

Committee:	<b>Regulatory Planning Committee</b>
Date:	<b>12 September 2018</b>
Report by:	<b>Director of Communities, Economy and Transport</b>
Title of Report	<b>Traffic Regulation Orders – Lewes Town and District Parking Review 2017-2018</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 Lewes Town and District Parking Review</b>
Contact Officer:	<b>Michael Blaney -Tel. 01424 726142</b>
Local Member:	<b>Councillor Boorman, Councillor Phillip Daniel, Councillor Lambert, Councillor O’Keeffe and Councillor Osborne</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. Uphold, in part, the objections to the draft Order as set out in Appendix 2 to this report.**
  - 3. Not uphold the objections to the draft Order as set out in Appendix 3 of this report**
  - 4. 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 December 2017 to see whether there was enough public support to introduce controls such as double yellow lines or changes to permit parking schemes in a number of locations in the 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 4) in the Sussex Express on 27 April 2018. Notices and copies of the relevant plans were placed on posts and lamp-columns in the affected areas. Approximately 1300 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 25 May 2018.
- 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 124 items of correspondence were received. These included 70 objections and 54 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 1,2, and 3. 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 withdraw the following proposal (summarised in Appendix 1):

- Cliff Gardens, Esplanade, Martello Road, (Seaford) –

Officers are satisfied that the objections received are justified and further investigation is needed before these proposals can be introduced. It is likely that a new TRO will be proposed at a later date.

- 2.3 Following consideration of the responses, it is recommended to modify the following proposals (summarised in Appendix 2):

- Lewes High Street – modify the proposal to withdraw the proposed relocation of the loading bay from outside Cummings bookshop to outside No 73 (opposite Castle Gates)

Officers are satisfied that the withdrawal of this proposal does not involve a substantial change to the draft Order.

- 2.4 With regard to objections relating to Blatchington Road (Seaford), Friars Walk (Lewes), the proposed disabled bay at 122 High Street (Lewes), Lansdown Place (Lewes), Marine Parade (Seaford), Sherwood Road (Seaford), South Street (Lewes), St Anne's Crescent (Lewes), as set out in Appendix 3, 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.

- 2.2 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 accepted 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, upholds (in part) the objections in Appendix 2, does not uphold the objections in Appendix 3, 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 Cliff Gardens, Marine Parade, Esplanade, Martello Road (Councillor Lambert)**
- 1.1 The proposals at this location is to remove a 12 hour limited stay on the seaward side of Marine Parade and the Esplanade and introduce a motor-caravan ban between 9pm and 8am. It is also proposed to install the overnight motor-caravan ban in Cliff Gardens and Martello Road. The proposals follow requests from local residents and from Seaford Town Council that there are persistent problems with motor caravans staying overnight and parking long term along the seafront.
- 1.2 Informal consultation took place in December 2017 which proposed the removal of the 12 hour time limit (for all vehicles) and also proposed No Waiting by Motor Caravans at all times in Marine Parade and Esplanade, Seaford. Concerns were raised that a total ban on motor-caravans along the seafront would be detrimental to the town and would cause too much displacement into narrower, residential streets. The formal proposals were then developed which would allow motor-caravans to park along the seafront during the daytime.
- 1.3 Thirty seven objections have been received (mainly from residents) who claim that if the restrictions are only proposed on the seaward side, motor caravans will just move to the other side of the road. Residents do not want high sided vehicles parking outside their homes restricting their views, causing noise from their generators, smells from cooking and above all restrict any available on street parking for the residents.
- 1.4 Seaford Town Council object on the grounds that they want the ban on motor-caravans to be on both sides of the Esplanade. They also want alternative parking arrangements to be proposed in the Buckle car park and the Esplanade car park so motor-caravans can relocate to these areas when the ban is operational on the Esplanade. The changes to the car parks cannot take place as part of this traffic order.
- 1.5 Officers consider that more investigation is needed and these proposals can be withdrawn while further discussions take place with Seaford Town Council.
- 1.6 Councillor Lambert has confirmed her agreement with the recommendation.
- 1.7 **Recommendation:** To uphold the objections and withdraw the proposals

## **Appendix 2 – Proposals where objections are upheld in part**

### **1. Site 2 High Street, Lewes (Councillor O’Keeffe and Councillor Phillip Daniel)**

- 1.1 A number of complaints have been received regarding cars and other vehicles parked on footways in the High Street, and of vehicles loading and unloading during peak times leading to congestion during peak times and obstruction to pedestrians.
- 1.2 The proposal in the High Street is to introduce a ban on parking on the pavement in addition to introducing a peak time loading ban. This will ensure the pavement is kept free from parked vehicles and will also allow traffic to flow clearly during peak times. It is also proposed to relocate the loading bay outside No 84 (Cummings bookshop) to outside No 73 (opposite Castle Gate), and to install loading bays outside the White Hart Hotel and opposite Albion Street.
- 1.3 Thirteen objections have been received along with five items of support. The grounds for objection were that the proposed changes to restrictions would not improve the current issues, would be a waste of time and money, and deliveries would be made before 8am causing noise and disruption. Objectors were concerned that the restrictions would be impossible to effectively enforce unless civil enforcement officers were patrolling 24/7. Objectors also felt the removal of the loading bay from outside Cummings bookshop was not a good idea as it serves a number of shops and the proposed relocation would lead to visibility issues for vehicles leaving St Martins Lane. In addition an objection was received from a business near the War Memorial that the proposed loading ban would be detrimental to their operations.
- 1.4 Initial informal consultation was carried out and ran from 17 February to 10 March 2017, to consider the introduction of a footway parking ban and a loading ban in the High Street. Letters were sent to each property on the High Street and the consultation was on the East Sussex web site.
- 1.5 Responses from the initial consultation showed that it was recognised that there was a problem with vehicles parking on the footway and verges on the northern side of the High Street and the preferred times for the proposed loading ban were during peak times. These responses were reported to the Lewes Joint Parking Board in March 2017 and the recommendation was that the proposals should be advertised in the next available review of parking in this area. It was also recommended that new loading bays should be advertised to provide alternate arrangements during the times of the loading ban.
- 1.6 The proposals will address the issue of vehicles blocking the footway as well as improving traffic flow during peak times. The loading ban on the south-east side near the War Memorial will prevent congestion from displaced vehicles during peak times. There is an existing loading bay on the north-east side outside No 194-195 which can be used by local businesses. It is also recognised that the proposed relocation of the loading bay from Cummings Bookshop to outside No 73 may lead to visibility issues for vehicles exiting St Martins Lane.
- 1.7 On balance it is felt that the proposed relocation of the loading bay should be withdrawn and that all other proposals should be implemented as advertised.
- 1.8 Councillor O’Keeffe has confirmed her agreement with the recommendations.

- 1.9 **Recommendation:** To uphold the objections in part, to withdraw the proposed relocation of the loading bay from Cummings Bookshop, and to implement the other proposals as advertised.

### **Appendix 3 – Proposals where objections are not upheld and are proposed to be implemented as advertised**

#### **1. Site 3 Blatchington Road, Seaford (Councillor Lambert)**

- 1.1 The proposal at this location is to extend the existing double yellow lines by 5 metres, following reports that emergency vehicles were finding it difficult to get through when cars were parked here.
- 1.2 Two objections have been received from residents on the grounds that valuable parking spaces in an already overcrowded area will be removed. The objectors also both state that the proposal will encourage oversized lorries to use the road.
- 1.3 The proposal to extend the existing double yellow lines follows concerns raised by staff at a local residential charity home for the elderly and disabled. They have witnessed emergency vehicles struggling to get through at this narrow point of the road.
- 1.4 It is felt that this extension of 5 metres will keep the area clear and accessible where the road width has been reduced due to parked vehicles.
- 1.5 Councillor Lambert has confirmed her agreement with the recommendation.
- 1.6 **Recommendation:** To not uphold the objections and to install the proposals as advertised.

#### **2. Site 4 South Street, Lewes (Councillor Phillip Daniel)**

- 2.1 The proposal at this location is to remove the existing disabled parking bay outside number 111 and replace it with shared use parking for residents and visitors, operating from 9am to 5pm.
- 2.2 The proposal follows a request from a resident who asked for the bay to be removed as it was no longer needed. In August 2017 letters were sent to nearby addresses and the feedback received was that no local residents needed the bay and it could be reverted to use by permit holders or pay and display parking.
- 2.3 One objection has been received from a local resident on the grounds that the disabled bay is used by visiting Blue Badge holders and should not be removed.
- 2.4 Disabled bays are usually only installed in residential areas following receipt of a successful application by a local resident. There is no current application on record and no local residents have come forward to say they need the bay. On balance it is thought the parking space would be better utilised by local permit holders or visitors.
- 2.5 In addition there is a national concession which allows Blue Badge holders to park in pay and display bays without charge and without time limit (unless signs say otherwise). Any visitors displaying a Blue Badge can park in any of the existing shared parking bays along this road.
- 2.6 At the time of writing, Councillor Daniel has not replied to confirm whether he agrees with the recommendation.

- 2.7 **Recommendation:** To not uphold the objection and install the proposals as advertised.

**3. Site 5 Sherwood Road, Seaford (Councillor Boorman)**

- 3.1 The proposal is to formalise the existing disabled parking bay outside number 60 (extending it by approximately 1 metre to meet the standard size of 6.6 metres) and to install double yellow lines opposite to prevent obstructive parking.
- 3.2 Three objections were received from local residents who believe that the disabled bay is already large enough, and that the applicant also has the use of a driveway and does not need the bay, and that the extension to the double yellow lines is not needed.
- 3.3 The existing bay was not installed pursuant to a TRO and, consequently, no enforcement action can be taken if a non-blue badge holder parks here. To introduce a TRO the bay needs to be extended by 1.1 metres to meet the Department for Transport's minimum requirement of 6.6 metres for an enforceable disabled parking bay.
- 3.4 A mobility assessment has been carried out by the Blue Badge team which confirms that the driveway (which is in Mason Road to the rear of the applicant's property) is unsuitable for their needs. The mobility assessment confirms that the location of the bay is the most suitable location for the needs of the applicant.
- 3.5 When people park opposite the parking bay, the applicant feels that they cannot use the bay and have to park elsewhere to prevent obstruction to through traffic. The road is approximately 5.3 metres wide, having vehicles parked on both sides would not leave sufficient room for traffic to pass safely. The proposed double yellow lines opposite will prevent obstruction caused by vehicles being parked opposite the bay.
- 3.6 At the time of writing, Councillor Boorman has not replied to confirm whether he agrees with the recommendation.
- 3.7 **Recommendation:** To not uphold the objections and to implement the proposals as advertised.

**4. Site 6 St Anne's Crescent, Lewes (Councillor O'Keeffe)**

- 4.1 The proposal at this location is to remove the disabled parking bay outside number 9 and replace it with Permit Holders Only parking bays, operating from 9am to 5pm.
- 4.2 Three objections have been received from local residents on the grounds that the disabled bay is regularly used by carers visiting a disabled resident of the street.
- 4.3 The proposals follow a request from a resident to remove the bay as the original applicant of the bay had passed away and the bay was sitting empty.
- 4.4 Disabled bays are usually only installed in residential areas following receipt of a successful application by a local resident. There is no current application on record for a disabled bay at this location. Any carer displaying a valid Carer's permit or any Blue Badge holder can use the existing parking bay.
- 4.5 Councillor O'Keeffe has confirmed her agreement with the recommendation.



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

**5. Site 7 Friars Walk, Lansdown Place, Lewes (Councillor Phillip Daniel)**

- 5.1 The proposals at this location are to install a loading bay outside 2-4 Lansdown Place and a loading ban on the southern side. 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. It is also proposed to increase parking for resident permit holders by removing a section of pay and display bays. To prevent obstruction it is also proposed to install an extension to the double yellow lines in Friars Walk and to introduce a loading ban in Lansdown Place. It is also proposed to change the existing shared parking in the western section of Lansdown Place to permit holders only.
- 5.2 Nine items of objection have been received along with five items of support. The main grounds for objection were that many properties had more than one vehicle and they would not be able to park outside their house. 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.
- 5.3 Following last years parking review we were asked by the local councillor to address issues raised by the residents, businesses and the local bus company. The new proposals seem to be the best workable solution to address and accommodate residents parking, access for local buses and loading for local businesses.
- 2.8 At the time of writing, Councillor Daniel has not replied to confirm whether he agrees with the recommendation.
- 5.4 **Recommendation:** To not uphold the objections and install the proposals as advertised.

**6. Site 8 High Street, Lewes (Councillor O'Keeffe)**

- 6.1 The proposal at this location is to replace a section of the shared use parking bays with a disabled parking bay outside number 122.
- 6.2 One objection was received from a resident to the proposals on the grounds that valuable parking spaces in an already overcrowded area will be removed.
- 6.3 The bay is being provided for a resident who already parks in this road so there will be no additional demand for parking as a result of this proposal. Officers have checked the application for the disabled bay and are satisfied that the applicant meets the Council's criteria for providing a disabled bay on the highway.
- 6.4 Councillor O'Keeffe has confirmed her agreement with the recommendation.
- 6.5 **Recommendation:** To not uphold the objections and install the proposals as advertised.

## **Appendix 4 – Proposed Traffic Regulation Orders (TROs)**

### **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) Interpretation**

1 In the interpretation, the following definition shall be inserted:

"motor caravan" means a vehicle of category M with living accommodation which contains the following equipment as a minimum;

- (a) Seats and table
- (b) Sleeping accommodation which may be converted from the seats;
- (c) Cooking facilities;
- (d) Storage facilities.

#### **(iv) Part II – Waiting and Loading Restrictions, that a new item 3 (6) is inserted as follows:**

3 (6)	No person shall cause or permit any motor caravan to wait in a length of road designated in the Schedule 1, Part G between the hours of 9pm and 8am on all days	
	Where a motor caravan is left in a length of road designated in Schedule Part G, a Civil Enforcement Officer has reason to believe that a penalty charge is payable, he may:-	
	(a)	fix a penalty charge notice to the vehicle; or
	(b)	give such a notice to the person appearing to him to be in charge of the vehicle; and
	(c)	arrange for the vehicle to be removed from the length of road by any person duly authorised by East Sussex County Council, who shall provide for the safe custody of the vehicle where it is so removed; or
	(e)	in the case of an emergency cause to be moved from the length of road designated in Schedule 1 Part G to any place he thinks fit.

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

1. In the list of restrictions for Newhaven, the following item shall be deleted as follows:

<b>Station Road</b>	North-west Side	From its junction with Mount Road, north-eastwards for a distance of 30 metres
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2. In the list of restrictions for Newhaven, the following items shall be added as follows:

<b>Haven Way</b>	South-east Side	From its junction with Southdown Road, south-westwards to a point 2 metres north of the southern building line of number 33
<b>Haven Way</b>	North-west Side	From its junction with Southdown Road, south-westwards to a point opposite a point 2 metres north of the southern building line of number 33
<b>Station Road</b>	North-west Side	From its junction with Mount Road, north-eastwards for a distance of 45 metres

3. In the list of restrictions for Peacehaven, the following item shall be deleted as follows:

<b>Arundel Road</b>	Both Sides	From a point 15 metres south-east of its junction with Steyning Avenue, north-westwards for a distance of 42.5 metres
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4. In the list of restrictions for Peacehaven, the following items shall be added as follows:

<b>Anzac Close</b>	Both Sides	From its junction with Roderick Avenue, north-westwards for a distance of 10 metres
<b>Arundel Road</b>	Both Sides	From a point 15 metres south-east of its junction with Steyning Avenue, north-westwards for a distance of 50 metres
<b>Piddinghoe Avenue</b>	North-west Side	From a point 10 metres south-west of its junction with Roundhouse Crescent, north-eastwards to a point 20 metres north-east of the junction
<b>Piddinghoe Avenue</b>	South-east Side	From a point 8 metres north-east of its junction with Piddinghoe Close, south-westwards to the north-eastern building line of number 79 Piddinghoe Avenue
<b>Roderick Avenue</b>	North-west Side	From a point 10 metres south-west of its junction with Anzac Close, north-eastwards to a point 10 metres north-east of the junction
<b>Roderick Avenue</b>	North-west Side	From a point 10 metres south-west of its junction with Tor Road, north-eastwards to a point 10 metres north-east of the junction
<b>Roundhouse Crescent</b>	Both Sides	From its junction with Piddinghoe Avenue, north-westwards for a distance of 5 metres
<b>Rowe Avenue</b>	South-east Side	From its junction with Rowe Sutton Link Road, following the kerbline in a southerly, westerly then northerly direction to a point 2 metres south-west of the boundary of Nos. 12/12a Rowe Avenue

<b>Rowe Sutton Link Road</b>	Both Sides	From its junction with Sutton Avenue, north-westwards for a distance of 10 metres
<b>Rowe Sutton Link Road</b>	South-west Side	From its junction with Rowe Avenue, south-eastwards for a distance of 7 metres
<b>Sutton Avenue</b>	North-west Side	From its junction with Rowe Sutton Link Road, north-eastwards for a distance of 10 metres
<b>Sutton Avenue</b>	South-east Side	From a point 5 metres north-east of its junction with Sutton Cavell Link Road, south-westwards for a distance of 47 metres
<b>Sutton Cavell Link Road</b>	Both Sides	From its junction with Sutton Avenue, south-eastwards for a distance of 10 metres
<b>Tor Road</b>	Both Sides	From its junction with Roderick Avenue, north-westwards for a distance of 10 metres

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

<b>Blatchington Road</b>	North-west Side	From a point 15 metres south-west of the boundary of Nos. 13/15 Blatchington Road, south-westwards for a distance of 16 metres
<b>Dane Road</b>	Both Sides	From its junction with Marine Parade, north-eastwards for a distance of 15 metres
<b>Dane Road</b>	North-west Side	From a point 15 metres south-west of its junction with the south-western kerbline of Richmond Road, south-westwards for a distance of 49.3 metres
<b>Dane Road</b>	North-west Side	From a point 27 metres northeast of its junction with the north-eastern kerbline of Richmond Road in a north-easterly direction for a distance of 5 metres
<b>Dane Road</b>	North-west Side	From a point 32 metres north-east of its junction with the northeast kerbline of Richmond Road for a distance of 10 metres north-east
<b>Dane Road</b>	South-east side	from a point 15 metres south-west of its junction with the western kerbline of Pelham Road southwestwards for a distance of 10 metres
<b>Richmond Road</b>	South-west Side	From a point 56 metres north-west of the north-western kerbline of Dane Road for a distance of 17 metres in a north-westerly direction
<b>Sherwood Road</b>	Both Sides	From a point 10 metres south-west of the junction with Mason Road, north-eastwards for a distance of 29.5 metres

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

<b>Blatchington Road</b>	North-west Side	From a point 4 metres north-east of the boundary of Nos. 7/9 Blatchington Road, south-westwards for a distance of 21
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		metres
<b>Brooklyn Road</b>	Both Sides	From its junction with Claremont Road, north-eastwards for a distance of 17 metres
<b>Dane Road</b>	North-west Side	From its junction with Marine Parade, north-eastwards to a point 15 metres north-east of its junction with Richmond Road
<b>Dane Road</b>	South-east Side	From its junction with Marine Parade, north-eastwards to a point 15 metres south-east of its junction with Dane Close
<b>Dane Road</b>	South-east Side	From a point 16 metres south-west of its junction with Green Lane, north-eastwards to a point 13 metres north-east of the junction
<b>Dane Road</b>	South-east Side	From its junction with Pelham Road, south-westwards for a distance of 35 metres
<b>Dane Road</b>	South-east Side	From its junction with Pelham Road, north-eastwards for a distance of 23 metres
<b>Dane Road</b>	North-west Side	From a point 25 metres north-east of its junction with Richmond Road, north-eastwards to the boundary of Nos. 16/18 Dane Road
<b>Gildredge Road</b>	Both Sides	From a point 10 metres south-east of its junction with Grove Road, north-westwards to a point 10 metres north-west of the junction
<b>Grove Road</b>	Both Sides	From a point 15 metres south-west of its junction with Gildredge Road, north-eastwards to a point 15 metres north-east of the junction
<b>Pelham Road</b>	West Side	From its junction with Dane Road, southwards for a distance of 11 metres
<b>Richmond Road</b>	North-east Side	From a point 5 metres north-west of the south-eastern building line of 1 Richmond Mews, northwards following the kerbline for a distance of 7 metres
<b>Richmond Road</b>	South-west Side	From a point 56 metres north-west of its junction with Dane Road, north-westwards for a distance of 22 metres
<b>Sherwood Road</b>	North-west Side	From a point 10 metres south-west of its junction with Mason Road, north-eastwards for a distance of 29 metres
<b>Sherwood Road</b>	South-east Side	From a point 6.5 metres north-east of the boundary of Nos. 59/61 Sherwood Road, south-westwards for a distance of 40 metres
<b>Vicarage Close</b>	Both Sides	From its junction with Sutton Road, south-eastwards for a distance of 10 metres

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

<b>Broomfield Avenue</b>	North-west Side	From its junction with Amhurst Road, south-westwards for a distance of 7 metres
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<b>South Coast Road</b>	North-east Side	From its junction with Highview Road, south-eastwards for a distance of 23 metres

(vi) Insert a new Schedule 1 Part G as follows:

**Schedule 1 Part G – Prohibition of Waiting by Motor-caravans, 9pm-8am on all days**

<b>Cliff Gardens</b>	Both Sides	For its entire length
<b>Esplanade</b>	South-west Side	From its junction with Marine Parade, south-eastwards to its junction with Martello Road
<b>Marine Parade</b>	South-west Side	From its junction with Claremont Road, south-eastwards to its junction with Esplanade
<b>Martello Road</b>	Both Sides	For its entire length

(vii) **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 added as follows:**

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

<b>Springett Avenue</b>	West Side	From the northern building line of No 84 Springett Avenue, southwards for a distance of 50 metres
<b>Springett Avenue</b>	North-west Side	From a point of 23 metres north-east of the north-eastern building line of No 56a, north-eastwards for a distance of 38 metres

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

<b>Dane Road</b>	South-east Side	From a point 27 metres north-east of the eastern kerbline of Green Lane, north-eastwards to a point 40 metres south-west of the western kerbline of Pelham Road
<b>Dane Road</b>	South-east Side	From a point 15 metres north-east of the north-east kerbline of Pelham Road north-eastwards to a point 25 metres south-west of the west kerbline of Church Street
<b>Dane Road</b>	South-west Side	From a point 5 metres south-west of its junction with the western kerbline of Church Street to a point 15 metres south-west
<b>Dane Road</b>	North-west Side	From a point 20 metres north-east of the north-eastern kerbline of Richmond Road, north-eastwards for a distance of 7 metres
<b>Dane Road</b>	North-west Side	From the boundary of Nos. 14/16 north-eastwards to a point 5 metres south-west of the northeastern boundary of No. 2 Dane Road
<b>Dane Road</b>	North-west Side	From the north-eastern boundary of No. 2, south-westwards for a distance of 5 metres

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

<b>Dane Road</b>	South-east Side	From a point 13 metres north-east of its junction with Green Lane, north-eastwards for a distance of 54 metres
<b>Dane Road</b>	South-east Side	From its junction with Church Street, south-westwards for a distance of 30 metres
<b>Dane Road</b>	South-east Side	From a point 30 metres south-west of its junction with Church Street, south-westwards for a distance of 11.5 metres
<b>Dane Road</b>	North-west Side	From a point 15 metres north-east of its junction with Richmond Road, north-eastwards for a distance of 10 metres
<b>Dane Road</b>	North-west Side	From the boundary of Nos. 16/18 Dane Road, north-eastwards for a distance of 31 metres
<b>Dane Road</b>	North-west Side	From its junction with Station Approach, southwards then south-westwards to a point 3.5 metres north-east of the building line of No 4 Dane Road
<b>Richmond Road</b>	North-east Side	From the south-eastern building line of number 1 Richmond Mews, north-westwards for a distance of 5 metres

**(viii) Schedule 3, Part D, Time Limited Waiting, maximum stay 15 minutes, no return within 1 hour, that this Schedule be amended as follows:**

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

<b>Dane Road</b>	South-east Side	From a point 30 metres south-west of its junction with the western kerbline of Pelham Road, south-westwards for a distance of 10 metres
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**(ix) Schedule 4, Part A, Prohibition of Loading At Any Time, that this Schedule be amended as follows:**

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

<b>Fort Road</b>	West Side	From its junction with Gibbon Road, northwards for a distance of 48.5 metres
<b>Gibbon Road</b>	North-west Side	From its junction with Fort Road, south-westwards for a distance of 24 metres

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

<b>Dane Road</b>	South-east Side	From the western kerbline of Pelham Road, southwards for a distance of 30 metres
<b>Pelham Road</b>	East Side	From its junction with the south-eastern kerbline on Dane Road in a southerly direction or a distance of 31 metres

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

<b>Dane Road</b>	South-east Side	From its junction with Pelham Road, south-westwards for a distance of 35 metres
<b>Pelham Road</b>	East Side	From its junction with Dane Road, southwards to the northern building line of number 8

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

1. In the list of restrictions for Barcombe, the following item shall be deleted:

<b>Deans Meadow</b>	North-east Side	From the boundary of Nos.13/15 Deans Meadow, south-eastwards for a distance of 6.6 metres
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2. In the list of restrictions for Ditchling, the following item shall be deleted as follows:

<b>Nevill Cottages</b>	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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3. In the list of restrictions for Newhaven, the following item shall be deleted as follows:

<b>Elphick Road</b>	South-west Side	From the north-western boundary of No.74, south-eastwards for a distance of 5 metres
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4. In the list of restrictions for Newhaven, the following items shall be added as follows:

<b>Elphick Road</b>	South-west Side	From the boundary of Nos.74/76 Elphick Road, south-eastwards for a distance of 6.6 metres
<b>Neill's Close</b>	South-west Side	From the northern building line of number 24 Neill's Close, south-eastwards for a distance of 6 metres
<b>Neill's Close</b>	North-east Side	From a point 3.5 metres north-west of a point opposite the boundary of Nos. 10/11 Neill's Close, south-eastwards for a distance of 6.6 metres

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

<b>The Causeway</b>	South-east Side	From the boundry of Nos. 1-12 and 14-25 Granville Court on The Causeway, north-eastwards for a distance of 6.6 metres
<b>Sherwood Road</b>	North-west Side	From the boundary of Nos. 60/62 Sherwood Road, south-westwards for a distance of 6.6 metres

**(ix) 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 for Peacehaven, the following item shall be deleted as follows:

<b>Roderick Avenue</b>	South-east Side	From a point 20.5 metres south-west of a point opposite the south-western kerb line of Tor Road, in a south-westwards for a distance of 25.5 metres
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2. In the list of restrictions for Newick, the following item shall be added as follows:

<b>Allington Road</b>	South- west Side	From a point opposite the boundary of Nos. 68/70, south-eastwards for a distance of 51 metres
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**(x) Schedule 19, Part B, School Keep Clear Marking, No Stopping, Mondays to Fridays, 7am-4pm, (except August) that this Schedule be added as follows:**

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

<b>Roderick Avenue</b>	Both Sides	From a point 20.5 metres south-west of a point opposite the south-western kerb line of Tor Road, south-westwards for a distance of 25.5 metres
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**Revocation**

**The East Sussex (Lewes District Prohibition of Waiting) Traffic Regulation Order 2010**

**In Schedule 3, Part E, Limited Time Prohibition of Waiting, 2 hours in any period of 4 hours, 8am to 6pm on Mondays to Saturdays:**

<b>Springett Avenue</b>	West Side	From its western boundary of property 84, in a south then south-westwards direction, for a distance of 48.1 metres
<b>Springett Avenue</b>	West Side	From a point 35.7 metres north-east of its boundary with property number 45/56, in a north-eastward then northward direction, for a distance of 37.1 metres

**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

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

## **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 Restrictions) 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 Restrictions) 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 Restrictions) Traffic Regulation Order 2014, as amended, shall have effect except as hereinafter contained.

#### **(i) The Order Plans shall be amended as follows:**

<b>The map tiles below shall be revoked</b>	<b>The map tiles below shall be inserted</b>
Overview Revision 2	Overview Revision *
LH109	LH109 Revision 1
LL104 Revision 1	LL104 Revision 2
LM104 Revision 2	LM104 Revision 3
LM105	LM105 Revision 1
LM107 Revision 1	LM107 Revision 2
LM108 Revision 2	LM108 Revision 3
LN104	LN104 Revision 1
LN105 Revision 1	LN105 Revision 2
LN106 Revision 1	LN106 Revision 2
LN107 Revision 2	LN107 Revision 3
LN108 Revision 2	LN108 Revision 3
LN110 Revision 1	LN110 Revision 2

### 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.