

Committee:	<b>Regulatory Planning Committee</b>
Date:	<b>15 March 2018</b>
Report by:	<b>Director of Communities, Economy and Transport</b>
Title of Report	<b>Traffic Regulation Orders – Eastbourne Parking Review 2017-18</b>
Purpose of Report	<b>To consider the objections received in response to the formal consultation on the draft Traffic Regulation Orders associated with the Eastbourne Parking Review</b>
Contact Officer:	<b>Michael Blaney -Tel. 01424 726142</b>
Local Members:	<b>Councillors Belsey, Elkin, Rodohan, Taylor, and Wallis</b>

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## **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 Eastbourne are held on a priority ranking database, with those requests ranking high enough being progressed to consultation. Informal consultations began in August 2017 to see whether there was enough public support to introduce controls such as double yellow lines or changes to permit parking schemes in Eastbourne.
- 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 Eastbourne Herald on 1 December 2017. Notices and copies of the relevant plans were placed on posts and lamp-columns in the affected areas. Approximately 791 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 22 December 2017.

- 1.3 Copies of the formal proposals were sent to relevant Borough 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 96 items of correspondence were received. These include 35 objections and 61 items of support. Three of the objections have now been withdrawn.

## **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, the recommendation is to withdraw the following proposal (summarised in Appendix 1):
- Aylesbury Avenue – withdraw the proposal to install new double yellow lines.
- 2.3 With regard to objections relating to Arundel Road, Bolsover Road, Callao Quay, Carew Road, Eversfield Road, Longstone Road, Prince William Parade, St Anne's Road and Upper Kings Drive it is not considered that these objections provide sufficient grounds to warrant the modification or withdrawal of the proposals. The proposals provide for the most efficient use of parking space and address highway safety concerns in a number of instances. 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 that did not draw an objection 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.

RUPERT CLUBB  
Director of Communities, Economy and Transport

## **BACKGROUND DOCUMENTS**

None

## Appendix 1 – Proposal where objections are upheld

### **1. Site 1 Aylesbury Avenue (Councillor Elkin)**

- 1.1 The proposal at this location is to install double yellow lines (no waiting at any time) in Aylesbury Avenue near to and opposite Nos 46a/46b. The proposal follows a request from a member of public that parked vehicles are severely restricting visibility for drivers emerging onto Aylesbury Avenue.
- 1.2 Ten objections have been received from local residents on the grounds that the double yellow lines are not required. The majority of residents feel parked vehicles do not cause any issues and some residents have access to off road parking.
- 1.3 Officers are satisfied that the proposal can be withdrawn without any safety risks.
- 1.4 Councillor Elkin has confirmed his agreement with the recommendation.
- 1.5 **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**

### **2 Site 2 Arundel Road, Carew Road (Councillor Rodohan)**

- 2.1 The proposal at this location is to extend the existing double yellow lines at the junctions of Arundel Road and Carew Road.
- 2.2 One objection has been received to the proposals on the grounds that valuable parking spaces will be removed from outside Bendigo Nursing Home.
- 2.3 The proposal to extend the existing double yellow lines from five metres to ten metres is in accordance with the Highway Code. This will keep the junctions clear from inconsiderate parking and will improve safety and visibility for motorists and pedestrians.
- 2.4 Recommendation:** To not uphold the objections and install the proposals as advertised.

### **3 Site 3 Bolsover Road (Councillor Taylor)**

- 3.1 The proposal at this location is to install double yellow lines on the south western side of Bolsover Road.
- 3.2 Five objections have been received from local residents. The grounds for the objections are: that the proposals will restrict available parking; the existing double yellow lines should be reduced in length on the south western side of the road to provide more parking spaces; the proposal will restrict an objector from being able to park outside their house; and one objector believes that the entrance to South Cliff Tower flats should be widened instead, to allow suitable access for emergency vehicles.
- 3.3 The proposal follows a risk assessment carried out by the East Sussex Fire & Rescue Service (ESFRS) in 2017. This highlighted issues with their vehicles accessing South Cliff Tower when cars are parked opposite. Extending the existing double yellow lines will allow fire engines to safely access South Cliff Tower in the event of an emergency.
- 3.4 Recommendation:** To not uphold the objections and install the proposals as advertised.

### **4 Site 4 Callao Quay (Councillor Elkin)**

- 4.1 The proposal at this location is to introduce double yellow lines on the entrance to Callao Quay and the outer side of the crescent, and to introduce a ban on stopping on the pavement and verge on the inner side of the crescent.
- 4.2 Three objections and sixteen items of support have been received from local residents. The objections are on the grounds that the proposals will cause displacement of parking and the availability of on street parking would be reduced.

4.3 The proposals follow concerns raised by local residents, members of Sovereign Harbour Residents Association, and Councillor Elkin that vehicles are being left in potentially unsafe positions. ESFRS had difficulty attending a fire last year due to parked vehicles reducing the available road width. The proposed double yellow lines on the outer side will keep the area clear and accessible, while the proposed footway and verge ban on the inner side will restrict displaced vehicles from parking on the footway, causing damage to the footway and obstruction to pedestrians.

4.4 Councillor Elkin has confirmed his agreement with the recommendation.

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

## **5 Site 5 Eversfield Road (Councillor Rodohan)**

5.1 The proposal in Eversfield Road is to reduce the length of the double yellow lines to 10 metres.

5.2 Two objections have been received along with one item of support: one of the objections has since been withdrawn. The outstanding objection is on the grounds that the objector feels that the existing yellow lines in Eversfield Road are not enforced properly when vehicles are parked in contravention.

5.3 Eastbourne is a civil parking enforcement area and the County Council's enforcement contractor is NSL. CEOs (civil enforcement officers) employed by NSL regularly patrol this area and will issue a penalty charge notice to any vehicle parked in contravention. Members of the public can also report vehicles parked in contravention to NSL. They can do this by telephoning the Parking Information Centre on 03456 801129 (option 1).

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

## **6 Site 6 Longstone Road (Councillor Wallis)**

6.1 The proposal at this location is to remove the double yellow lines at the entrance to the new housing development at the northern end of Longstone Road.

6.2 Before the new housing development was built, the northern end of this road gave access to a factory and provided a turning area at the top of the road. The factory no longer exists and the road has been continued in to the new housing development.

6.3 Four objections have been received on the grounds that the proposal will prevent residents, disabled users and emergency vehicles from using the end of the road as a turning head to safely turn around.

6.4 The existing markings going across the road have already been removed as part of the site development. The remaining markings are still visible on-street (outside 107 – 109 and outside 162). Further investigations have shown that these markings do not have an entry in the Traffic Regulation Order (TRO).

- 6.5 Since these lines no longer serve any purpose and do not have a Traffic Regulation Order, it is proposed to remove them.
- 6.6 Councillor Wallis has confirmed his agreement with the recommendation.
- 6.7 **Recommendation:** To not uphold the objection and to implement the proposal as advertised.

## **7 Site 7 Prince William Parade (Councillor Elkin)**

- 7.1 The proposal at this location is to extend the existing section of double yellow lines on the south side of Prince William Parade to keep the dropped kerb clear, and to extend the double yellow lines on the northern side of Prince William Parade to improve visibility for vehicles exiting Blake's Way.
- 7.2 Three objections have been received on the grounds that it is difficult to exit Blake's Way due to vehicles parked at the end of the double yellow lines. Objectors feel that the proposal on the north side will make no difference to improve visibility to motorists turning on to Prince William Parade. Other grounds were that the proposed extension to the double yellow lines on the south side does not go far enough.
- 7.3 The proposed extension on the north side will improve safety by increasing visibility both for motorists travelling along Prince William Parade and for motorists exiting Blakes Way. The proposal on the south side will increase visibility for pedestrians wishing to cross at this point. Both proposals have been assessed and if installed, will continue to be monitored to see if any further changes are needed. At this part of the process the current advertised proposals on the south side cannot be increased.
- 7.3 Councillor Elkin has confirmed his agreement with the recommendation.
- 7.5 **Recommendation:** To not uphold the objections and to implement the proposals as advertised.

## **8 Site 8 St Annes Road, Mill Gap Road (Councillor Rodohan)**

- 8.1 The proposal is to extend the existing double yellow lines in St Annes Road at its junction with Mill Gap Road.
- 8.2 One objection has been received on the grounds that the proposals do not address the most dangerous aspect of this junction and that when exiting Mill Gap Road it is only possible to see traffic from the north when the driver is already half way across the junction.
- 8.3 Although the objector did not specify what he thought the most dangerous aspect of this junction was, it is recognised that an extension on the northern side of St Anne's Road would be beneficial. This would need to be considered in a future review.
- 8.5 **Recommendation:** To not uphold the objection and to install the proposals as advertised.

**9 Site 9 Upper Kings Drive (Councillor Belsey)**

- 9.1 The proposal at this location is to extend the existing double yellow lines in Upper Kings Drive.
- 9.2 Three objections have been received on the grounds that the amount of parking for residents and visitors will be severely reduced and that the existing double yellow lines in Upper Kings Drive are not being enforced properly when vehicles are parking over these lines.
- 9.3 The proposal follows concerns from local residents that inconsiderately parked vehicles were making it difficult for them to access their driveways, and they also believed emergency vehicles would have difficulty accessing this part of Upper Kings Drive.
- 9.4 The proposed double yellow lines at this location will improve access for local residents. They will also increase visibility and facilitate safe movements in both directions for motorists, emergency vehicles, and larger vehicles to pass through safely. Members of public can also report vehicles parked in contravention to NSL. They can do this by telephoning the Parking Information Centre on 03456 801129 (option 1).
- 9.5 Councillor Belsey has confirmed his agreement with the recommendation
- 9.5 Recommendation:** To not uphold the objections and 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 (Eastbourne Town Centre) (On-Street Parking Places and Prohibition of Waiting) Order 2008 Amendment Order 201\* No \***

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:-

#### **Part 1 Preliminary**

##### **1. Commencement and citation**

This Order may be cited as “The East Sussex (Eastbourne Town Centre) (On-Street Parking Places and Prohibition of Waiting) Order 2008 Amendment Order 201\* No \* and shall come into effect on xx xxxx xxxx

The East Sussex (Eastbourne Town Centre) (On-Street Parking Places and Prohibition of Waiting) Order 2008 as amended is hereby amended as follows:

##### **2. Interpretation**

In so far as any provision of this order conflicts with a provision which is contained in an Order made or having effect as if made under the 1984 Act, and existing when this Order comes into effect, the provisions of this Order shall prevail.

Reference to any statute or statutory provision includes a reference to that statute or statutory provision as from time to time amended, extended, re-enacted or consolidated or modified whether substantial or not and whether before or after the date of this Order and all statutory instruments or orders made pursuant to it

In this Order all references to measured distances are approximate, and unless otherwise stated, are measured from the prolongation of the kerbline of the indicated junction adjacent to the direction as described.

#### **Part 2 Articles and Schedules**

##### **3. The East Sussex (Eastbourne Town Centre) (On-Street Parking Places and Prohibition of Waiting) Order 2008 as amended is hereby amended as follows:**

##### **4. Schedule 1 Part A, No Waiting At Any Time, that the following items are deleted:**

1902	Addingham Road	South side	From its junction with Latimer Road, north-westwards for a distance of 10 metres
248	Longstone Road	South side	From the boundary of Nos.105/107 Longstone Road, following the kerbline around the end of the road to the northern building line of No.162 Longstone Road.
1597	Wharf Road	South-east side	From its junction with Station Parade north-eastwards to a point 26 metres south-west of the south-western building line of No. 2 Wharf Road.

5. Schedule 1 Part A, No Waiting At Any Time, that the following items are inserted:

1901	Addingham Road	North side	From its junction with Latimer Road, north-westwards for a distance of 7 metres
1902	Addingham Road	South side	From its junction with Latimer Road, north-westwards for a distance of 10 metres
1903	Arundel Road	North-east side	From its junction with Carew Road north-eastwards for a distance of 5 metres
1904	Arundel Road	South-east side	From its junction with Carew Road south-westwards for a distance of 5 metres
1905	Arundel Road	South-west side	From its junction with Carew Road south-westwards for a distance of 5 metres
1906	Arundel Road	South-west side	From its junction with Carew Road north-westwards for a distance of 5 metres
1907	Aylesbury Avenue	East side	From the south eastern boundary of number 46a, north-eastwards, eastwards then south-eastwards for a distance of 49.5 metres
1908	Aylesbury Avenue	North east side	From the south western fence line of number 48, north westwards, then northwards to the eastern boundary of number 48 for a distance of 18 metres
1909	Aylesbury Avenue	West side	From the boundary of numbers 41/43, north-westwards for a distance of 30 metres
1910	Bolsover Road	North-east side	From a point 76 metres north-west of its junction with the northwestern kerbline of King Edwards Parade, north-westwards for a distance of 24 metres

1911	Bolsover Road	South-west side	From a point 65 metres north-west of its junction with King Edwards Parade, in a north-eastern direction for 71 metres
1912	Callao Quay	North side	From its junction with Pacific Drive eastwards, then northwards for a distance of 93 metres, measured around the kerbline
1913	Callao Quay	South side	From its junction with Pacific Drive eastwards, then southwards for a distance of 94.5 metres, measured around the kerbline
1914	Carew Road	North-east side	From its junction with Arundel Road south-eastwards for a distance of 5 metres
1915	Carew Road	North-west side	From its junction with Arundel Road north-westwards for a distance of 5 metres
1916	Carew Road	South-west side	From its junction with Arundel Road north-westwards for a distance of 5 metres
1917	Carew Road	South-east side	From its junction with Arundel Road south-eastwards for a distance of 5 metres
1918	Charleston Road	North-east side	From its junction with Milton Road, north-westwards for a distance of 18 metres
1919	Charleston Road	South-west side	From its junction with Milton Road, north-westwards for a distance of 32 metres
1920	Eversfield Road	South-west side	From its junction with the Churchfield Square Service road, south-eastwards for a distance of 10 metres
1921	Farlaine Road	North side	From a point 6.8 metres east of its junction with Victoria Drive, eastwards for a distance of 128.5 metres
1922	Mill Gap Road	North-east side	From its junction with St Anne's Road for a distance of 5 metres in a northern direction
1923	Mill Gap Road	North-west side	From its junction with St Anne's Road for a distance of 5 metres in a northern direction
1924	Milton Road	South-west side	From its junction with Charleston Road, north-westwards for a distance of 11 metres
1925	Naomi Close	West side	From a point 5 metres north of its junction with Carlisle Road, north-eastwards for a distance of 20 metres
1926	Newick Road	Both sides	From its junction with Victoria Drive westwards, for a distance of 10 metres

1927	Ocklynge Road	South-west side	From its junction with Lower Road in a south eastern direction to a point 9.5 metres south east, from the junction with Motcombe Lane.
1928	Pensford Drive	South-east side	From its junction with The Rising north-westwards, for a distance of 15 metres
1929	Pensford Drive	South-west side	From its junction with The Rising north-westwards, for a distance of 15 metres
1930	Prince William Parade	North side	From a point 34 metres west of its junction with Blake's Way eastwards to a point 106.5 metres east of that junction
1931	Prince William Parade	South side	From a point 413 metres east of its junction with Sovereign Roundabout eastwards for a distance of 143 metres
1932	St Anne's Road	South side	From its junction with Mill Gap Road for a distance of 5 metres in a south - eastwards direction
1933	St Anne's Road Service Road	North-east side	From its junction with Avenue Lane, south-eastwards for a distance of 11.5 metres
1934	St Anne's Road Service Road	South-east side	From its junction with St Anne's Road, north-eastwards, for a distance of 29.5 metres
1935	St Anne's Road Service Road	North-east side	From its junction with Avenue Lane, north-westwards for a distance of 10 metres
1936	St Anne's Road Service Road	North-west side	From its junction with St Anne's Road, north-eastwards for a distance of 29 metres
1937	The Rising	West side	From its junction with Pensford Drive, south-westwards for a distance of 15 metres
1938	The Rising	West side	From its junction with Pensford Drive, north-eastward, for a distance of 15 metres
1939	Upper King's Drive	South side	From its junction with Crossways roundabout, north-westwards for a distance of 106 metres
1940	Victoria Drive	West side	From its junction with Newick Road, northwards for a distance of 5.5 metres
1941	Victoria Drive	South-west side	From its junction with Newick Road, south-westwards for a distance of 10 metres
1942	Wharf Road	South-east side	From its junction with Station Parade north-eastwards for a distance of 29 metres

6. A new Schedule 1 Part F is inserted as follows:

Schedule 1 Part F, No waiting - 9am to 5pm, Monday to Friday:

1701	Naomi Close	East side	From a point 8.5 metres north of its junction with Carlisle Road, north-eastwards to and including the turning head at its northern end
1702	Naomi Close	West side	From the northern building line of No 12, northwards to its northern end

7. Schedule 2 Part A, Permit Holder Parking Places, Monday to Saturday, 8am to 6pm, that the following items are deleted:

4	Calverley Road	South-east side	From a point 4 metres south of the kerbline of Hyde Road, southwards for a distance of 58 metres
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8. Schedule 2 Part A, Permit Holder Parking Places, Monday to Saturday, 8am to 6pm, that the following items are inserted:

1801	Calverley Road	East side	From a point 5 metres south of its junction with Hyde Road, south-westwards to a point 6.6 metres north-east of the boundary of Nos. 14/16
1802	Claverley Road	East side	From the boundary of Nos. 14/16, south-westwards for a distance of 34 metres
1803	Wharf Road	South-east side	From a point 29 metres north-east of its junction with Station Parade, north-eastwards for a distance of 9 metres

9. Schedule 5 Part A, Disabled Persons Parking Places At Any Time, that the following items are deleted:

1501	Calverley Road	South-east Side	From the boundary of Nos. 14 and 16 Calverley Road north-eastwards for a distance of 13 metres.
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10. Schedule 5 Part B, Disabled Persons Parking Places At Any Time, that the following items are inserted:

1801	Beechy Avenue	North side	From the boundary of Nos. 4/6, westwards for a distance of 6.6 metres
1802	Calverley Road	East side	From the boundary of Nos. 14/16 Calverley Road, north-eastwards for a distance of 6.6 metres
1803	Command Road	South-west side	From the boundary of Nos. 17/19, south-westwards for a distance of 6.6 metres

1804	Longland Road	West side	From the western boundary of No. 73, north-westwards for a distance of 11.1 metres
1805	Salehurst Road	South-east side	From the boundary of Nos. 11/13, south-westwards for a distance of 6.6 metres
1806	Seaside	West side	From the boundary of Nos. 22/24, northwards for a distance of 6.6 metres

**11.**A new Schedule 5 Part C is inserted as follows:

Schedule 5 Part C, Disabled Persons Parking Places, Monday to Friday 8am-6pm:

1801	Upperton Gardens	North-east side	From the boundary of Nos. 42/44, north-westwards for a distance of 6.6 metres
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**12.**A new Schedule 5 Part D is inserted as follows:

Schedule 5 Part D, No waiting at any time by vehicles over 5 tonnes:

1701	Hide Hollow	South side	From a point 40 metres north east of the north-eastern property boundary of 3 Eastons Cottages, north-eastwards for a distance of 61 metres
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**13.**Schedule 6I Loading Only 8am-6pm, Monday to Saturday, that the following item is inserted:

1701	Seaside	West side	From the boundary of Nos.84/86, northwards for a distance of 10 metres
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**14.**Schedule 20, No Stopping on the Footway or Verge, At Any Time, that the following item is inserted:

1712	Callao Quay	East-side	From a point 7.5 metres northwest of the north-east access to Trujillo Court, westwards then southwards for 60 metres, measured around the kerbline
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**15.**A new Schedule 21 is inserted as follows:

Schedule 21, No Loading or Unloading at any time:

1	Wish Road	South-west side	From its junction with Blackwater Road, south-eastwards for a distance of 15 metres
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Revocations

The Eastbourne (Prohibition of Waiting) (Consolidation No. 2) Order 2008

1. Schedule 1: Prohibition of Waiting, Part G No waiting – Monday to Friday 8am to 9.30am and 12.30 to 2.30pm and 4pm to 6pm, that the following item is deleted:

1	Willingdon Road	West Side	From a point 11 metres north of a line taken from a point opposite the north side of Mill Road to a point 40 metres south of the junction with Ebdon Road
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The Eastbourne (On-Street Parking Places) (Consolidation No 2) Order 2008

1. Schedule 1: Ambulance Bays (No Stopping at any time except Ambulances):

10	Dursley Road	East Side	From its junction with Bourne Street to the southern boundary of No 11 Dursley Road, a distance of 176 feet
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THE COMMON SEAL of )  
 EAST SUSSEX COUNTY COUNCIL )  
 was affixed hereto )  
 on the xx<sup>th</sup> day of xxxxx )  
 Two Thousand and Eighteen )  
 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.