

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

<b>Objection Letter</b>	<b>Objection</b>	<b>Officer's Comments</b>	<b>Recommendation</b>
Resident of Gore Park Avenue (Site 3 St Mary's Road)	The proposed double yellow lines at St Mary's Road are not required as the problem is with parking on Ocklynge Road which then makes access for large vehicles difficult.	Proposal is for 5 metres of double yellow lines on either side of St Mary's Road to keep the junction clear of parked vehicles, whilst acknowledging that parking in the area is already difficult and at a premium. Concerns about parking on Ocklynge Road will be retained on our priority list for future investigation.	To not uphold the objection and to implement the proposal as advertised.
Resident of Aylesbury Avenue (Site 4 Aylesbury Avenue)	It is already difficult to park outside of their property due to other residents/visitors parking here which is an inconvenience to the objector as they have young children.	The proposed double yellow lines extend along both sides of the road for a distance of 10 metres, which corresponds with the Highway Code. It is acknowledged that parking in the area is in demand, however vehicles should not be parking close to the junction and the proposed double yellow lines formalise this.	To not uphold the objection and to implement the proposal as advertised.
Resident of Le Brun Road (Site 5 Le Brun Road)	Parking in this area is already dangerous and parking restrictions (double yellow lines) will make it more dangerous.	The double yellow lines are being proposed in Le Brun Road on both sides from its junction with Prideaux Road for 10 metres. Prideaux Road is an A class road and has a primary school located on it (opposite Le Brun Road). The double yellow lines are being proposed to keep the junction clear of parked vehicles to increase visibility for pedestrians and drivers. It is not anticipated that they will have an adverse effect on the safety of the area.	To not uphold the objection and implement the proposal as advertised.
	Parking in this area is	It is acknowledged that	

	at a premium, especially as a new nursing home has recently opened. All of the spaces are required and the proposed double yellow lines will remove these spaces.	parking is in high demand in this area, however as per the Highway Code, vehicles should not be parking within 10 metres of the junction.	
Elected Member for Upperton Ward (Site 7 Vicarage Road and Brightling Road)	The proposed double yellow lines for Brightland Road and Greys Road are excessive. There needs to be a balance between safety and the need for parking.	It is appreciated that parking is in high demand in this area. However as part of a petition submitted by the Elected Member, we were instructed to look at providing adequate junction protection whilst still allowing parking to take place. The proposals will formalise what is stated in The Highway Code – that vehicles should not park within 10 metres of a junction. Proposals for Greys Road are to reduce the length of the existing restrictions which will allow more parking to take place.	To not uphold the objection and to implement the proposal as advertised.
Resident of Churchill Close (Site 7 Vicarage Road and Brightling Road)	Parked vehicles already cause difficulties with access/egress from garage (access in Vicarage Road). Removing more parking restrictions (in Vicarage Road) will make this more difficult.  Properties on the southern side of Vicarage Road have garages and therefore do not need to park on the road.	Officer has discussed providing an advisory Access Protection Marking to highlight the presence of the access to other drivers. It has been agreed that this marking will be installed and will extend up to 1m either side of the dropped kerb access to allow room for vehicles to manoeuvre into and out of the garage. The area outside and opposite the garage is already unrestricted parking so removal of further restrictions in other parts of the road will not have a direct impact on this access.  It is acknowledged that some properties have off-street parking facilities in the form of garages behind them. It is often the case that modern vehicles are	To not uphold the objection and to implement the proposal as advertised.

	<p>Emergency vehicles will not be able to get through if cars are parked on both sides of the road.</p>	<p>too large to fit into them. It is also acknowledged that many households have more than one vehicle and so some on-street parking is required.</p> <p>The proposal is to remove some sections of the current single yellow line restriction (No Waiting – Mon-Fri 8am-5pm) whilst leaving other areas protected by double yellow lines (No Waiting – At Any Time). This will allow some additional on-street parking as well as leaving space for vehicles to pull in to allow other vehicles to pass. The double yellow lines will protect junctions and the narrow section of Vicarage Road. No comments were received from the Emergency Services during the initial consultation stage.</p>	
<p>Resident of Brightland Road (Site 7 Vicarage Road and Brightling Road)</p>	<p>The proposed 10 metres of double yellow lines at Brightland Road junction with Vicarage Road is excessive and will remove too many parking spaces.</p> <p>The proposal for 3 metres of double yellow lines at the bottom end of Brightland Road should also apply to the top end (junction with Vicarage Road).</p>	<p>It is acknowledged that parking is in high demand in this area, however as per the Highway Code, vehicles should not be parking within 10 metres of the junction. The proposed extension to the existing double yellow lines will formalise this.</p> <p>The western junction (Brightland Road/Vicarage Road) is used more frequently than eastern junction. The eastern end of Brightland Road leads into a narrow and unadopted lane which requires less protection in the form of double yellow lines than the main junction with Vicarage Road.</p>	<p>To not uphold the objection and to implement the proposal as advertised.</p>
<p>Resident of Vicarage Road (Site 7 Vicarage Road)</p>	<p>The proposed 10 metres of double yellow lines at Brightland Road junction with</p>	<p>Please see comments above.</p>	<p>To not uphold the objection and to implement the proposal as</p>

<p>and Brightling Road)</p>	<p>Vicarage Road is excessive and will remove too many parking spaces.</p> <p>The junction of Vicarage Drive and Summerdown Road is more dangerous than the junction of Brightland Road and Vicarage Road and yet it will have less double yellow lines than here.</p>	<p>Vicarage Drive has a short section of double yellow lines on one side (at its junction with Summerdown Road) but has double yellow lines for the entire length on the other side. This keeps the junction clear for vehicles entering Vicarage Drive from Summerdown Road. Each site is assessed on its own merit and following a request or concerns raised by an individual. No concerns have been raised about this junction and so we have not considered making any changes to the existing parking restrictions here.</p>	<p>advertised.</p>
<p>Resident of Brightland Road (Site 7 Vicarage Road and Brightling Road)</p>	<p>The proposed 10 metres of double yellow lines at Brightland Road junction with Vicarage Road is excessive and will remove too many parking spaces.</p> <p>The proposal for 3 metres of double yellow lines at the bottom end of Brightland Road should also apply to the top end (junction with Vicarage Road).</p>	<p>Please see comments above in relation to Brightling Road/Vicarage Road junction.</p> <p>Please see comments above.</p>	<p>To not uphold the objection and to implement the proposal as advertised.</p>
<p>Resident of Vicarage Road (Site 7 Vicarage Road and Brightling Road)</p>	<p>The proposed 10 metres of double yellow lines at Brightland Road junction with Vicarage Road is excessive and will remove too many parking spaces.</p> <p>Many other junctions across the town do not have 10 metres of double yellow lines.</p>	<p>Please see comments above.</p> <p>Requests are investigated and progressed based on a priority ranking system, with the main focus on safety concerns. The</p>	<p>To not uphold the objection and to implement the proposal as advertised.</p>

		Highway Code states that vehicles should not park within 10 metres of a junction and we look to formalise this as much as possible, although it is acknowledged that not all junctions will have such restrictions.	
Resident of Baslow Road (Site 8 Baslow Road)	<p>The parking problems in the road are only experienced between 9am and 4pm on weekdays during term time. There is no need to install Double Yellow Lines (No Waiting – At Any Time), only restrictions that apply during these times.</p> <p>Parking restrictions would be helpful; however they should be on the southern side to allow residents to park outside of their properties. (The objector) has a small driveway but it is unusable as they obstruct the pavement if they park on it. They would therefore like to park outside of their property.</p> <p>Installing parking restrictions in the lower part of Baslow Road will push the parking further up the road.</p>	<p>Officer has checked details of university facilities and it is open all year round so potentially parking problems could be faced at all times.</p> <p>The proposed double yellow lines for the northern side of the road will keep multiple accesses clear. Many of these accesses already have white 'Access Protection Markings' which would indicate that the residents experience difficulties with using their accesses due to parked vehicles. There are no accesses on the southern side for the extent of the double yellow lines.</p> <p>This has been taken into consideration and is a possibility at most sites where parking restrictions are installed. If this happens and problems are experienced in the future, we can then assess and investigate the best course of action (if any).</p>	To not uphold the objection and to implement the proposal as advertised.
Resident of Phoenix Drive (Site 9 Phoenix Drive)	Parking facilities in this area are inadequate and double yellow lines will make this even more difficult.	The proposal is to formalise the existing double yellow lines which have been in place at Phoenix Drive junction with Pacific Drive for a number of years. There are no proposals to extend the	To not uphold the objections and to implement the proposal as advertised.

	<p>There have been no accidents at this junction so there is no reasoning behind this proposal.</p>	<p>existing markings and so no additional parking places will be lost.</p> <p>Officers have checked most recent three years personal injury crash record and can confirm there have been no reported personal injury crashes at this site. However these double yellow lines formalise what is stated in the Highway Code.</p>	
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**Appendix 3 – Proposals where objections are upheld**

<b>Objection Letter</b>	<b>Objection</b>	<b>Officer's Comments</b>	<b>Recommendation</b>
Resident of Ascot Close (Site 1 Ascot Close)	<p>The proposed double yellow lines would finish on a bend making it dangerous for traffic in the Close</p> <p>The proposed double yellow lines would stop approximately 3 metres short of their access which could encourage vehicles to park here and block the access and visibility. No vehicles currently park in an obstructive manner.</p>	<p>There is a fairly long sweeping bend in Ascot Close. The double yellow lines would finish just as a straight section of the road begins.</p> <p>Consideration was given to whether to extend the double yellow lines across the access, or to stop them prior to the access. It was decided to stop them prior to the access; however an advisory Access Protection Marking could be provided if the resident(s) felt it necessary. During a telephone conversation with the objector, the resident stated they would be happy if the proposed double yellow lines could either be extended up to their access, or reduced down to the standard 15 metres length for junction protection. They did not wish to proceed with the installation of an Access Protection Marking due to the adverse effect it would have on the aesthetics of the area.</p>	<p>To uphold the objectors request to reduce the markings to 15 metres of junction protection. No other properties would be directly affected by this as none are located close to the junction.</p> <p>15 metres of double yellow lines as junction protection would fulfil the requirement of keeping the junction clear.</p>
Resident of Blackwater Road (Site 2 Blackwater Road)	The proposed Disabled Persons Parking Place needs to be relocated eastwards by approximately 1.5 metres to allow the doors of the vehicle to open fully. Relocating the bay would ensure the doors do not open on to the high sloped area of the footpath.	The proposed Disabled Persons Parking Place was located as close to the applicants' property as possible. Once full details of this were given to the applicant, the concern was raised about not being able to fully open the car door due to the sloped kerbs in the area. The request to relocate the bay eastwards by 1.5 metres is supported by the Officer.	To uphold the applicants' request to relocate the Disabled Persons Parking Place eastwards by 1.5 metres
Resident of	The proposed 'School	When the original request	To uphold the

<p>Edensor Road (St John's Meads School area) (Site 6 Edensor Road and Rowsley Road)</p>	<p>Keep Clear' markings will prevent the 'Stop &amp; Drop' scheme (run and managed by the school and volunteers) from running.</p> <p>Vehicle speeds will increase as it will appear to be less congested with parked cars.</p> <p>The proposed 'School Keep Clear' markings will not aid visibility in Rowsley Road.</p> <p>The number of parking places will be reduced putting pressure on spaces that are used by residents.</p>	<p>for 'School Keep Clear' entrance markings was received, the 'Stop &amp; Drop' scheme was not in place. It is now acknowledged that the School has worked closely with parents and local residents to design a scheme to reduce the need for parking at school drop off/pick up times which also aid the flow of traffic around the area. It is acknowledged that the presence of 'School Keep Clear' markings could prevent this from running and therefore have a detrimental effect on congestion and parking in the area.</p> <p>Vehicle speeds around schools during drop off and pick up times are generally slow due to the volume of traffic in the vicinity of the school.</p> <p>Visibility would be improved at both sides of the School due to a larger area of the road being kept clear of parked vehicles.</p> <p>It is acknowledged that parking is already at a premium in this area and that parking places would be reduced, however this is to ensure the school entrance(s) are kept clear. On further investigation, the officer is in agreement with residents that a large amount of parking will be displaced, possibly causing parking and congestion problems in other areas.</p>	<p>objection and not install the 'School Keep Clear' entrance markings as advertised.</p>
<p>Resident of Rowlsey Road (St John's Meads School area) (Site 6 Edensor Road and Rowsley</p>	<p>The number of parking places will be reduced putting pressure on spaces that are used by residents.</p> <p>The proposed 'School</p>	<p>Please see comments above.</p> <p>Please see above</p>	<p>To uphold the objection and not install the 'School Keep Clear' entrance markings as advertised.</p>



Road)	<p>Keep Clear' markings will prevent the 'Stop &amp; Drop' scheme (run and managed by the school and volunteers) from running.</p> <p>The proposed restrictions will not be enforced and will not be adhered to by people attending the school.</p>	<p>comments.</p> <p>Enforcement action can be taken by the Police and Civil Enforcement Officers. Experience does show that unless restrictions around schools are regularly enforced, they can become ignored by those attending the school. Some drivers will adhere to them.</p>	
Resident of Edensor Road (St John's Meads School area) (Site 6 Edensor Road and Rowsley Road)	<p>This is a busy street for residential parking which already has limited spaces.</p>	<p>Please see comments above.</p>	<p>To uphold the objection and not install the 'School Keep Clear' entrance markings as advertised.</p>
Resident of Edensor Road (St John's Meads School) (Site 6 Edensor Road and Rowsley Road)	<p>This is a busy street for residential parking which already has limited spaces.</p> <p>The proposed 'School Keep Clear' markings will prevent the 'Stop &amp; Drop' scheme (run and managed by the school and volunteers) from running.</p>	<p>Please see comments above.</p> <p>Please see comments above.</p>	<p>To uphold the objection and not install the 'School Keep Clear' entrance markings as advertised.</p>
St John's Meads School (Site 6 Edensor Road and Rowsley Road)	<p>The proposed 'School Keep Clear' markings will prevent the 'Stop &amp; Drop' scheme (run and managed by the school and volunteers) from running.</p> <p>Deliveries to the school (which occur most days) would have to take place further down the road which could cause problems with handling loads because of having to move the deliveries either up or down hill on an uneven</p>	<p>Please see above comments.</p> <p>Delivery vehicles currently stop and load/unload on the existing single yellow lines (No Waiting – Mon-Fri 9am-5pm). They would not be able to stop on 'School Keep Clear' entrance markings and so would have to stop elsewhere. The Officer is</p>	<p>To uphold the objection and not install the 'School Keep Clear' entrance markings as advertised.</p>

	<p>footpath.</p> <p>The proposed 'School Keep Clear' markings would remove the facility for disabled visitors to park next to the school as blue badge holders can currently park on the single yellow line. They would not be permitted to park on the 'School Keep Clear' markings.</p>	<p>in agreement with the comments from the School that this could cause problems with the manual handling of loads due to having to be manually transported over a further distance and may also create problems if delivery vehicles had to double park due to a lack of available space to pull into.</p> <p>Officers are in agreement with the comments from the School. Blue badge holders are permitted to park on double and single yellow lines for up to three hours. Blue badge holders are not permitted to park on 'School Keep Clear' entrance markings.</p>	
<p>Residents of Edensor Road (St John's Meads School area) (Site 6 Edensor Road and Rowsley Road)</p>	<p>There is no enforcement of existing restrictions.</p> <p>The parking spaces close to the school and currently used by the school will move to Coombe Lane which will increase the parking problem in the narrow lane.</p> <p>Residents will be adversely affected by the installation of the 'School Keep Clear' markings as they will have to find alternative parking.</p> <p>The proposed 'School Keep Clear' markings will prevent the 'Stop &amp; Drop' scheme (run and managed by the school and volunteers) from running.</p>	<p>Please see above comments.</p> <p>Parking would be displaced which could encourage more vehicles to park in Coombe Lane. It is acknowledged that this is a narrow road with access to private garages on one side (further reducing the available parking spaces).</p> <p>Please see comments above in relation to the 'School Keep Clear' markings.</p> <p>Please see comments above.</p>	<p>To uphold the objection and not install the 'School Keep Clear' entrance markings as advertised.</p>
<p>Resident of</p>	<p>Residents will be</p>	<p>Please see comments</p>	<p>To uphold the</p>

<p>Edensor Road (St John's Meads area) (Site 6 Edensor Road and Rowsley Road)</p>	<p>adversely affected by the installation of the 'School Keep Clear' markings as they will have to find alternative parking.</p> <p>Problems only occur for short periods of time during school drop off and pick up times during school term. No problems are faced outside of these hours or during the school holidays.</p> <p>The proposed 'School Keep Clear' markings will prevent the 'Stop &amp; Drop' scheme (run and managed by the school and volunteers) from running.</p>	<p>above.</p> <p>The proposed 'School Keep Clear' entrance markings would be operational at all times which are in-keeping with the majority of the other 'School Keep Clear' markings across the Town. Upon further investigation it is acknowledged that this may not be appropriate for this area as parking is required at evenings and weekends and during school holidays for residents.</p> <p>Please see comments above.</p>	<p>objection and not install the 'School Keep Clear' entrance markings as advertised.</p>
<p>Resident of Edensor Road (St John's Meads area) (Site 6 Edensor Road and Rowsley Road)</p>	<p>Residents will be adversely affected by the installation of the 'School Keep Clear' markings as they will have to find alternative parking.</p> <p>Problems only occur for short periods of time during school drop off and pick up times during school term. No problems are faced outside of these hours or during the school holidays.</p> <p>Edensor Road is within an area of 'High Townscape Value' and the lengthy and large yellow road markings of 'School Keep Clear' will have a detrimental effect on the aesthetics</p>	<p>Please see comments above.</p> <p>Please see comments above.</p> <p>In areas such as this it is possible to install yellow road markings in a 'Primrose Yellow' which is not as bright as the standard yellow road markings.</p>	<p>To uphold the objection and not install the 'School Keep Clear' entrance markings as advertised.</p>

	of the area.		
Parent of a child who attends St John's Meads School (Site 6 Edensor Road and Rowsley Road)	<p>There are already a number of restrictions in the area which making parking difficult. The proposed 'School Keep Clear' entrance markings will make parking even more difficult.</p> <p>Removing the parked vehicles could increase vehicle speeds due to widening the road and increasing visibility. This will make it more dangerous for children.</p> <p>There is no off-street parking at the school and as such the proposed 'School Keep Clear' markings would make deliveries very difficult as there will be nowhere within a reasonable distance for the drivers to park safely and legally.</p> <p>It will be more difficult for disabled people to visit the school.</p> <p>The proposed 'School Keep Clear' markings will prevent the 'Stop &amp; Drop' scheme (run and managed by the school and volunteers) from running.</p> <p>The yellow road markings will have an</p>	<p>There are existing double yellow lines in Edensor Road, Rowsley Road and Coombe Lane to keep certain sections of these roads clear of parked vehicles. The proposed 'School Keep Clear' markings would keep the areas outside of the entrances to the school clear of parked vehicles. It is acknowledged that vehicles that currently park here would be displaced.</p> <p>Whilst it is acknowledged that parked vehicles do act as traffic calming and can reduce vehicle speeds, experience shows that during the school drop off and pick up times, vehicle speeds are relatively low due to the volume of traffic using the roads in the vicinity of the school.</p> <p>Please see comments above.</p> <p>Please see comments above.</p> <p>Please see comments above.</p> <p>Please see comments above.</p>	<p>To uphold the objection and not install the 'School Keep Clear' entrance markings as advertised.</p>

	<p>adverse effect on the aesthetics of the area.</p> <p>The proposed restrictions will have an adverse effect on residents of the area as they will be in force outside of school hours.</p>	<p>Please see comments above.</p>	
<p>Resident of Latimer Road (Site 10 Channel View Road)</p>	<p>Channel View Road and the adjacent alleyways are used by people visiting Princes Park and so they need a clear line of sight up and down the road to enable them to cross safely. If vehicles were allowed to park on both sides, this would reduce visibility and pose safety risks to the pedestrians.</p>	<p>The original request for the double yellow lines to be removed came via the Elected Member for the area following a request for a disabled parking bay to be installed. Due to the presence of the double yellow lines outside of the applicants' property, it was necessary to provide the disabled parking bay on the opposite side of the road where there are no restrictions. During consultation for this proposal, an objection was received from the resident who would have the bay situated outside of their property. They requested that the double yellow lines were removed to allow parking on both sides of the road. This was supported by the Elected Member who would not support the provision of a bay on the opposite side of the road to the applicants' property, but wanted to see the double yellow lines removed. As part of the Lead Member Report, we stated that a bay could be provided relatively quickly if provided opposite the applicant's property, and that we would investigate the removal of the double yellow lines as part of the Eastbourne Parking Review. This course of action was agreed by the Lead Member for Transport &amp; Environment. It is acknowledged that additional parking could</p>	<p>To uphold the objections and not implement the changes as advertised.</p>

		<p>reduce visibility for pedestrians; however it may also have the effect of slowing vehicle speeds due to having to stop to allow other vehicles to pass and not being able to see along the whole length of the road. However it is also noted that residents of this area have experienced what it would be like to have the existing restrictions removed as the road was resurfaced and there was a period of time when the markings had not been reinstated.</p> <p>Correspondence received from residents of the area indicated that the road became very congested because of the reduced road width due to parking taking place on both sides of the road. Residents have stated that this caused traffic to build up and also resulted in a number of wing mirrors being damaged due to cars trying to pass each other at the same time. Consideration has also been given to the fact that this road is used as a diversion route when the seafront or Seaside are closed. Vehicles parking on both sides of the road could make the area extremely congested during these times.</p>	
Resident of Channel View Road (Site 10 Channel View Road)	Vehicles speed around the bend and parked vehicles on both sides of the road will make this very dangerous. One side of the road needs to be kept clear to allow pedestrians to cross safely.	Please see comments above. Please see comments above.	To uphold the objections and not implement the changes as advertised.
Resident of Channel View	Parking on both sides will restrict vehicle	Please see comments above.	To uphold the objections and not

<p>Road (Site 10 Channel View Road)</p>	<p>flows, making it difficult for large vehicles such as ambulances and refuse trucks to get through.</p> <p>Residents and other people who use this road had experience of what it would be like to have the restrictions removed when the road was resurfaced and the markings had not been reinstated. This experience shows that the removal of parking restrictions would cause problems with vehicle flows and difficulties for pedestrians trying to cross.</p>	<p>Please see comments above.</p>	<p>implement the changes as advertised.</p>
<p>Resident of Channel View Road (Site 10 Channel View Road)</p>	<p>Residents and other people who use this road had experience of what it would be like to have the restrictions removed when the road was resurfaced and the markings had not been reinstated. This experience shows that the removal of parking restrictions would cause problems with vehicle flows and difficulties for pedestrians trying to cross.</p>	<p>Please see comments above.</p>	<p>To uphold the objections and not implement the changes as advertised.</p>
<p>Resident of Channel View Road (Site 10 Channel View Road)</p>	<p>Channel View Road is regularly used as a diversion route when the seafront or Seaside are closed/during events. This already causes the road to become gridlocked which would be even worse if parking was permitted on both sides of the road.</p>	<p>Whilst it was proposed to remove some sections of double yellow lines, other areas would still be protected by double yellow lines creating space for vehicles to pull in and allow other vehicles to pass. However on further investigation, consideration has been given to the fact that vehicles parking on both sides of the road could make the area extremely congested during these times.</p>	<p>To uphold the objections and not implement the changes as advertised.</p>

	<p>Residents and other people who use this road had experience of what it would be like to have the restrictions removed when the road was resurfaced and the markings had not been reinstated. This experience shows that the removal of parking restrictions would cause problems with vehicle flows and difficulties for pedestrians trying to cross.</p> <p>Some residents have been told that lower parking fees in near-by car parks will reduce parking in Channel View Road however this is unlikely as people will always opt for free parking.</p> <p>There is a lack of parking for the football ground which already reduces the available parking for residents. This will get worse if parking is permitted on both sides of the road.</p>	<p>Please see comments above.</p> <p>This is not something that East Sussex County Council can comment on as the car parks are owned/managed by Eastbourne Borough Council.</p> <p>Whilst it is noted that residents want to park in the road in which they live or outside of their own properties, they have no more right to do so than any other road user.</p>	
Residents of Channel View Road (Site 10 Channel View Road)	<p>The removal of the existing parking restrictions will make the road too narrow, especially for emergency vehicles.</p> <p>The road is already gridlocked when the seafront is closed for events etc. and this will be even worse if the lines are removed.</p>	<p>Please see comments above.</p> <p>Please see comments above.</p>	To uphold the objections and not implement the changes as advertised.
Resident of Channel View Road (Site 10 Channel View Road)	<p>The road is already gridlocked when the seafront is closed for events etc. and this will be even worse if the lines are removed.</p>	<p>Please see comments above.</p>	To uphold the objections and not implement the changes as advertised.



	<p>Vehicles parked on both sides would pose a safety risk to pedestrians and other vulnerable road users.</p> <p>Additional parking for local residents in the car parks adjacent to the seafront would ease problems for residents</p>	<p>Please see comments above.</p> <p>These car parks are the responsibility of Eastbourne Borough Council and any sort of permit scheme for residents would need to be considered by the Council. This is not something the County Council can consider/comment as part of the parking review.</p>	
Resident of Channel View Road (Site 10 Channel View Road)	<p>Vehicles parked on both sides would pose a safety risk to pedestrians and other vulnerable road users.</p> <p>The road is already gridlocked when the seafront is closed for events etc. and this will be even worse if the lines are removed.</p> <p>It would be more beneficial if visitors to the park and seafront used the car parks rather than parking on-street.</p>	<p>Please see comments above.</p> <p>Please see comments above.</p> <p>Whilst car parking facilities are available, people have the choice about where they wish to park.</p>	To uphold the objections and not implement the changes as advertised.
Resident of Channel View Road (Site 10 Channel View Road)	<p>Drivers turning into Channel View Road may not be able to see clearly, thus causing accidents.</p> <p>The traffic calming effect which is hoped for by allowing parking on both sides of the road will not be achieved.</p>	<p>All junctions of Channel View Road with side roads will be protected by at least 15 metres of double yellow lines which will ensure good visibility along the road in both directions.</p> <p>Please see comments above.</p>	To uphold the objections and not implement the changes as advertised.
Resident of Channel View Road (Site 10 Channel View Road)	Residents and other people who use this road had experience of what it would be like to	Please see comments above.	To uphold the objections and not implement the changes as

Road)	have the restrictions removed when the road was resurfaced and the markings had not been reinstated. This experience shows that the removal of parking restrictions would cause problems with vehicle flows and difficulties for pedestrians trying to cross.		advertised.
Resident of Channel View Road (Site 10 Channel View Road)	There is inadequate space to park as it is – additional double yellow lines will make this worse.	This is a misunderstanding of the proposals. An explanation was sent but the objection was not formally withdrawn. There are no proposals to install additional double yellow lines in the roads adjacent to Channel View Road.	Additional parking restrictions were not under consideration.
Resident of Channel View Road area (Site 10 Channel View Road)	There is inadequate space to park as it is – additional double yellow lines will make this worse.	Please see comments above.	Additional parking restrictions were not under consideration.
Resident of Sidley Road (Site 10 Channel View Road)	There is inadequate space to park as it is – additional double yellow lines will make this worse.	Please see comments above.	Additional parking restrictions were not under consideration.
Resident of Desmond Road (Site 10 Channel View Road)	There is inadequate space to park as it is – additional double yellow lines will make this worse.	Please see comments above.	Additional parking restrictions were not under consideration.
Resident of Sidley Road (Site 10 Channel View Road)	There is inadequate space to park as it is – additional double yellow lines will make this worse.	Please see comments above.	Additional parking restrictions were not under consideration.
Local business in Finmere Road/Finmere Close (Site 11 Finmere Road and Finmere Close)	The proposed double yellow lines will reduce the availability of parking that is used by both staff and customers for all the businesses in this area.	A request for additional double yellow lines in this area was submitted by a local resident, as parked cars were reducing the road width and the large vehicles had caused damage to their boundary wall. The double yellow	To uphold the objections and not implement the changes as advertised.

		<p>lines have been proposed to keep a large section of Finmere Road and Finmere Close clear of parked vehicles to allow large vehicles (HGVs etc.) to manoeuvre. There are existing double yellow lines in this area which protect the junctions and so no further road safety issues have been identified. Officers would therefore support that the changes are not implemented and the current parking restrictions remain as they are.</p> <p>It is acknowledged that vehicles will be displaced and it is also acknowledged that it is likely that this will be onto Northbourne Road. This has been considered by Officers and is reflected in the Recommendations.</p>	
	<p>Residents on Northbourne Road will also be affected in a negative way as parking will be pushed onto this already congested road.</p>		
<p>Local business in Finmere Road/Finmere Close (Site 11 Finmere Road and Finmere Close)</p>	<p>The proposed double yellow lines will reduce the availability of parking that is used by both staff and customers for all the businesses in this area.</p> <p>Residents on Northbourne Road will also be affected in a negative way as parking will be pushed onto this already congested road.</p>	<p>Please see comments above.</p> <p>Please see comments above.</p>	<p>To uphold the objections and not implement the changes as advertised.</p>
<p>Local business in Finmere Road/Finmere Close (Site 11 Finmere Road and Finmere Close)</p>	<p>The proposed double yellow lines will reduce the availability of parking that is used by both staff and customers for all the businesses in this area.</p> <p>Residents on Northbourne Road will also be affected in a negative way as parking will be pushed</p>	<p>Please see comments above.</p> <p>Please see comments above.</p>	<p>To uphold the objections and not implement the changes as advertised.</p>

	onto this already congested road.		
Local business in Finmere Road/Finmere Close (Site 11 Finmere Road and Finmere Close)	<p>The proposed double yellow lines will reduce the availability of parking that is used by both staff and customers for all the businesses in this area.</p> <p>Residents on Northbourne Road will also be affected in a negative way as parking will be pushed onto this already congested road.</p>	<p>Please see comments above.</p> <p>Please see comments above.</p>	To uphold the objections and not implement the changes as advertised.
Local business in Finmere Road/Finmere Close (Site 11 Finmere Road and Finmere Close)	<p>The proposed double yellow lines will reduce the availability of parking that is used by both staff and customers for all the businesses in this area.</p> <p>Residents on Northbourne Road will also be affected in a negative way as parking will be pushed onto this already congested road.</p>	<p>Please see comments above.</p> <p>Please see comments above.</p>	To uphold the objections and not implement the changes as advertised.
Local business in Finmere Road/Finmere Close (Site 11 Finmere Road and Finmere Close)	<p>The proposed double yellow lines will reduce the availability of parking that is used by both staff and customers for all the businesses in this area.</p> <p>Residents on Northbourne Road will also be affected in a negative way as parking will be pushed onto this already congested road.</p>	<p>Please see comments above.</p> <p>Please see comments above.</p>	To uphold the objections and not implement the changes as advertised.
Local business in Finmere Road/Finmere Close (Site 11 Finmere Road and Finmere Close)	<p>The proposed double yellow lines will reduce the availability of parking that is used by both staff and customers for all the businesses in this area.</p> <p>Residents on Northbourne Road will also be affected in a negative way as parking will be pushed onto this already congested road.</p>	<p>Please see comments above.</p> <p>Please see comments above.</p>	To uphold the objections and not implement the changes as advertised.

	Residents on Northbourne Road will also be affected in a negative way as parking will be pushed onto this already congested road.	Please see comments above.	
Resident of Finmere Road/Finmere Close area (Site 11 Finmere Road and Finmere Close)	<p>The proposed double yellow lines will prevent residents from parking here.</p> <p>Large vehicles park further along the road (Northbourne Road) and there are no proposals to install double yellow lines here.</p>	<p>The double yellow lines have been proposed to keep a large section of Finmere Road and Finmere Close clear of parked vehicles to allow large vehicles (HGVs etc.) to manoeuvre.</p> <p>A request was received relating to this specific area highlighting the difficulties that are experienced by HGVs when trying to negotiate this junction because of parked vehicles. Each request is assessed and investigated depending on its priority. No other requests for parking restrictions in this area had been received during the investigations for this parking review.</p>	To uphold the objections and not implement the changes as advertised.
Resident of Finmere Road (Site 11 Finmere Road and Finmere Close)	<p>The proposed double yellow lines will prevent residents from parking here.</p> <p>Residents on Northbourne Road will also be affected in a negative way as parking will be pushed onto this already congested road.</p>	<p>Please see comments above.</p> <p>Please see comments above.</p>	To uphold the objections and not implement the changes as advertised.