

Committee:	Regulatory Planning Committee
Date:	21 June 2017
Report by:	Director of Communities, Economy and Transport
Title of Report	Traffic Regulation Orders – Lewes District Parking Review
Purpose of Report	To consider the objections received in response to the formal consultation on the draft Traffic Regulation Orders associated with the Lewes District Parking Review
Contact Officer:	Michael Blaney - Tel. 01424 726142
Local Members:	Councillor Boorman, Councillor Philip Daniel, Councillor Lambert, Councillor Osborne and Councillor Sheppard,

RECOMMENDATION

The Planning Committee is recommended to:

- 1. Uphold the objections to the draft Order as set out in Appendix 1 to this report.**
 - 2. Not uphold the objections to the draft Order as set out in Appendix 2 of this report**
 - 3. Recommend to the Director of Communities, Economy and Transport that the draft Traffic Regulation Order be made in part.**
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CONSIDERATION BY DIRECTOR OF COMMUNITIES, ECONOMY AND TRANSPORT.

1. Introduction

- 1.1 Requests for new or for changes to existing parking and waiting restrictions in Lewes District are held on a priority ranking database, with those requests ranking high enough being progressed to consultation. Informal consultations began in January 2017 to see whether there was enough public support to introduce controls such as double yellow lines or changes to permit parking schemes in various locations in Lewes District.
- 1.2 Feedback from the consultations led to formal proposals being developed. These formal proposals were advertised, together with the draft Traffic Regulation Order (TRO) (a copy of which is attached at Appendix 3) in the Sussex Express on 3 March 2017. Notices and copies of the relevant plans were placed on posts and lamp-columns in the affected areas. Approximately 1200 letters were delivered to local addresses and the consultation was placed on the Council's Consultation Hub for any member of the public to comment. The formal period for representations to be made ended on 24 March 2017.

- 1.3 Copies of the formal proposals were sent to relevant district and parish Councillors, County Councillors and statutory consultees including the emergency services. Copies of all supporting correspondence are available in the Members' Room.
- 1.4 During the formal consultation 66 items of correspondence were received. These include 45 objections and 21 items of support.

2. Comments and Appraisal

- 2.1 Each item of correspondence has been considered individually and a summary of the objections and officer comments are included in Appendices 1 and 2. Plans and photographs showing the areas objected to are included in the Additional Information Pack.
- 2.2 Following consideration of the responses, it is recommended to modify or withdraw the following proposals (summarised in Appendix 1):
- Godfrey Close, Lewes – modify the proposal to reduce the double yellow lines to the start of the dropped kerb outside number 8 on the south-eastern side and number 1 on the north-western side.
 - Lansdown Place, Lewes – withdraw the proposed loading bay as parking for residents is in high demand.
 - Pelham Road, Seaford – withdraw the proposed change of days and times for the taxi bay as parking for residents is in high demand.
 - Steyne Road, Seaford – modify the proposal to reduce the double yellow lines from 15 metres to 10 metres outside number 91 on the northern side.
 - Chyngton Gardens, Seaford – withdraw the proposed double yellow lines as parking for residents is in high demand.

Officers are satisfied that these modifications do not involve a substantial change to the draft Order and it is unnecessary to consult again on their implementation.

- 2.3 With regard to objections relating to Alfriston Road (Seaford), Deans Meadow (Barcombe), Middle Street (Falmer), Mill Steet (Falmer), Old Malling Way (Lewes), Park Street (Falmer), South Street (Seaford), Station Approach (Seaford) and Sutton Drove (Seaford), it is not considered that these objections provide sufficient grounds to warrant the modification or withdrawal of the proposals, and the proposals provide for the most efficient use of parking space. It is considered that these objections should not be upheld. Appendix 2 provides further rationale for these recommendations.
- 2.4 It is also recommended that all other proposals not objected to should be implemented as advertised.

3. Conclusion and reasons for recommendation

- 3.1 The approach in trying to resolve objections to the Order has been to appraise the concerns raised by residents and other road users, whilst not compromising road safety or other factors. On balance, some objections can be upheld and some minor modifications can be incorporated into the Order, whilst with the rest of the objections, it is felt for highway and road safety reasons, that they should not be upheld and the proposals in these areas should proceed as per the TRO as advertised.

3.2 It is therefore recommended for the reasons set out in this report, that the Planning Committee upholds the objections in Appendix 1, does not uphold the objections in Appendix 2, and to recommend to the Director of Communities, Economy, and Transport that the draft Order be made in part.

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Director of Communities, Economy and Transport

BACKGROUND DOCUMENTS

Appendix 1 – Proposals where objections are upheld

1. Site 1 Godfrey Close, Lewes (Councillor Philip Daniel)

- 1.1 The proposal at this location is to install double yellow lines at the junction of Godfrey Close and Old Malling Way in order to prevent obstruction by parked vehicles. The proposals extend from the junction and were designed to cover the dropped kerb outside number 20, Godfrey Close.
- 1.2 Two objections have been received on the grounds that the proposals will reduce parking in this area for local residents. The dropped kerb outside number 20 was apparently installed for the benefit of the resident living opposite at number 1 Godfrey Close, who was registered blind. The resident has now moved away and the dropped kerb is now little used as the natural desire line for pedestrians to cross is closer to the entrance to the junction. The proposed double yellow lines do not need to extend so far as to cover the dropped kerb.
- 1.3 The proposals follow concerns raised by residents and the local councillors that vehicles were being left in a potentially unsafe position. By reducing the proposals slightly the proposed double yellow lines will keep the junction clear of inconsiderate parking and improve driver and pedestrian visibility.
- 1.4 **Recommendation:** To uphold the objections and to reduce the length of the proposals.

2. Site 2 Lansdown Place, Lewes (Councillor Philip Daniel)

- 2.1 The proposal at this location is to install a Loading Bay outside 2-4 Lansdown Place. At present vehicles pull up on the double yellow lines opposite, damaging the footway and causing obstruction to the access to number 31 Lansdown Place.
- 2.2 Ten objections have been received from local addresses along with 2 items of support. The objections are on the grounds of the loss of three resident parking spaces. The objectors say that parking is already at a premium in this area and the removal of three resident only spaces would have a huge detrimental impact on those residents in an already extremely challenged area. They also say that new developments in the area in recent months and planned new developments will only add further problems. Other grounds for objection are from local residents who believe the majority of loading to Laport's Café and The All Saint's Centre is done either early in the morning before the restrictions start, or in the evenings after the restrictions finish.
- 2.3 Having considered the responses it is clear that there is no general support from local residents for the proposal as advertised and it is recommended that the proposal be withdrawn.
- 2.4 **Recommendation:** To uphold the objections and to withdraw the proposal

3. Site 3 Pelham Road, Seaford (Councillor Lambert)

The proposal in Pelham Road is to change the times of the existing Taxi Only Bay to include Sundays.

- 3.1 One objection was received from Seaford Town Council on the grounds that there was no significant demand for taxi's on a Sunday and the loss of 7-8 parking spaces would be detrimental to the residents in the area.

The proposal to extend the days of operation to include Sundays has come from Morrisons via the Lewes District Licencing Officer, who believe there is significant demand for the taxi rank to operate on Sundays. It is difficult to satisfy the needs of all road users with the limited road space available, and it is thought more prudent to withdraw this proposal while more research is carried out. Officers will ask the taxi companies to provide usage statistics to see if this bay is needed on Sundays, and if so this will be presented in a future review.

- 3.2 **Recommendation:** To uphold the objections and withdraw this proposal.

4. **Site 4 Steyne Road, Seaford (Councillor Lambert)**

- 4.1 The proposals to install double yellow lines follow requests received from local residents after the last parking review in this area. It was suggested that the restrictions at the time did not go far enough. Steyne Road is a main road through Seaford where Seaford Head Lower School stands. Residents had expressed concerns around on-street parking during school opening and closing times.

- 4.2 Eight items of objection have been received along with two items of support. The grounds for objection were that many properties had more than one vehicle and they would not be able to park outside their house as a result of the proposed restrictions. The other objections were that the problem is only for a short period of time at school pick up and drop off and residents believe that the yellow lines would depreciate the value of houses in the road. The grounds for support were that parents were showing no consideration to other road users or pedestrians when dropping off or picking up. Vehicles were being driven up and left on the pavements and abandoned too close to the junctions. Visibility in the area is already impaired due to the amount of children on the pavements and it is believed an accident is waiting to happen. The resident at 91 Steyne Road believes the proposals outside their property are too long and that they need to park outside their home.

- 4.3 Inconsiderate and dangerous parking is increasingly causing problems around schools, causing unnecessary danger for young people on their way to and from school. Safety is of prime importance and the double yellow lines at the junctions will help to stop congestion and visibility issues for other road users and pedestrians. The double yellow lines outside number 91 Steyne Road can be reduced slightly to 10 metres while still allowing adequate visibility at the junction.

- 4.4 **Recommendation:** Having considered the objections, it is recommended that the proposed double yellow lines outside number 91 Steyne Road are reduced from 15 metres to 10 metres and that all the other proposals are installed as advertised.

5. **Site 5 Chyngton Gardens, Seaford (Councillor Boorman)**

- 5.1 The proposals follow requests from local councillors, the bus company and a local resident. It is understood that buses are having difficulties negotiating this section of road when cars are parked on both sides. This is also causing a knock on effect with vehicles trying to leave the A259 to travel up Chyngton Gardens but is met with queuing vehicles waiting to get through to continue with their journeys.

- 5.2 Although there were 6 objections to this proposal these were only from 3 separate addresses. The grounds for the objections were that most properties had two or more vehicles and on street parking was needed. Other grounds were that the proposals will lead to a bigger problem and just displace vehicles into the already overcrowded estate.
- 5.3 Displacement is inevitable when any new restrictions are installed. Officers have contacted the bus company and they say that they are happy with the current layout of the road and have no recent problems to report.
- 5.4 **Recommendation:** To uphold the objections and to withdraw the proposal.

Appendix 2 – Proposals where objections are not upheld and are proposed to be implemented as advertised

6. Site 6 Deans Meadow, Barcombe (Councillor Sheppard)

- 6.1 The proposal at this location was to formalise the existing advisory disabled parking bay and to extend it by 1.1 metres to meet the 6.6 metre length required by the TSRGD (Traffic Signs, Regulations, and General Directions). The advisory bay at this location has been installed with a 5.5 metre length.
- 6.2 One objection has been received from a resident. The objector has misunderstood the proposal and believes a second disabled bay is being proposed. The objection was on the grounds that parking is already at a premium and another bay would only add to the problems in this area.
- 6.3 The existing disabled bay outside number 15 is an advisory bay and is regularly being misused by non-Blue Badge Holders. Formalising the bay means it can only be used by valid Blue Badge holders.
- 6.4 It is not felt that this extension of 1.1 metres will cause additional parking pressure in this area.
- 6.5 **Recommendation:** To not uphold the objection and to install the proposals as advertised.

7 Site 7 The Malling Estate, Lewes (Councillor Philip Daniel)

- 7.1 The proposed double yellow lines around the estate follow numerous complaints received about inconsiderate and dangerous parking close to junctions. The proposed double yellow lines will keep the junctions clear, improve driver and pedestrian visibility and improve the free flow of traffic around the estate.
- 7.2 Nine objections have been received on the grounds that the problems are caused by parking from staff and visitors to the police headquarters. The objectors say that the Police headquarters have not provided enough car parking spaces for their employees, and that with their expansion over the last few years there are currently in excess of 1000 staff employed on the site. It is claimed that with the fire service relocating to the site, residents are struggling on a daily basis to find somewhere to park. Residents have been campaigning for many years to have the police provide more parking on site for staff and are fed up and believe proposals will not help the situation but make it worse as valuable spaces will now be taken up by double yellow lines.
- 7.3 It is true that parking is in high demand around the Malling Estate. Officers have attended meetings with the Police and local councillors to try to address the issues. Sussex Police are currently looking to increase parking facilities at the headquarters and they do understand the pressures on residents in the area. The proposed double yellow lines are intended to improve visibility at the junctions. The Highway Code states that drivers should not park within 10 metres of a junction. The proposals are not there to restrict parking for the residents but are there to ensure safety.
- 7.4 **Recommendation:** To not uphold the objections and install the proposals as advertised.

8 Site 8 Station Approach, Seaford (Councillor Lambert)

- 8.1 The proposal to implement a time limited waiting bay in this lay-by was requested by the local councillor and residents to maintain a regular turnover of parking spaces during the peak periods.
- 8.2 One objection has been received from a local business who claims that the layby is being used by commuters, who will now have to park on street in an already overcrowded area.
- 8.3 There is a persistent problem with vehicles parking in the lay-by all day. As the area is close to the town centre it is believed a new time limited bay at this location would be more beneficial and will increase a turnover of customers to the local businesses.
- 8.4 **Recommendation:** To not uphold the objection and install the proposal as advertised.

9 Site 9 South Street, Seaford (Councillor Lambert)

- 9.1 The proposal at this location is to extend the double yellow lines and remove a time limited bay. This follows concerns raised that the bay is not of a sufficient size and most cars would not fit completely within the limits of the bay.
- 9.2 One objection was received from the Town Council believing that the loss of one parking space could not be justified on traffic grounds.
- 9.3 Although there is no minimum length for a parking bay, it should be of a sufficient length to accommodate most vehicles. The standard measurement used by ESCC's Parking Team is 5.5 metres per parking space. The existing bay measures 2.9 metres in length and as such does not meet the standard requirement to be recognized as a parking bay. Removing the bay should also increase safety as 10 metres of double yellow line would be provided at the junction.
- 9.4 **Recommendation:** To not uphold the objection and to implement the proposal as advertised.

10 Site 10 Alfriston Road, Seaford (Councillor Lambert)

- 10.1 The proposed removal of two small time-limited bays and the extension to the existing double yellow lines at this location were requested by local residents.
- 10.2 One objection to the proposals was received from the Seaford Town Council who believe that the double yellow lines were not justified on traffic grounds.
- 10.3 Although there is no minimum length for a parking bay, it should be of a sufficient length to accommodate most vehicles and should not obstruct visibility or access. Both of the existing bays measure approximately 4 metres and any vehicle parking in them will generally overlap the bay markings. Both the bays are situated either side of private drives and when vehicles overlap the bays the residents have difficulty entering and exiting their drives.

10.4 Recommendation: To not uphold the objections and install the proposals as advertised.

11 Site 11 Steyne Road Area, Seaford (Councillor Lambert)

11.1 The proposed double yellow lines were requested by local residents as part of the last parking review. It was believed that the changes last year were not far reaching enough and more restrictions were needed. Steyne Road is a main road through Seaford where Seaford Head Lower School stands. Residents have expressed concerns around on-street parking during school opening and closing times.

11.2 Eight items of objection have been received along with two items of support. The grounds for objection were that many properties had more than one vehicle and they would not be able to park outside their house as a result of the proposed restrictions. The other objections were that the problem is only for a short period of time at school pick up and drop off and residents believe that the yellow lines would depreciate the value of houses in the road. The grounds for support were that parents were showing no consideration to other road users or pedestrians when dropping off or picking up. Vehicles were being driven up and left on the pavements and abandoned too close to the junctions. Visibility in the area is already impaired due to the amount of children on the pavements and it is believed an accident is waiting to happen.

11.3 Inconsiderate and dangerous parking is increasingly causing problems around schools, causing unnecessary danger for young people on their way to and from school. The proposals will help to stop congestion and visibility issues for other road users and pedestrians.

11.4 Recommendation: To not uphold the objections and install the proposals as advertised (apart from the proposal outside No 91, as detailed in section 4 of Appendix 1, .

12 Site 12 Sutton Drove, Seaford (Councillor Boorman)

12.1 The proposed double yellow lines were requested by local residents and are intended to prevent obstructive parking where forward visibility is restricted to allow vehicles to safely enter and exit the junction.

12.2 One objection was received from a resident stating that although vehicles park too close to the junction, he had not been aware of any incidents. The resident also believes that installing these restrictions would force people to park in more dangerous locations.

12.3 The initial request for the double yellow lines came from a resident after there was an incident involving a motorcycle at the junction. When vehicles are parked up close to the junction it is hard to safely exit Vale Road onto Sutton Drove unless you move out into the path of oncoming vehicles. The junction of Sutton Drove and Vale Road is at the bottom of an incline and vehicles travelling along Sutton Drove are generally travelling at a higher speed.

12.4 The Council's senior traffic engineer has inspected the junction and confirms that vehicles parked close to the junction were causing problems. Visibility is restricted when exiting the junction with several vehicles parked on Sutton Drove.

12.5 The Highway Code states that drivers should not park within 10 metres of a junction. The proposals are intended to ensure that this is the case and improve safety at this junction.

12.6 Recommendation: To not uphold the objection and to implement the proposal as advertised.

13 Site 13, 14, and 15 Middle Street, Mill Street, and Park Street, Falmer (Councillor Osborne)

13.1 The proposals in Falmer were to change some of the existing permit holder bays to time-limited parking bays. The bays are operational between 1 September and 31 May.

13.2 Four objections have been received from Falmer Parish Council and local residents. The grounds for the objections are that the proposed changes will encourage students from Brighton University and visitors to the football stadium to park in the village, and that the permit parking space is needed for residents.

13.3 There are approximately 52 permit parking spaces in these three roads (15 in Middle Street, 12 in Mill Street, and 24 in Park Street).

13.4 There are currently 3 permit holders in Middle Street, 4 permit holders in Mill Street, and 9 permit holders in Park Street. In addition, residents can buy up to 100 visitor permits each per year (or up to 150 if they are housebound), but our records show that only 35 visitor permits in total have been bought since January 2016. These visitor permits are only valid on the date they are used. This clearly shows there is not a high take-up of residents' or visitors permits in this area and the parking spaces are under-utilised.

13.5 The proposals will help maximise the use of the available road space by increasing the amount of free parking for non-permit holders. The proposed free parking will be limited to a maximum stay of four hours in Middle Street and two hours in Mill Street and Park Street.

13.6 Recommendation: To not uphold the objections and to install the proposals as advertised.

Appendix 3 – Proposed Traffic Regulation Order (TRO)

EAST SUSSEX COUNTY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984, ROAD TRAFFIC ACT 1991 & TRAFFIC MANAGEMENT ACT 2004

The East Sussex (Lewes District) (Traffic Regulation) Order 2004 Amendment Order 2005 No 1 (Amendment No x) 201x

East Sussex County Council, in exercise of their powers under Sections 1(1), 2(1) to (4), 3(2), 4(2), 32, 35(1) and (3), 45, 46, 49, 51, 52 and 53 of, and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 (“the Act”), as amended, the Road Traffic Act 1991, as amended, Part 6 of the Traffic Management Act 2004, and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act hereby make the following Order:-

1. Commencement and citation

This Order may be cited as “The East Sussex (Lewes District) (Traffic Regulation) Order 2004 Amendment Order 2005 No 1 (Amendment No x) 201x and shall come into effect on xxxxxx

2. When this Order comes into effect:

(a) The East Sussex (Lewes District) (Traffic Regulation) Order 2004 Amendment Order 2005 No.1, as amended, shall have effect except as hereinafter contained.

(iii) Schedule 1, Part A, Prohibition of Waiting At Any Time, that this Schedule be amended as follows:

1. In the list of restrictions for Cooksbridge, the following items shall be added as follows:

Malthouse Way	North side	From its junction with the A275 eastwards for a distance of 20 metres
Malthouse Way	South side	From its junction with The A275 eastwards for a distance of 23 metres

2. In the list of restrictions for Ditchling, the following items shall be added as follows:

Nevill Cottages	Both sides	From its junction with Beacon Road, westwards for a distance of 10 metres
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3. In the list of restrictions for Newhaven, the following items shall be deleted as follows:

Court Farm Road	Both sides	from its junction with Fort Road for a distance of 52 metres in a westerly direction
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4. In the list of restrictions for Newhaven, the following items shall be added as follows:

Bay Vue Road	South-east side	From the north-eastern boundary of No 1 Western Road north-eastwards to the boundary of Nos. 9/10 Bay Vue Road
Court Farm Road	Both sides	From its junction with Fort Road south-westwards to a point 2 metres north-east of the south-western building line of number 22 Court Farm Road
Fort Road	North-east	From its junction with West Quay South-eastwards for its

	Side	entire length
Fort Road	South-west Side	From a point 75 metres from its junction with Court Farm Road south-eastwards for its entire length
Haven Way	North-east side	From a point 3 metres east of the eastern building line of no 6, eastwards for a distance of 38 metres
Haven Way	South-east Side	From the rear boundary of No 1 Harbour View Road, north-eastwards for a distance of 30 metres including both sides of that section of Haven Way to the front of Nos 15-19
Quarry Road	Both sides	From its junction with Court Farm Road westwards to its junction with Court Farm Road

5. In the list of restrictions for Peacehaven, the following items shall be added as follows:

Arundel Road Central	Both Sides	From a point 10 metres north-west of its junction with Roderick Avenue, south-eastwards to a point 10 metres south-east of its junction with Roderick Avenue
Arundel Road West	Both Sides	From a point 15 metres north-west of its junction with Phyllis Avenue, south-eastwards to a point 16 metres south-east of its junction with Phyllis Avenue
Phyllis Avenue	Both Sides	From a point 10 metres south-west of its junction with Arundel Road West, north-eastwards to a point 10 metres north-east of its junction with Arundel Road West
Roderick Avenue	Both Sides	From a point 15 metres south-west of its junction with Arundel Road Central, north-eastwards to a point 15 metres north-east of its junction with Arundel Road Central

6. In the list of restrictions for Seaford, the following items shall be deleted as follows:

Chyngton Gardens	Both Sides	From its junction with the north-western kerbline of Eastbourne Road for a distance of 34 metres in a north-westerly direction
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7. In the list of restrictions for Seaford, the following items shall be added as follows:

Alfriston Road	South-west Side	From a point 1 metre north-west of the boundary of Nos 2/3, south-eastwards to the boundary of Nos 3/4 Sutton Parade
Ashurst Road	Both Sides	From its junction with Bramber Road, southwards for a distance of 10 metres
Ashurst Road	East Side	From its junction with Steyne Road, northwards for a distance of 11 metres
Ashurst Road	West Side	From its junction with Steyne Road, northwards for a distance of 10 metres
Bramber Road	Both Sides	From a point 10 metres north-west of its junction with Heathfield Road, south-eastwards to a point 10 metres south-east of its junction with Heathfield Road
Bramber Road	North-east	From its junction with Sutton Avenue north-westwards to a

	Side	point 5 metres north-west of the boundary of Nos. 43/45
Bramber Road	South-west Side	From its junction with Steyne Road north-westwards to a point 5 metres north-west of the boundary of Nos. 43/45
Bramber Road	South-west Side	From a point 10 metres north-west of its junction with Ashurst Road, south-eastwards to a point 10 metres south-east of its junction with Ashurst Road
Bramber Road	South-west Side	From a point 10 metres north-west of its junction with Dean Road, south-eastwards to a point 10 metres south-east of its junction with Dean Road
Broad Street North	South-east Side	From a point opposite the boundary of Nos. 65 and 67 north-eastwards for a distance of 60 metres
Broad Street North	East Side	From its junction with Sutton Park Road northwards for a distance of 13 metres
Broad Street North	West side	From its junction with Clinton Place northwards for a distance of 15 metres
Chyngton Gardens	South-west Side	From its junction with Eastbourne Road, north-westward to the boundary of Nos 5a/7
Chyngton Gardens	North-east Side	From its junction with Eastbourne Road, north-westwards for a distance of 34 metres
Chyngton Gardens	North-east side	From a point 15 metres north-west of its junction with Walmer Road, south-eastwards to a point 5 metres north-west of the boundary of Nos 2/4
Dean Road	Both Sides	From its junction with Bramber Road, southwards for a distance of 10 metres
Dean Road	Both Sides	From its junction with Steyne Road, northwards for a distance of 10 metres
Heathfield Road	Both Sides	From its junction with Steyne Road, northwards for a distance of 10 metres
Heathfield Road	Both Sides	From a point 10 metres south of its junction with Bramber Road, northwards to a point 10 metres north of its junction with Bramber Road
South Street	North-east side	From its junction with High Street, south-eastwards to the rear boundary of No 4
Steyne Road	North Side	From its junction with Bramber Road, south-westwards for a distance of 10 metres
Steyne Road	North Side	From its junction with Heathfield Road, north-eastwards for a distance of 12 metres
Steyne Road	North Side	From a point 15 metres west of its junction with Dean Road, north-eastwards to a point 16 metres north-east of its junction with Dean Road

Sutton Avenue	North Side	From its junction with Bramber Road, north-eastwards to the boundary of Nos 1/3
Sutton Drove	North side	From a point 15 metres west of its junction with Vale Road, eastwards to a point 15 metres east of its junction with Vale Road
Vale Road	East Side	From its junction with Sutton Drove northwards to the boundary of Nos. 4 and 6 Vale Road
Vale Road	West Side	From its junction with Sutton Drove northwards for a distance of 15 metres
Walmer Road	Both Sides	From its junction with Chyngton Gardens, north-eastwards for a distance of 10 metres

8. In the list of restrictions for Telscombe Cliffs, the following items shall be added as follows:

Berry Close	Both Sides	From its junction with Kirby Drive north-westwards for a distance of 10 metres
Bridle Way	Both Sides	From its junction with Kirby Drive south-eastwards for a distance of
Bush Close	Both Sides	From its junction with Kirby Drive north-westwards for a distance of 10 metres
Canada Close	North-east Side	From its junction with Kirby Drive northwards for a distance of 8.5 metres
Canada Close	South-west Side	From its junction with Kirby Drive, northwards for a distance of 19 metres
Kirby Drive	North-west Side	From a point 15 metres south-west of its junction with The Ridings, north-eastwards to a point 15 metres north-east of its junction with The Ridings
Kirby Drive	North-west Side	From a point 53 metres north-east of its junction with Bush Close, south-westwards to its junction with Telscombe Cliffs Way
Kirby Drive	North-west Side	From a point 15 metres south-west of its junction with Berry Close, north-eastwards to a point 15 metres north-east of its junction with Berry Close
Kirby Drive	South-east Side	From a point 55 metres south-west of its junction with Bridle Way, north-eastwards to a point 15 metres north-east of its junction with Bridle Way
St Laurence Close	Both Sides	From its junction with Kirby Drive north-westwards for a distance of 10 metres
The Ridings	Both Sides	From its junction with Kirby Drive, northwards for a distance of 10 metres

(ii) Schedule 1, Prohibition of Waiting Part C, 8am to 6pm, Monday to Saturday inclusive, that this Schedule be amended as follows:

1. In the list of restrictions for Newhaven, the following items shall be deleted:

Newfield Road	North-east Side	From a point 55 metres south of its junction with Brighton Road, south-eastwards to a point 13.72 metres south-east of its junction with the Ring Road
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2. In the list of restrictions for Seaford, the following items shall be deleted:

Broad Street	West Side	From a point 15 metres north-west of the north-western kerbline of Clinton Place for a distance of 31 metres in a north-westerly direction
Church Street	West Side	From a point approximately 63 metres south of the southern kerbline of Dane Road, southwards to a point approximately 20 metres north of the northern kerbline.
Stafford Road	North-West Side	From its junction with Broad Street to a point 15 metres south-west of the south-western kerbline of Warwick Road

3. In the list of restrictions for Seaford, the following items shall be added:

Broad Street North	West Side	From a point 15 metres north-west of the north-western kerbline of Clinton Place north-westwards for a distance of 31 metres
Church Street	South-west Side	From the southern boundary of No 53, south-eastwards for a distance of 11 metres
Church Street	South-west Side	From a point 63 metres south-east of its junction with Dane Road, south-eastwards to a point 20 metres north of its junction with West Street
Clinton Lane	North Side	From a point 11 metres west of the western building line of number 7 Clinton Lane eastwards its junction with Broad Street North
Clinton Lane	South Side	From a point 5 metres east of its junction with Claremont Road eastwards its junction with Broad Street North
Stafford Road	North-West Side	From its junction with Broad Street North, north-eastwards to a point 4 metres south-west of the boundary of Nos 5/7

(iii) Schedule 3, Part B - Time Limited Waiting, 8am to 6pm Monday to Saturday inclusive, maximum stay 2 hours, no return within 1 hour, that this Schedule be amended as follows:

1. In the list of restrictions for Newhaven, the following items shall be added:

Fort Road	North-east side	From a point 18 metres south-east of the south-eastern building line of Nos. 29 to 41 Mariners Wharf south-eastwards for a distance of 5 metres (echelon bays)
Fort Road	North-east side	From a point 23 metres south-east of the south-eastern building line of Nos. 29 to 41 Mariners Wharf south-eastwards for a distance of 6 metres

2. In the list of restrictions for Seaford, the following items shall be deleted:

Alfriston Road	South-west Side	from a point 39 metres south-east of its junction with the south-eastern kerbline of Hindover Road, south-eastwards for a distance of 51 metres
Church Street	West Side	from a point approximately 5 metres south of the southern kerbline of Dane Road, southwards for a distance of approximately 58 metres

3. In the list of restrictions for Seaford, the following items shall be added:

Alfriston Road	South-west Side	From a point 15 metres south-east of its junction with Hindover Road, south-eastwards to a point 7.6 metres north-west of the boundary of Nos 2/3
Alfriston Road	South-west Side	From the boundary of Nos 3/4 Sutton Parade, south-westwards to the boundary of Nos 1/2 Sutton Parade
Broad Street	East side	From a point 5 metres south-east of its junction with Sutton Road southwards for a distance of 45 metres
Broad Street	East side	From a point 27 metres south-east of its junction with Croft Lane southwards for a distance of 17 metres
Church Street	South-west Side	From a point 2 metres north of the northern boundary of No 57, south-eastwards to the southern boundary of No 53
Church Street	South-west Side	From a point 17.6 metres south of the northern boundary of No 57, south-eastwards to a point 63 metres south of its junction with Dane Road
Station Approach	South-west Side	From a point 55 metres south-east of its junction with St Crispians for a distance of 38 metres
Station Approach	South-west Side	From a point 101 metres south-east of its junction with St Crispians for a distance of 12 metres

(iv) Schedule 3, Limited Time Prohibition of Waiting Part C, 1 hour in any period of 2 hours, 8am to 6pm on Mondays to Fridays

South Coast Road	North Side	From a point 23.72 metres west of its junction with the western kerbline of Seaview Avenue westwards to the north-western boundary of No. 96 South Coast Road
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1. In the list of restrictions for Peacehaven, the following items shall be deleted:

(v) Schedule 3, Limited Time Prohibition of Waiting Part G, 2 hours in any period of 1 hour, 9am to 4pm on Mondays to Fridays, 1 September to 31 May that this Schedule be amended as follows:

1. In the list of restrictions the following item shall be added as follows for Falmer:

Mill Street	South side	From a point 9 metres east of the eastern wall of No.81 Mill Street, westwards for a distance of 22.5 metres
Park Street	East side	From a point 10 metres north of the northern kerbline of South Street to a point 4 metres north of the boundary of Nos. 4/5 The Courtyard

(vi) Schedule 3, Limited Time Prohibition of Waiting Part H, 4 hours in any period of 1 hour, 9am to 4pm on Mondays to Fridays, 1 September to 31 May that this Schedule be amended as follows:

1. In the list of restrictions the following item shall be added as follows for Falmer:

Middle Street	South side	From a point opposite the eastern boundary of No.47 Middle Street, westwards to a point opposite the western boundary of No.43 Middle Street
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(vii) Schedule 3, Part M- Time Limited Waiting, 8am to 6pm Monday to Saturday inclusive, maximum stay 1 hour, no return within 1 hour, that this Schedule be added as follows:

1. The following items shall be added for Telscombe Cliffs:

South Coast Road	North-east side	From the north-western building line of number 96 South Coast Road south-eastwards for a distance of 27.5 metres
South Coast Road	North-east side	From a point 2 metres south-east of the north-western building line of number 90 South Coast Road south-eastwards for a distance of 13 metres
South Coast Road	North-east side	From a point 3 metres north-westwards of the south-eastern building line of number 76 South Coast Road north-westwards for a distance of 40 metres

(viii) Schedule 6, Disabled Persons Parking Places, that this Schedule be amended as follows:

1. In the list of restrictions the following item shall be added as follows for Barcombe:

Deans Meadow	North-east side	From the boundary of numbers 13 and 15 Deans Meadow south-eastwards for a distance of 6.6 metres
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2. In the list of restrictions the following item shall be added as follows for Cooksbridge::

Chandler's Mead	South side	From a point 16 metres south-east of its junction with Cooksbridge Road south-eastwards for a distance of 6.6 metres
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3. In the list of restrictions the following item shall be added as follows for Ditchling:

Nevill Cottages	South side	From a point 10 metres west of its junction with Beacon Road westwards for a distance of 6.6 metres
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4. In the list of restrictions the following item shall be added as follows for Newhaven:

Neill's Close	South-west Side	From a point 1 metre south-east of a point opposite number 5 Neills Close south-eastwards for a distance of 6.6 metres
Neill's Close	South-west Side	From a point 3.5 metres north-west of a point opposite the boundary of Nos. 10 and 11 Neill's Close south-eastwards for a distance of 6.6 metres
Neill's Close	North-east Side	From a point opposite the boundary of Nos. 27 and 28 Neill's Close north-westwards for a distance of 6.6 metres
Neill's Close	South side	From a point 4.5 metres south-west of the boundary of Nos. 17 and 18 Neill's Close westwards for a distance of 3 metres (echelon bay)
Neill's Close	South side	From a point 11 metres south-west of the boundary of Nos. 17 and 18 Neill's Close south-westwards for a distance of 3 metres (echelon bay)
Newfield Road	South-west side	From the south-eastern building line of number 1 Jubilee House north-westwards for a distance of 6.6 metres
Newfield Road	South-west side	From a point 2 metres south east of the south-eastern building line of number 1 Jubilee House south-eastwards for a distance of 6.6 metres.

5. In the list of restrictions the following item shall be added as follows for Seaford:

Alfriston Road	South-west Side	From a point 1 metre north-west of the boundary of Nos 2/3, north-westwards for a distance of 6.6 metres
Church Street	West Side	From a point 11 metres south of the southern building line of No 53 southwards for a distance of 6.6 metres

(ix) Schedule 8, Permit Holders Parking Places, 9am to 4pm, Monday to Friday Inclusive, 1 September to 21 May, that this Schedule be amended as follows:

1. In the list of restrictions for Falmer, the following items shall be deleted:

Mill Street	South Side	From a point 9 metres east of the eastern wall of No.81 Mill Street for a distance of 22.5 metres in a westerly direction
Middle Street	South Side	From a point opposite the eastern boundary of No.47 Middle Street, to a point opposite the western boundary of No.43 Middle Street
Park Street	East Side	From a point 10 metres north of the northern kerbline of South Street, to a point 4 metres north of the boundary of Nos. 4/5 The Courtyard

(x) Schedule 14, Part C, Taxis Only Mondays to Saturdays, 8am-6pm, that this Schedule be amended as follows:

1. In the List of Schedules amend the title of Schedule 14 Part C to read Schedule 14, Part C, Taxis Only On All Days, 8am-6pm,

(xi) Schedule 19, School Keep Clear Marking, No Stopping, Mondays to Fridays, 8am — 9.30am and 2.45pm-4pm, (except August) that this Schedule be amended as follows:

1. In the list of restrictions the following item shall be added as follows for Peacehaven:

Hodder Avenue	South-east Side	From a point opposite the boundary of Nos. 88 and 86 Hodder Avenue for a distance of 25 metres
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Revocation

The East Sussex (Dorothy Avenue and A259 South Coast Road Peacehaven) (Prohibition of Waiting, Waiting Restriction and Loading Restriction) Order 2011

Schedule P1.4C, Time Limited Parking Monday to Friday 8am to 6pm, Maximum stay 1 hour, No return within 1 hour

South Coast Road	North Side	From a point 23.72 metres west of its junction with Seaview Avenue, westwards to the north-western boundary of No 96 South Coat Road
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3. Citation

This Order may be cited as “The East Sussex (Lewes District) (Traffic Regulation) Order 2004 Amendment Order 2005 No 1 (Amendment No x) 201x and shall come into effect on xx xxxx xxxx

THE COMMON SEAL of)
 EAST SUSSEX COUNTY COUNCIL)
 was affixed hereto)
 on the xx day of xxxxxxxx)
 Two Thousand and xxxxxx)
 in the presence of:-)

AUTHORISED SIGNATORY

EAST SUSSEX COUNTY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984, ROAD TRAFFIC ACT 1991 & TRAFFIC MANAGEMENT ACT 2004

The East Sussex Lewes Town (Parking Places and Waiting and Loading Restriction) Traffic Regulation Order 2014 Amendment No.x Order 201x

East Sussex County Council, in exercise of their powers under Sections 1(1), 2(1) to (4), 3(2), 4(2), 32, 35(1) and (3), 45, 49, 51, 52, 53 of, and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 (“the Act”) as amended, the Road Traffic Act 1991 (as amended), Part 6 of the Traffic Management Act 2004, and of all other enabling powers and after consultation with

the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act hereby make the following Order:-

1. Commencement and citation

This Order may be cited as "The East Sussex Lewes Town (Parking Places and Waiting and Loading Restriction) Traffic Regulation Order 2014 Amendment No.* Order 201**"

2. When this Order comes into effect:

(a) The East Sussex Lewes Town (Parking Places and Waiting and Loading Restriction) Traffic Regulation Order 2014, as amended, shall have effect except as hereinafter contained.

(ii) Part II – Waiting and Loading restrictions and designation of Parking Places, that the following article shall be deleted:

(2)	Each parking place referred to in the Order Plans as being Permit Holders parking places may be used, subject to the provisions of this Order, for the leaving during the permitted hours of such vehicles of the class specified in paragraph (1) of this Article which display in the manner specified in Article 5(l) either a valid resident's, business or day permit issued in respect of that vehicle under the provisions of this Order.
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And the following article insterted:

(2)	Each parking place referred to in the Order Plans as being Permit Holders parking places may be used, subject to the provisions of this Order, for the leaving during the permitted hours of such vehicles of the class specified in paragraph (1) of this Article which display in the manner specified in Article 5(2) either a valid resident's, business or day permit issued in respect of that vehicle under the provisions of this Order.
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(iii) The Order Plans shall be amended as follows:

The map tiles below shall be revoked	The map tiles below shall be inserted
Overview Revision 1	Overview Revision 2
	LE106
	LE107
	LF106
	LF107
	LF109
LG107	LG107 Revision 1
LG109	LG109 Revision 1
LL107	LL107 Revision 1
LM103 Revision 1	LM103 Revision 2
LM104 Revision 1	LM104 Revision 2
LM107	LM107 Revision 1
LM108 Revision 1	LM108 Revision 2
LN107 Revision 1	LN107 Revision 2
LN108	LN108 Revision 1
LO106 Revision 1	LO106 Revision 2

LO108	LO108 Revision 1
LP106	LP106 Revision 1
LQ103 Revision 1	LQ103 Revision 2
LQ105	LQ105 Revision 1
LQ106	LQ106 Revision 1
LS104	LS104 Revision 1

3. Citation

This Order may be cited as The East Sussex Lewes Town (Parking Places and Waiting and Loading Restriction) Traffic Regulation Order 2014 Amendment No.* Order 201* and shall come into effect on xx xxxx xxxx

THE COMMON SEAL of EAST SUSSEX)
COUNTY COUNCIL was affixed)
hereto on the day of two)
thousand and in the presence of:-)

Authorised Signatory

H & T Ctte. 2.4.74 - para 4.2 joint report of Director of Legal & Community Services & County Engineer - para 4.