road (that small section currently in sub zone B). <p>and to have the operational days reduced to 5 days Monday to Friday between 8am-6pm.</p>	<p><i>Consultants Report</i> 1.1.1 <i>Item 2</i></p> <p><i>Detailed in paragraph 2.1.2:</i> “Q3 – Operate only Monday to Friday?”</p> <p><i>Paragraph 4.5:</i> “Revision to zone boundaries”</p> <p><i>Map 3</i></p>	<p>It is proposed that the area to transfer is slightly more extensive than that recommended by the Consultant in order to allow residents greater flexibility</p>
9	<p>The operational days for the Avenue be reduced to 5 days Monday to Friday between 8am-6pm.</p>	<p><i>Consultants Report</i> 1.1.1 <i>Item 2</i></p> <p><i>Detailed in paragraph 2.1.2:</i> “Operate only Monday to Friday?”</p> <p><i>Map 4</i></p>	

10	The operational hours of the pay and display only bays in the High Street be reduced to 9am-5pm Monday to Saturday.	<p><i>Consultants Report</i> 1.1.1 <i>Item 3</i></p> <p><i>Detailed in paragraph 2.1.2:</i> <i>“Q3 – Start later in the day at 9am?”</i></p> <p><i>Map 5</i></p>	This will allow businesses access to premises at the start and end of the day, will allow residents living in and near the High Street further options for parking overnight and may also slightly reduce parking pressure in surrounding streets at the time when many residents are returning home at the end of the day.
11	An additional 166 parking bays be created by reducing yellow lines.	<p><i>Consultants Report</i> 1.1.3 <i>Item 10</i></p> <p><i>Detailed in paragraph 4.2:</i> <i>“Increase the number of parking bays”</i></p>	
12	The conversion of double yellow lines to single to provide the potential for 122 additional parking spaces outside of zone hours.	<p><i>Consultants Report</i> 1.1.3 <i>Item 11</i></p> <p><i>Detailed in paragraph 4.3:</i> <i>“Convert double yellow lines to single”</i></p>	

13	<p>The introduction of a 2 hour limit for pay and display parking in the shared use bays in the Commercial zone (High Street and immediately adjoining streets).</p>	<p><i>Consultants Report</i> 1.1.3 Item 12 Page 3</p> <p><i>Detailed in paragraph 4.4: “Introducing limited stay for non permit holders in shared use bays”</i></p> <p><i>Map 5</i></p>	<p>Currently, in Lewes, there is a time limit of 1 hour in the High Street but there are no other time restrictions. The Consultant recommended the introduction of time limits on pay-and-display parking in most of the CPZ. It is common practice in many schemes to impose time limits so as to increase turnover and to deter commuter parking. Whilst supporting the principle of increasing turnover, the Chamber of Commerce is also keen to encourage a less time-pressured experience for visitors to the Town allowing the opportunity to visit several places on one visit.</p> <p>The Council is keen to encourage more sustainable travel choices, where choices exist, and has led by example in adopting a forward looking travel plan in which parking charges are complemented by incentives for walking, cycling, public transport use and car sharing. However, it is recognised that, even with such initiatives, there will always be a need to accommodate some commuter parking.</p> <p>The approach recommended by the consultant on this matter does not fully reflect the distinctive characteristics of Lewes and does not sit entirely comfortably with the “low key” approach that has characterised the scheme. Accordingly, it is recommended to restrict time</p>
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			limits to a slightly expanded commercial zone and to increase the limit from one hour to two. Elsewhere there would be no time limit.
14	No sub-division of sub zone B, which will remain with operational hours Monday to Saturday between 8am-6pm.	<p><i>Consultants Report</i> 1.1.3 Item 13</p> <p><i>Detailed in paragraph 4.5: "Revision to zone boundaries"</i></p> <p><i>Map 4</i></p>	Contrary to the Consultant's recommendation, it is proposed to leave sub zone B substantially intact in order to allow residents greater choice as to where to park.
15	<p>The rationalisation of the on-street payment boundaries into 3 bands.</p> <ul style="list-style-type: none"> • Commercial £1.50/£1/hour • Intermediate 50p/hour • Outer 15p/hour, £1/day 	<p><i>Consultants Report</i> 1.1.3 Item 17</p> <p><i>Detailed in paragraph 4.9: "Charging band zone review"</i></p> <p><i>Further information in Appendix F</i></p> <p><i>Map 5</i></p>	Whilst endorsing the Consultant's recommended rationalisation of the charging structure, it is recommended that the boundaries between the zones should be slightly different from those set out in the consultation proposals and reproduced in the Consultant's report. In particular it is recommended that there should be no change to the boundary between the Intermediate and outer sector other than in the Pells area.

16	<p>Limited short stay bays to be implemented at:</p> <ul style="list-style-type: none"> ● St Pancras Road, ● Leicester Road, ● Winterbourne Lane, ● Nevill Road, ● The Martlets. 	<p><i>Consultants Report</i> 1.1.3 <i>Item 18</i></p> <p><i>Detailed in paragraph 4.10:</i> <i>“Free bays for local convenience stores”</i></p> <p><i>Map 6</i></p>	
17	<p>The introduction of a new 3 space taxi rank in Eastgate Street and the revision to the bus stop clearway on School Hill (adjacent to the Doctors Surgery) to allow set down/pick up by licensed taxis.</p>	<p><i>Consultants Report</i> 1.1.3 <i>Item 19</i></p> <p><i>Detailed in paragraph 4.11:</i> <i>“Taxi rank provision”</i></p> <p><i>Map 7</i></p>	
18	<p>The introduction of No Loading at any time in:</p> <ul style="list-style-type: none"> ● Eastgate Wharf, ● Cliffe High Street Bridge, ● High Street - western approach to signals at the "bottle neck", ● High Street - eastern approach to signals in front of County Court, ● Station Street - northern approach to the signals. 	<p><i>Consultants Report</i> 1.1.3 <i>Item 20</i></p> <p><i>Detailed in paragraph 4.12.1:</i> <i>“No loading at any time”</i></p> <p><i>Map 8</i></p>	<p>A “no loading” restriction will, as well as preventing loading, prevent parking by blue badge holders and will allow Cliffe Bridge (and the other areas) to be kept entirely free of stopped vehicles</p> <p>The restriction in Eastgate Wharf will allow for better access to the car park behind Safeway and improved delivery access for the businesses in the area</p>

19	<p>The introduction of No Loading Monday to Saturday 8am-10am and 4pm-6pm in:</p> <ul style="list-style-type: none"> • The High Street - around the War Memorial at the top of School Hill, • Eastgate Street. 	<p><i>Consultants Report</i> 1.1.3 <i>Item 21</i></p> <p><i>Detailed in paragraph 4.12.2:</i> <i>“No loading Monday to Saturday 8am-10am and 4pm-6pm”</i></p> <p><i>Map 9</i></p>	
20	<p>The introduction of Goods vehicle loading bays in:</p> <ul style="list-style-type: none"> • Station Street on the west side, • School Hill - the north side adjacent to the war memorial. 	<p><i>Consultants Report</i> 1.1.3 <i>Item 22</i></p> <p><i>Detailed in paragraph 4.12.3:</i> <i>“Goods vehicle only loading bays”</i></p> <p><i>Map 10</i></p>	
21	<p>The temporary concession to allow blue badge holders to park on yellow lines without time limit be withdrawn with immediate effect. However, the concession to continue in cases where extreme hardship can be shown.</p>	<p><i>Consultants Report</i> 1.1.3 <i>Item 23</i></p> <p><i>Detailed in paragraph 4.13:</i> <i>“Blue Badge parking”</i></p>	<p>Through the Parking Manager, the Council will still be able to allow the concession in extreme cases of hardship</p>

22	The temporary concession to allow business permit holders to park in the pay and display only bays in the High Street be withdrawn with immediate effect .The permission to allow business permit holders to park all day in the commercial zone be rescinded and replaced by a 2-hour maximum stay, no return within 2 hours.	<p><i>Consultants Report</i> 1.1.3 Item 24</p> <p><i>Detailed in paragraph 4.14: “Use of Business and Trade permits in the High Street”</i></p>	The current concession allowing unrestricted parking by business permit holders in the High Street has been subject to extensive abuse. Under the recommended changes, business permit holders will be able to park for up to two hours in the commercial zone (other than the High Street) and without limit elsewhere.
23	The temporary concession to allow Trades permit holders to park in the pay and display only bays in the High Street be withdrawn with immediate effect.	<p><i>Consultants Report</i> 1.1.3 Item 25</p> <p><i>Detailed in paragraph 4.14: “Use of Business and Trade permits in the High Street”</i></p>	
24	The introduction of an administration charge for parking bay and yellow line suspensions.	<p><i>Consultants Report</i> 1.1.3 Item 26 Page 5</p> <p><i>Detailed in paragraph 4.15: “Parking Bay Suspensions”</i></p>	Charges will give incentive for the duration of any suspension to be kept to a minimum and will fund the removal of vehicles breaching the suspension

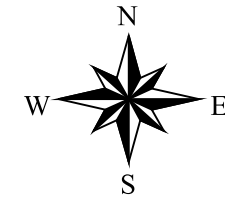
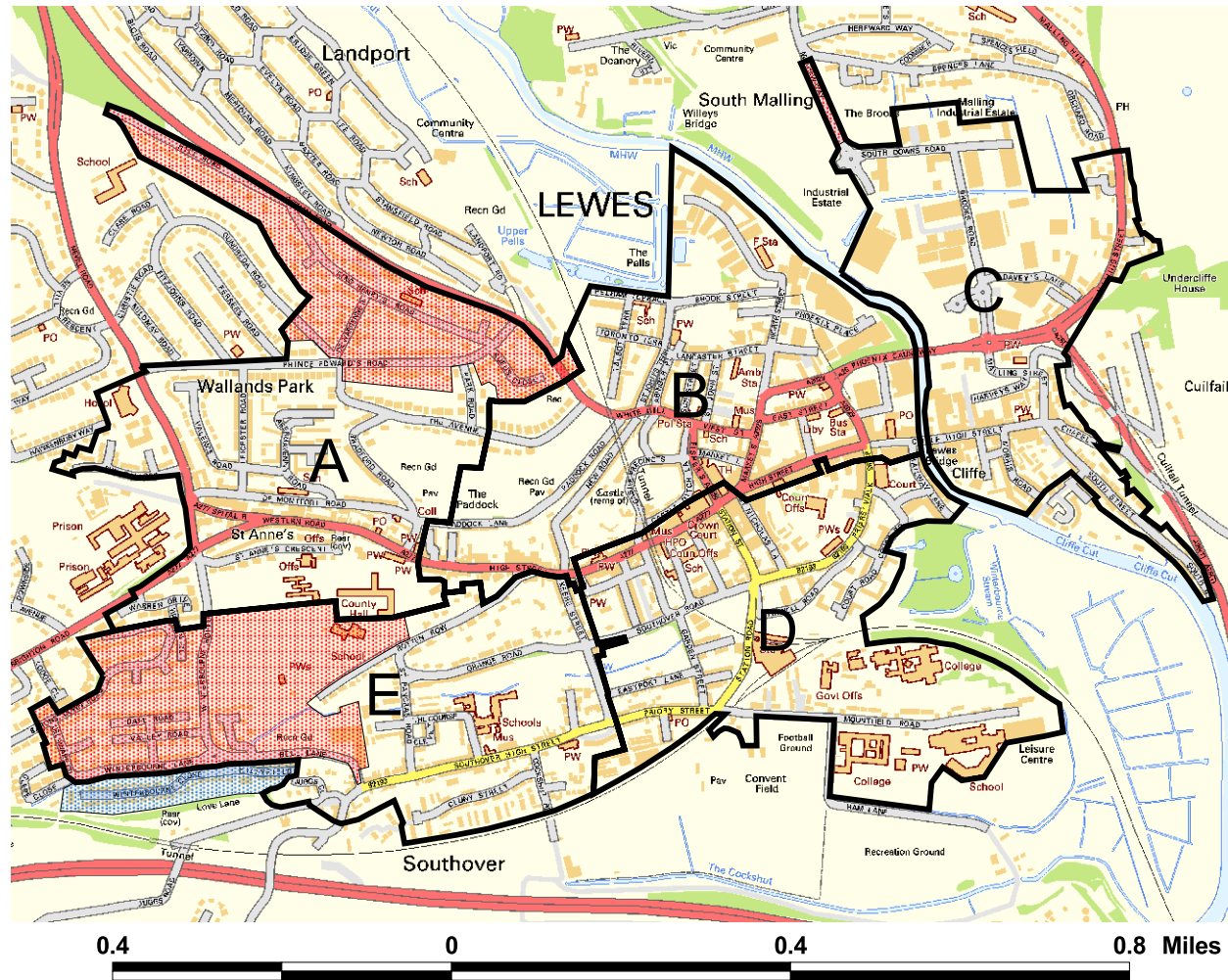
25	<p>To request Lewes District Council to allow resident permit holders to park in Lewes District Council town centre car parks without charge before 9am.</p>	<p><i>Consultants Report 1.1.3 Item 27</i></p> <p><i>Detailed in paragraph 4.16: "Car park concessions for permit holders"</i></p>	<p>This will allow a further option for residents in areas where parking is particularly limited</p>
26	<p>The following streets to be made into "Restricted Streets":</p> <ul style="list-style-type: none"> • New Road, • Castle Precincts, • St Swithun's Lane, • Castle Ditch Lane, • Mount Place, • Watergate Lane, • St. Nicholas Lane, • Walwers Lane, • St. Martin's Lane, • Potter's Lane, • St Pancras Road, • Paddock Road, • Paddock Lane, • Irelands Lane. 	<p><i>Consultants Report 1.1.3 Item 28</i></p> <p><i>Detailed in paragraph 4.17: "Restricted street issues"</i></p> <p><i>Map 11</i></p>	<p>This will allow yellow lines to be removed from a number of narrow architecturally sensitive streets without changing where parking is and is not allowed. Additional signs will be needed at the entrance and within the streets</p>




27	Revisions to the school zig-zag markings to prevent stopping Monday to Friday between 8am-6pm during term time but to allow parking at other times (including school holidays).	<p><i>Consultants Report</i> 1.1.3 <i>Item 29</i></p> <p><i>Detailed in paragraph 4.18: "School zig-zags and dropping off provision review"</i></p>	
28	Additional yellow line restrictions and school keep clear markings at Wallands Community Primary School and South Malling Primary School.	<p><i>Consultants Report</i> 1.1.3 <i>Item 30</i></p> <p><i>Detailed in paragraph 4.18: "School zig-zags and dropping off provision review"</i></p>	
29	<p>The provision of dropping off points be provided at:</p> <ul style="list-style-type: none"> • St. Pancras R.C. School on De Montfort Road, • Lewes New School on Talbot Terrace. 	<p><i>Consultants Report</i> 1.1.3 <i>Item 31</i></p> <p><i>Detailed in paragraph 4.18: "School zig-zags and dropping off provision review"</i></p>	

30	To undertake a detailed review to consider footway parking provision in certain streets where vehicles loading and unloading can cause obstruction and congestion to other motorists and pedestrians.	<i>Consultants Report</i> <i>Detailed in paragraph 4.19: "Footway parking"</i>	The general aim is to prevent footway parking but the practicalities of applying this principle in some areas of the town, whilst still recognising the need to service premises, are complex.
31	Draft and advertise traffic orders required to implement the approved recommendations for implementation at the earliest possible date.	<i>Consultants Report</i> <i>1.1.3</i> <i>Item 32</i>	
32	<p>The following statement of reasons be agreed:</p> <p>"The changes to the operation of the existing Lewes CPZ and its extension follow extensive consultation with Lewes District Council, residents, businesses, Lewes Chamber of Commerce and elected members. The changes will result in improvements in parking for residents, businesses and visitors and is in line with the Council's adopted policies".</p>	<i>Consultants Report</i> <i>1.1.3</i> <i>Item 34</i>	

33	<p>To request Lewes District Council to introduce the following adjustments to the charges in off-street car parks:</p> <ul style="list-style-type: none"> ● Cliffe High Street – change to 3 hours maximum stay, at a price of £3.50, ● South Street (North) – change to 3 hours maximum stay, at a price of £3.50, ● Phoenix – Simplify tariff to £0.70 per hour to a maximum of £3.50. Maximum stay in east car park of five hours, no limit in west car park, ● Pinwell Road - £3.50 all day. 		<p>These changes are complementary to the changes on-street and are necessary to retain a rational relationship between on- and off-street charges</p>
34	<p>To pursue negotiations with NCP with a view to introducing coach parking in the Phoenix Wharf car park.</p>		<p>The Phoenix Wharf car park is privately operated by NCP outside the decriminalised regime</p>

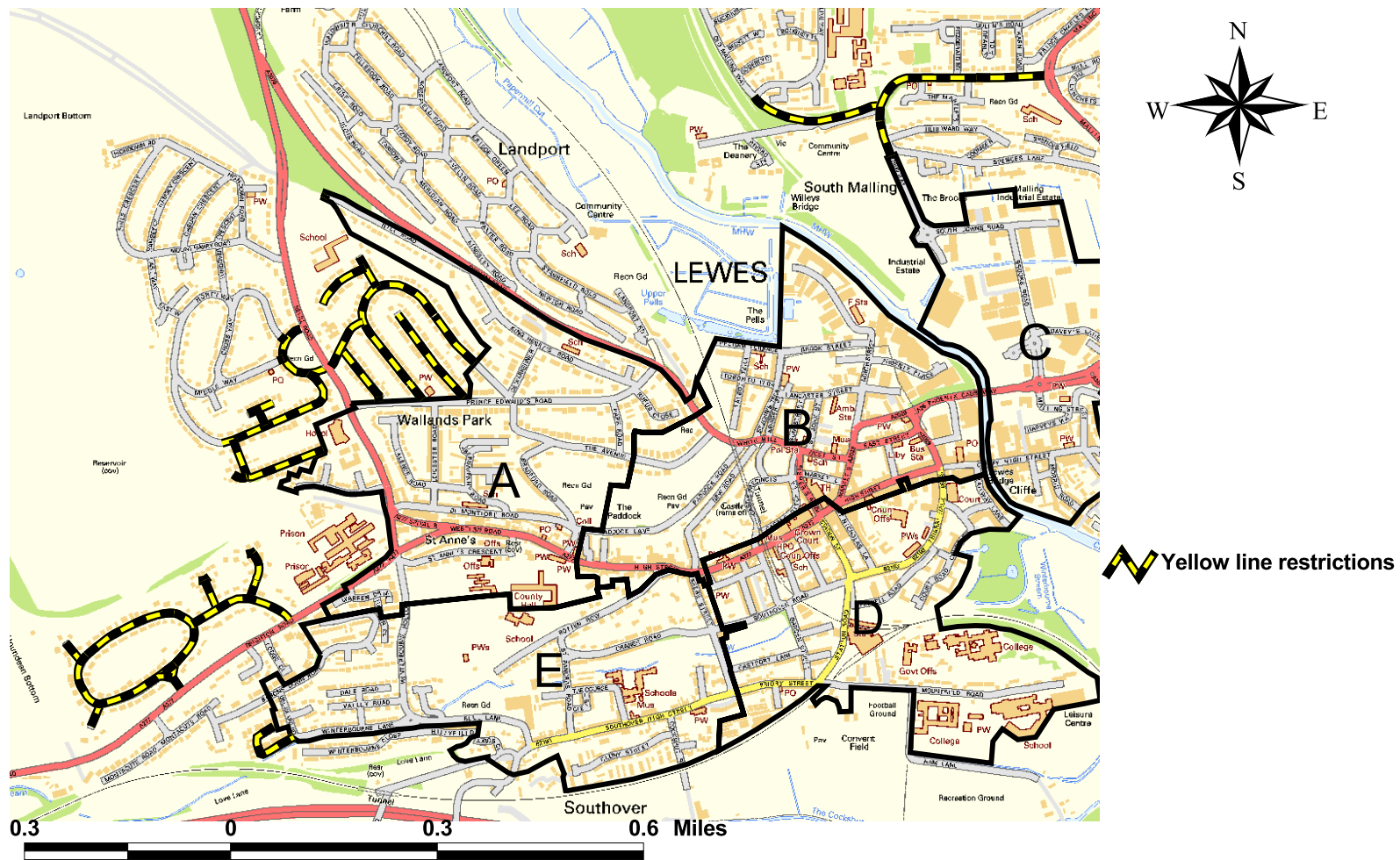
Map Showing Extensions to the Lewes Controlled Parking Zone



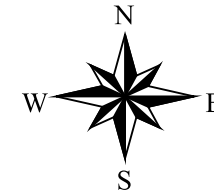
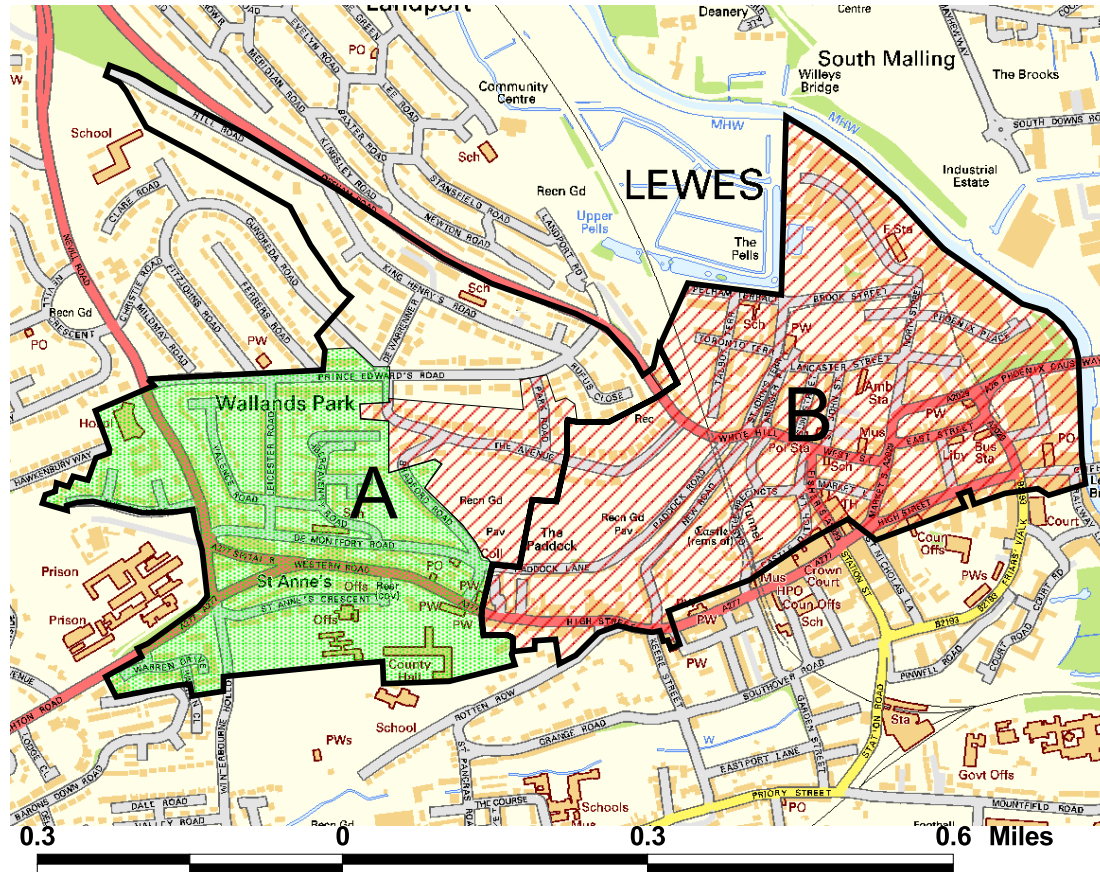
-  Sub Zone boundaries
-  Subject to further consultation
-  Cpz extensions



Map Showing Roads To Have Some Yellow Line Restrictions at Junctions and Other Critical Locations

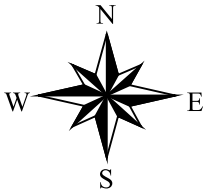
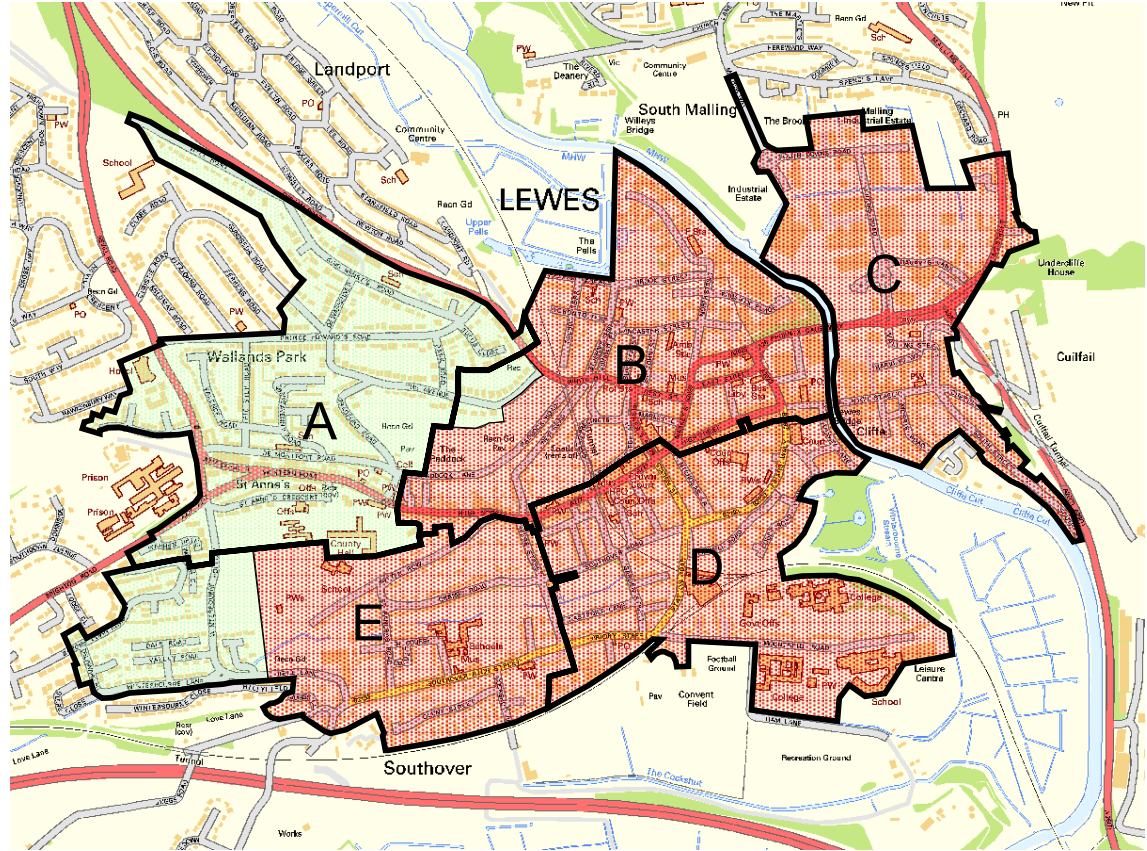


Map Showing Proposed Changes to Sub Zones A and B



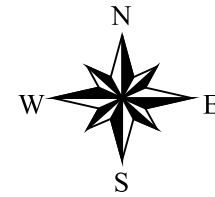
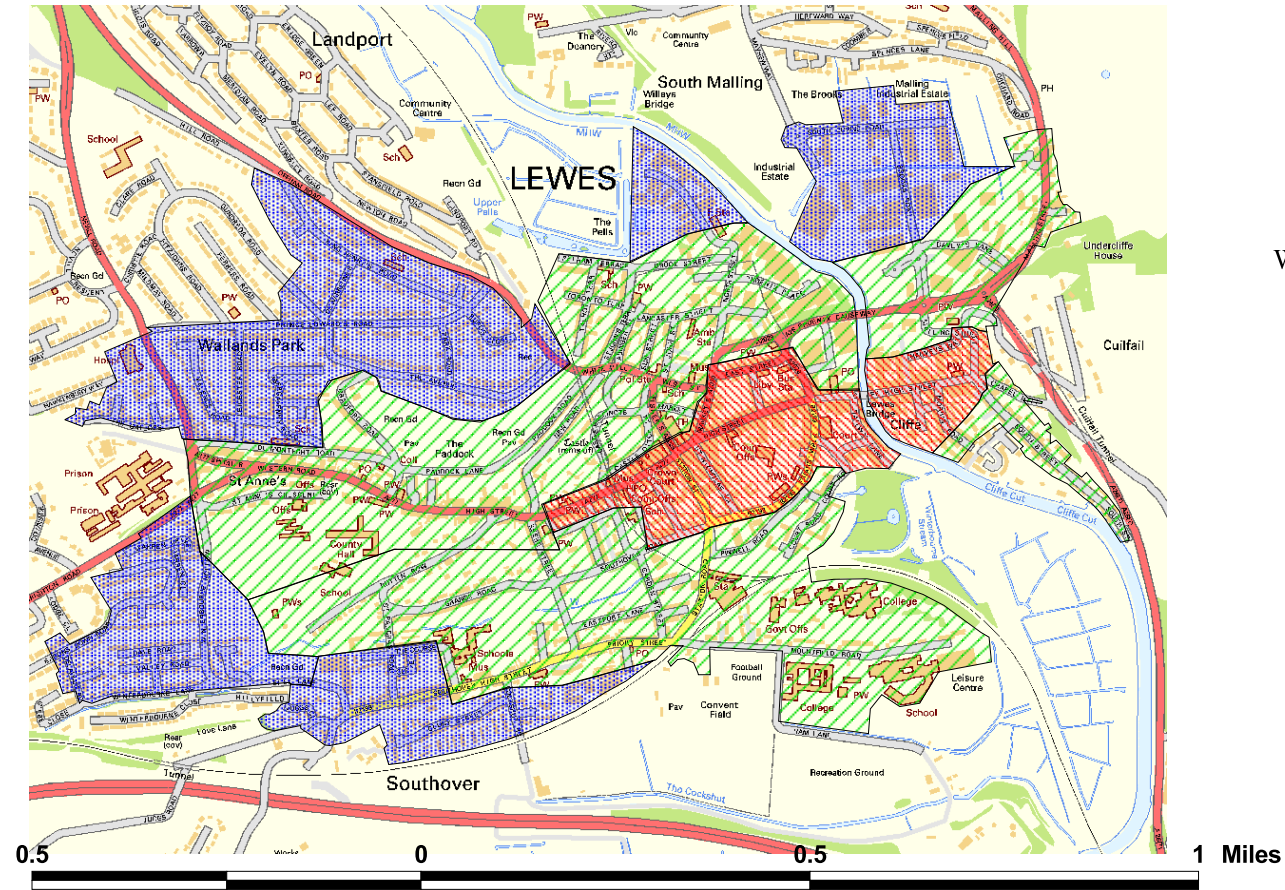
-  Proposed Sub Zone Boundaries
-  Current Extent of Zone A
-  Current Extent of Zone B




Controlled Parking Zone - Days of Operation



-  Sub Zone Boundaries
-  Mon-Sat
-  Mon-Fri

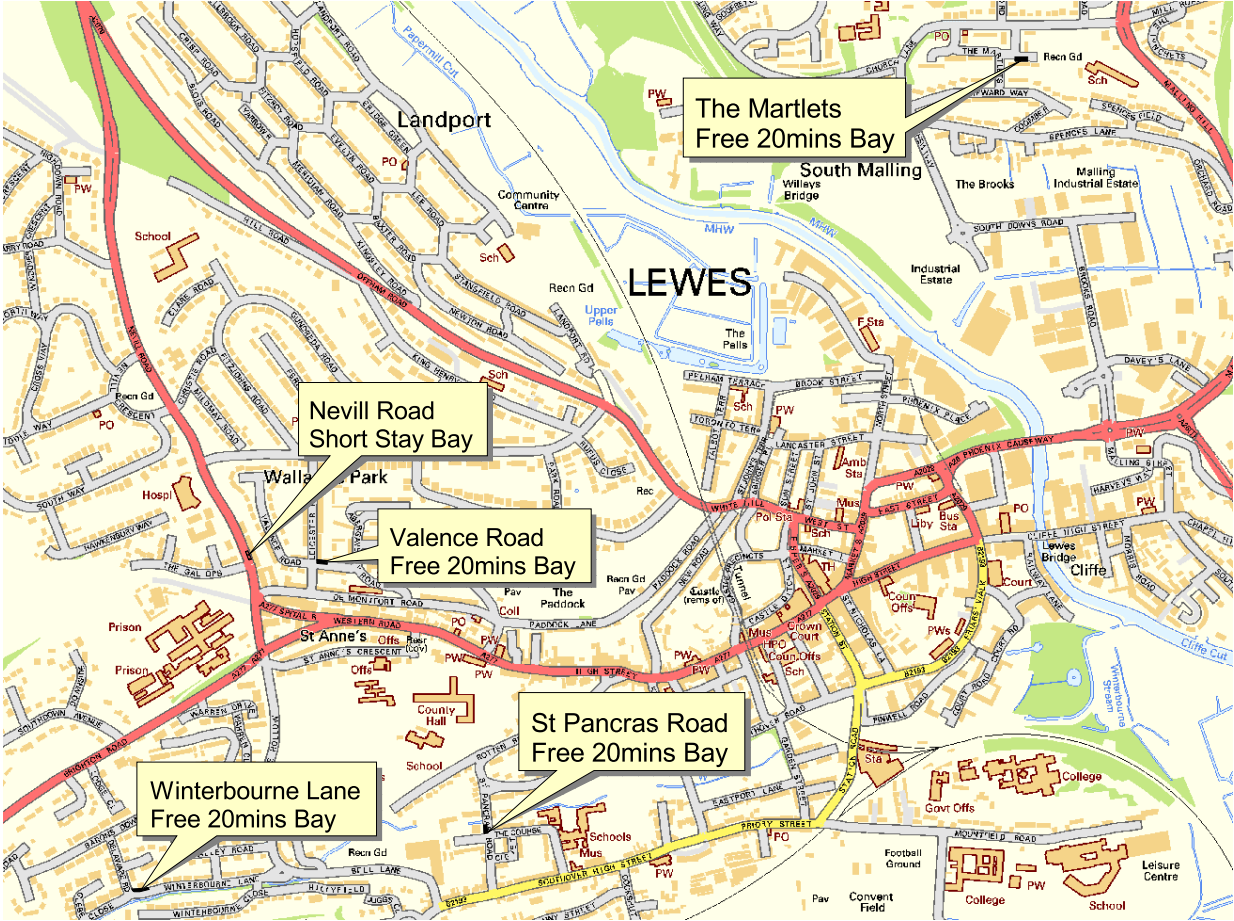
Map Showing the On-Street Pay and Display Charging Bands





-  Outer Zone - £0.15 per hour or £1.00 all day
-  Intermediate zone - £0.50ph
-  Commercial Zone - £1.00 per hour (£1.50 per hour in the High Street) , 2 hour max stay, no return within 2 hours

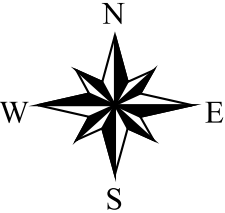
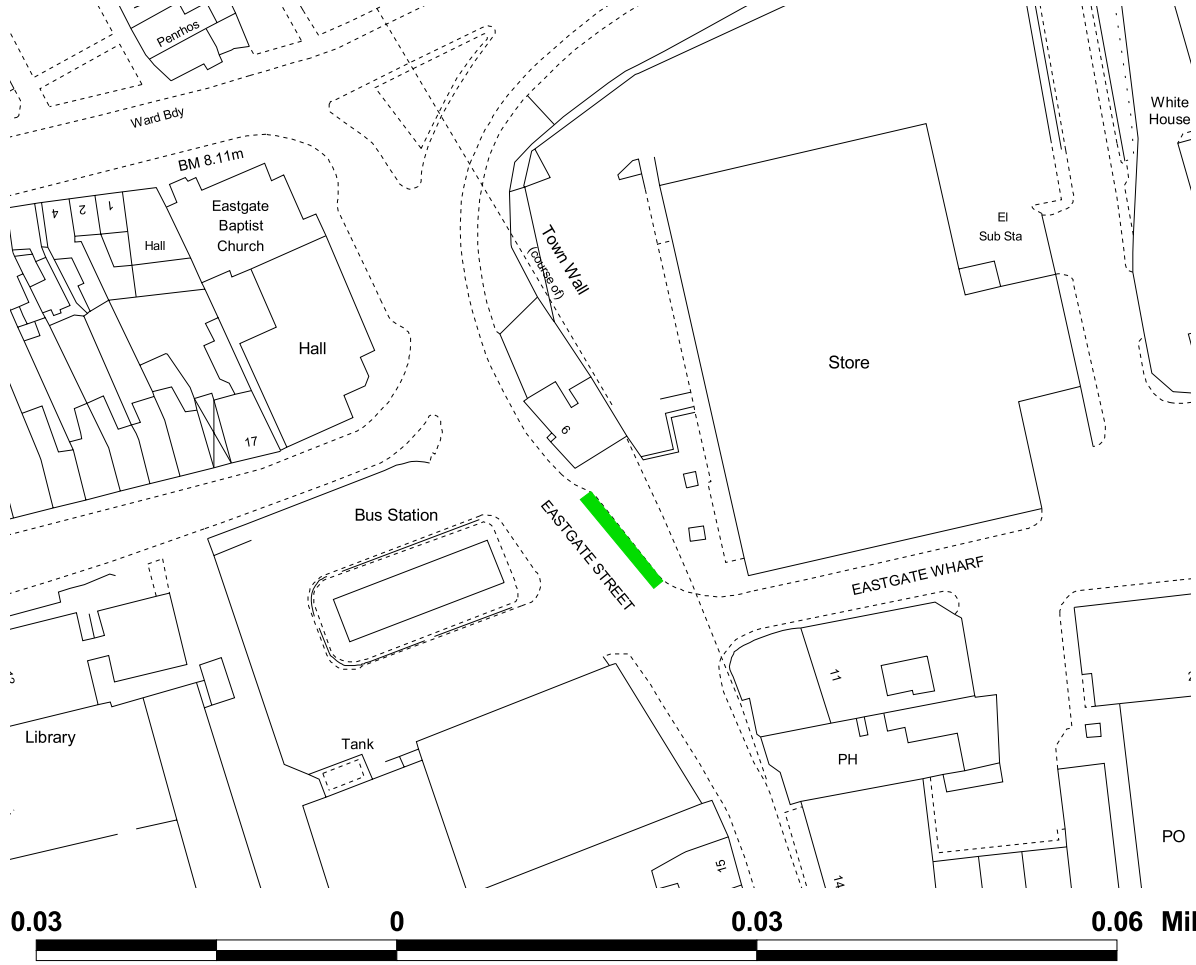
MAP 5

Map Showing Location of Short Stay Bays



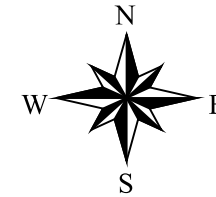
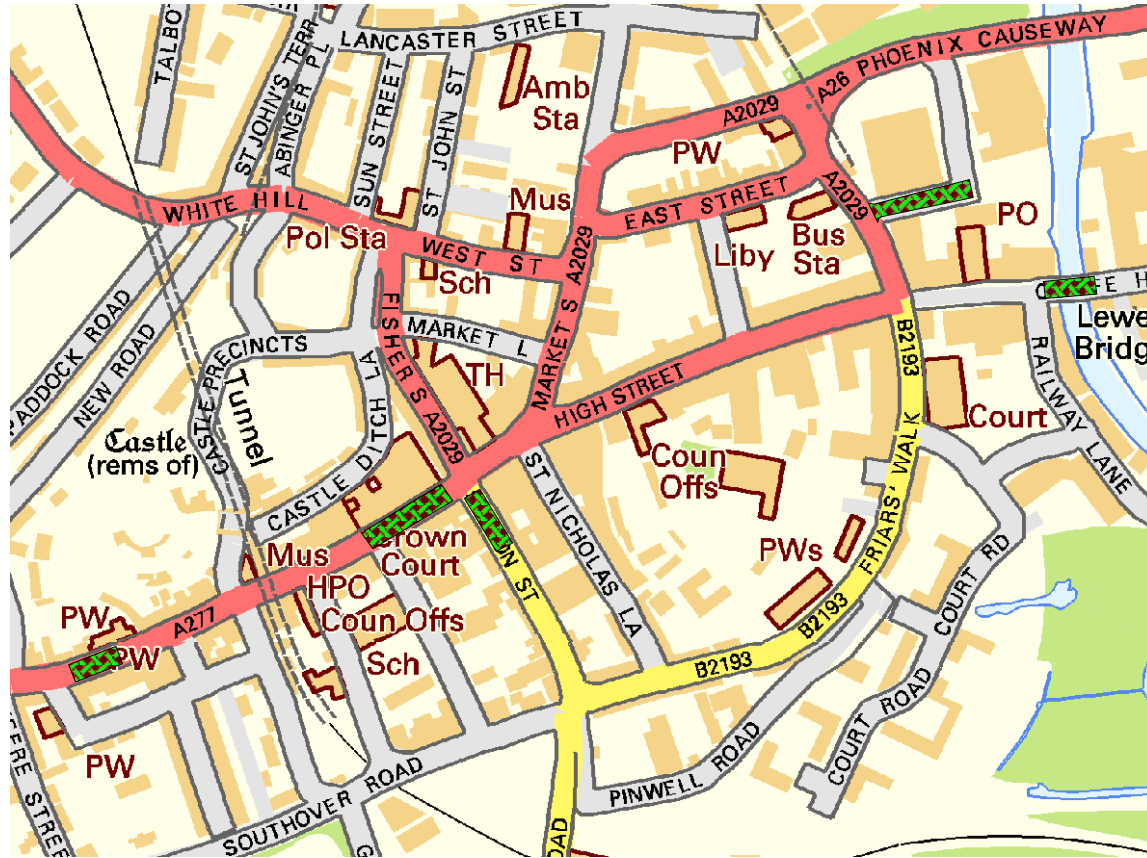
 Free 20 mins bay
 Limited short stay bay

Eastgate Street Taxi Rank



 Eastgate taxi rank

Map Showing 'No Loading At Any Time' Restrictions



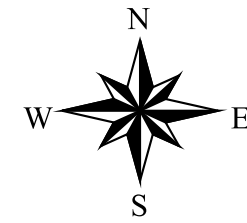
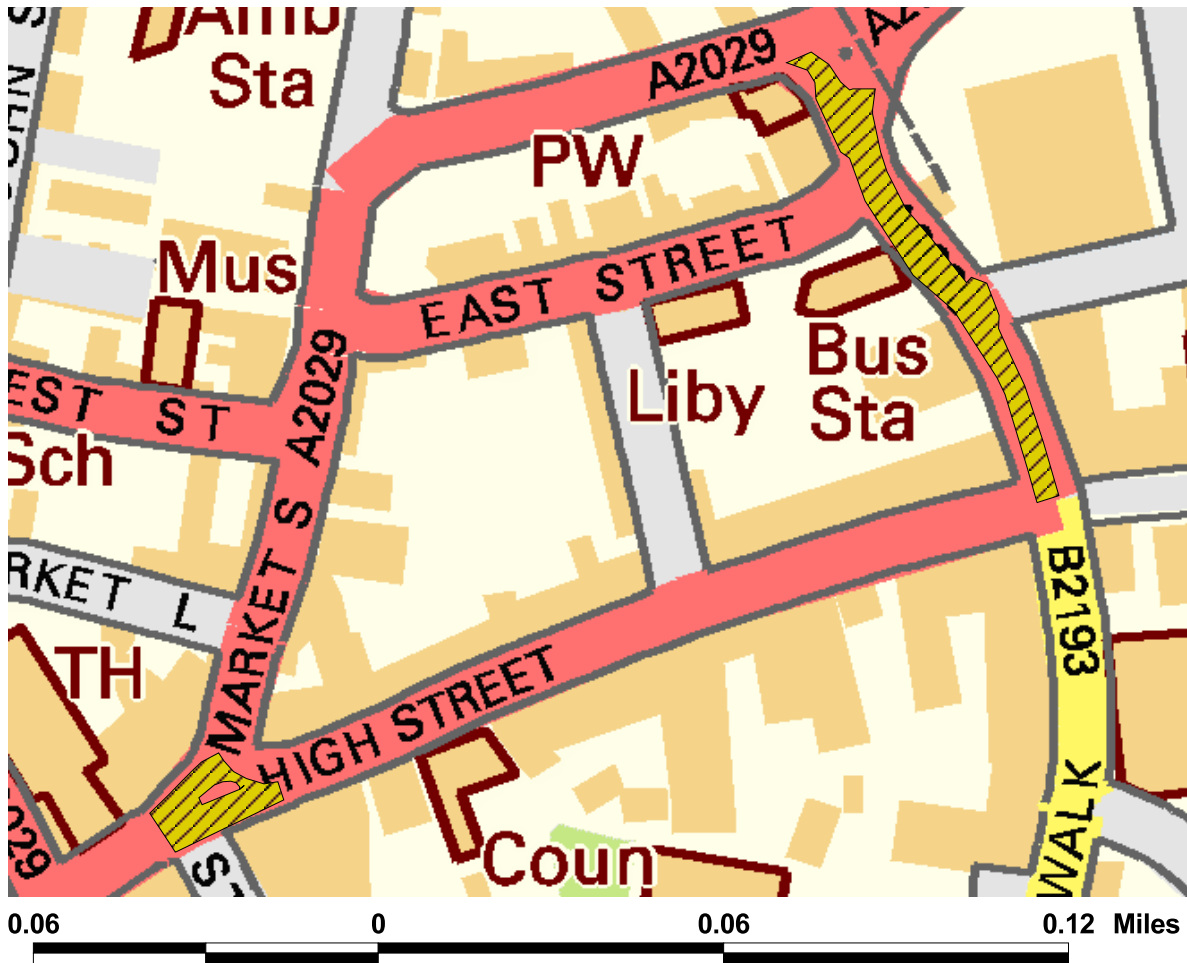
0.1 0 0.1 0.2 Miles

 No loading at any time

This map is for illustrative purposes only

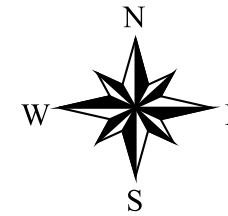
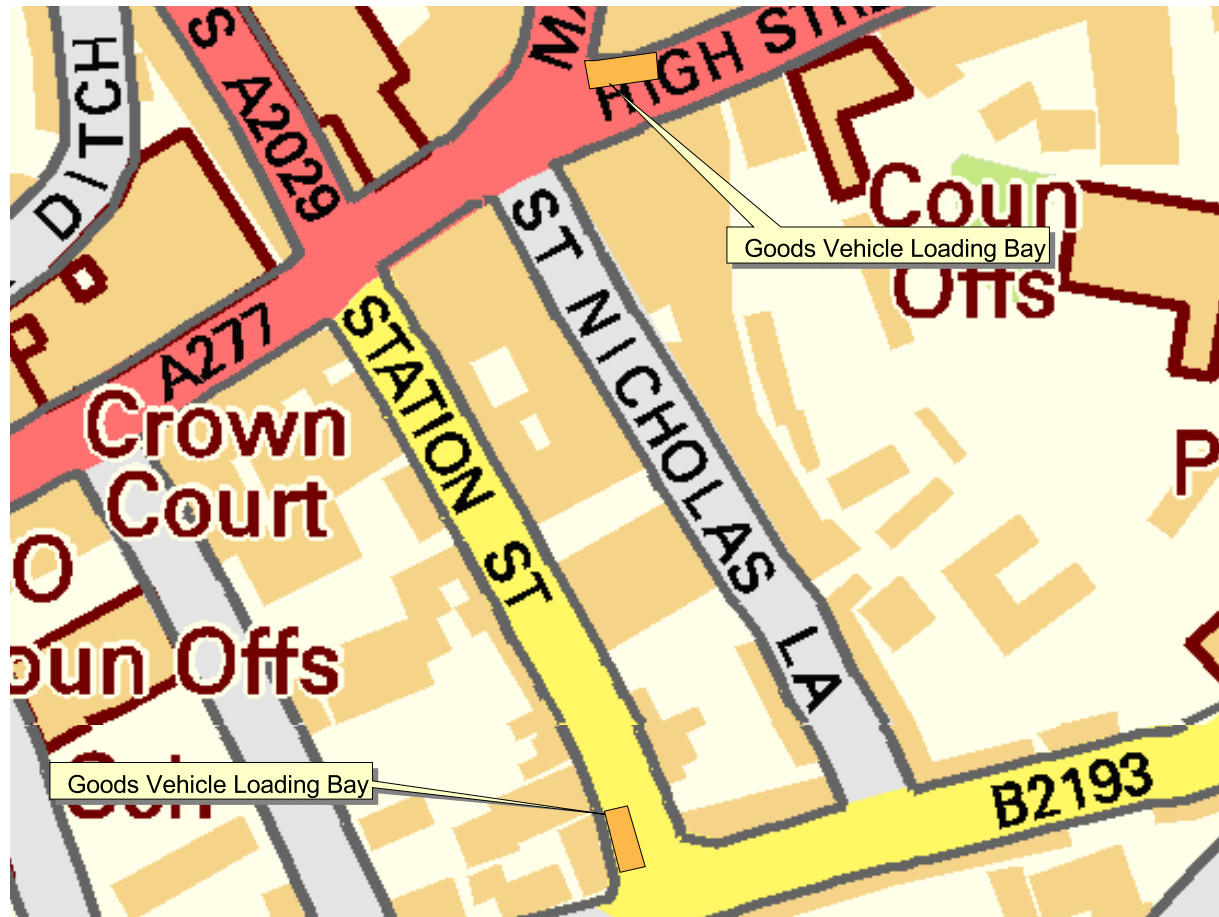
MAP 8

Map Showing 'No Loading Monday to Saturday 8.00am-10am and 4.00pm-6.00pm'



No loading Mon-Sat
8.00am-10.00am and 4.00pm -6.00pm

Map Showing Location of Goods Vehicle Loading Bays

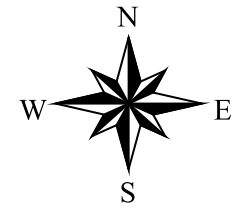
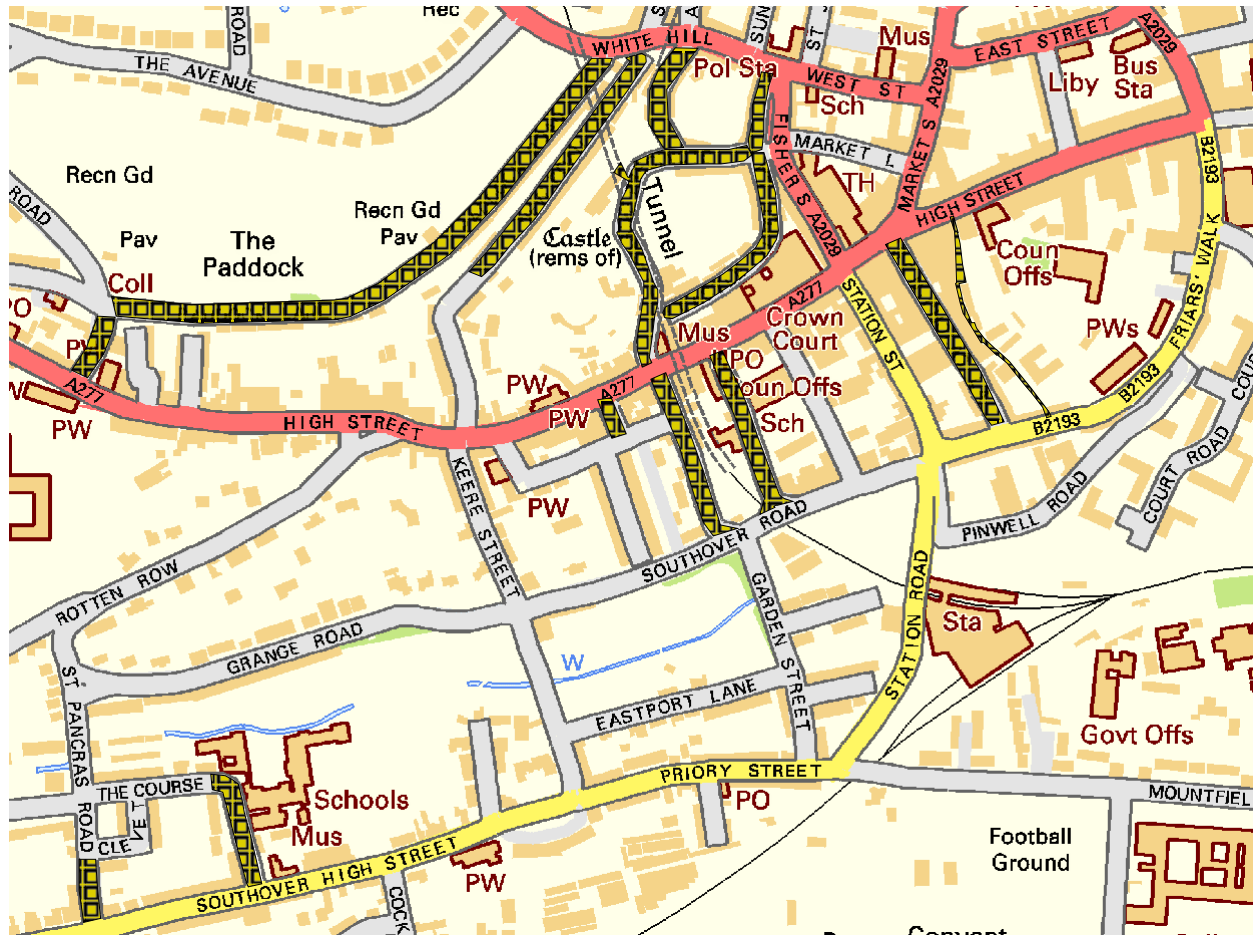


 Goods vehicle loading bay



MAP

Map Showing Location of 'Restricted Streets'



 Restricted Street



MAP

