

Committee:	Regulatory Committee Planning Committee
Date:	19 August 2015
Report by:	Director of Communities, Economy and Transport
Title of Report	Traffic Regulation Order – Uckfield Parking Review
Purpose of Report	To consider the objections received in response to the Consultation on the draft Traffic Regulation Order to introduce parking restrictions at various sites in Uckfield
Contact Officer:	Elaine Martin 01273 482286
Local Member:	Councillor Chris Dowling and Councillor Claire Dowling

RECOMMENDATION

The Planning Committee is recommended:

- 1. Not uphold the objections set out in Appendix 2 to the Report, concerning the draft Traffic Regulation Order to introduce parking restrictions at various sites in Uckfield.**
 - 2. To recommend to the Director of Communities, Economy and Transport that the draft Traffic Regulation Order be made as proposed**
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CONSIDERATION BY DIRECTOR OF COMMUNITIES, ECONOMY AND TRANSPORT.

1. Introduction

1.1 The Uckfield Town Centre - Highway Improvement Scheme (UTC-HIS) is being delivered by East Sussex County Council (ESCC) as Highway Authority on behalf of three authorities: ESCC; Wealden District Council (WDC) and Uckfield Town Council (UTC). The project is funded from Section 106 contributions secured to mitigate the impact of development in and around Uckfield.

1.2 The UTC-HIS is the first phase of the wider regeneration of the town. This first phase is broken into 3 stages:

- I. Improvements to High Street from Framfield Road to Bell Lane including resurfacing of the footways, new kerb lines with local realignment, provision of an access to the new station car park, upgrading of signal equipment, new street lighting, and new street furniture. Stage 1 is now completed.
- II. Improvements to High Street north of Bell Lane up to Church Street, along Bell Lane to Tesco roundabout. This includes the introduction of a 20

mph limit, resurfacing of footways, new kerb lines with local realignment, upgrading of signal equipment and street lighting, new street furniture and reduction of on street car parking. Stage 2 is due to commence in January 2016 and will take approximately 32 weeks to complete.

- III. Improvements to the bus station, potentially including provision of new modern shelters and Real Time Passenger Information (RTPI). Stage 3 is due to commence after the completion of Stage 2.

1.3 In June 2014 WDC approved the planning application from Network Rail for the development of a 174 spaces car park opposite Uckfield Railway Station. The car park is currently under construction and is due to open in summer 2015.

1.4 As part of the UTC-HIS a number of new parking restrictions are being proposed in the High Street as part of Stage 2. At the same time as the scheme, the opportunity is being taken to progress requests from various sources for parking restrictions at 14 sites in Uckfield. All of the proposed sites are contained within the draft Traffic Regulation Order (TRO). A copy of the draft TRO is included as Appendix 1.

1.5 Consultations with interested parties including the Emergency Services, UTC, WDC and the local County Councillors resulted in no objections being received. The proposed Traffic Regulation Order was advertised in the press and on street between 18 July 2014 and 8 August 2014. A total of 23 objections and comments were received to 4 of the sites and a summary of these objections is set out in Appendix 2. Full copies of the objections received are available in the Members Room.

1.6 Since the closing date for the advertisement period, no objections have been resolved or withdrawn.

2. Comments and Appraisal

2.1 WDC's proposed changes to the parking restrictions in their off street car park in Luxford Field will increase demand for rail commuter parking at other locations in Uckfield. It is expected that there will be a substantial number of commuters displaced from the Luxford Fields car park.

2.2 With regards to the on street parking, the roads most convenient for commuter parking such as Bridge Farm Road, Bell Farm Road and Mill Drove are already fairly busy with few free spaces available. Any displaced commuter parking from the changes at Luxford Fields car park are unlikely to park in these roads as there is limited convenient on-street parking currently available.

2.3 The new Network Rail car park with 174 spaces would serve to mitigate the parking demand accommodating the displaced on-street and the Luxford Fields car park vehicles.

2.4 A review of the 14 sites indicated that the placement of parking restrictions would aid road safety and improve visibility at junctions.

2.5 It is not felt that the objections received provide sufficient grounds to warrant any modification or withdrawal of the proposals, and therefore the objections should

not be upheld. It is also considered that all other proposals in the draft TRO which were not objected to, be implemented as advertised.

3. Conclusion and reasons for approval

3.1 The proposals involve progressing new parking restrictions and other proposals in the High Street as part of the Stage 2 improvements. At the same time, a number of other parking restrictions are being progressed at various sites around Uckfield. The proposals are justified in order to address road safety and local concerns at various locations within the town of Uckfield.

3.2 The Committee is therefore recommended not to uphold the objections to the proposed Traffic Regulation Order for parking restrictions and other proposals in the Uckfield area, and to recommend to the Director of Communities, Economy and Transport that all of the draft TRO be made as proposed.

RUPERT CLUBB

Director of Communities, Economy and Transport

10 August 2015

BACKGROUND DOCUMENTS

None

APPENDIX 1 – COPY OF THE DRAFT TRAFFIC REGULATION ORDER

EAST SUSSEX COUNTY COUNCIL ROAD TRAFFIC REGULATION ACT 1984

The East Sussex (Various Roads, Uckfield) (Prohibition and Restriction of Waiting) Order 201*

East Sussex County Council, in exercise of their powers under sections 1(1), 2(1) to (3) and 4(2) of, and Part IV of Schedule 9 to, the Road Traffic Regulation Act 1984 ("the Act"), as amended, and of all other enabling powers, after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act and Traffic Management Act 2004, hereby make the following Order:-

1. In this Order

all references to measured distances are approximate, and

"disabled person" and "disabled person's badge" have the same meaning as in The Disabled Persons' (Badges for Motor Vehicles) Regulations 2000;

"disabled person's concession" has the meaning given by Section 117(3) of the 1984 Act;

"disabled person's vehicle" means a vehicle lawfully displaying a disabled person's badge and which is a vehicle which, immediately before or after any period of waiting allowed by virtue of a provision of a kind required by the Local Authorities' Traffic Orders (Exemptions for Disabled Persons) (England and Wales) Regulations 2000 to be included in an Order under the Act of 1984, has been or is to be driven by a disabled person or, as the case may be, has been or is to be used for carrying disabled persons as passengers;

"parking disc" means a device which-

(a) is 125 millimetres square and coloured blue;

(b) has been issued by a local authority and has not ceased to be valid; and

(c) is capable of showing the quarter hour period during which a period of waiting has begun; and

"relevant position" means for the purposes of this regulation, In the case of a Disabled Person's Badge

(a) A vehicle displays a disabled person's badge in the relevant position if:-

(i) in the case of a vehicle fitted with a dashboard or fascia panel, the badge is exhibited thereon so that Part 1 of the badge is legible from the outside the vehicle; or

(ii) in the case of a vehicle not fitted with a dashboard or fascia panel, the badge is exhibited in a conspicuous position on the vehicle so that Part 1 of the badge is legible from outside the vehicle.

(b) A vehicle displays a parking disc in the relevant position if:-

(i) in the case of a vehicle fitted with a dashboard or fascia panel, the disc is exhibited thereon so that the quarter-hour period during which the period of waiting began is legible from outside the vehicle; or

(ii) in the case of a vehicle not so fitted, the disc is exhibited in a conspicuous position on the vehicle so that the quarter-hour period during which the period of waiting began is legible from outside the vehicle.

2. The following Orders are hereby revoked :-

The East Sussex (Lealands Drive, Uckfield)(Disabled Person's Parking Place) Order 2000;

in its entirety;

The East Sussex (Roads in Uckfield)(Prohibition and Restriction of Waiting) Consolidation Order 1996

Insofar as it relates to;

First Schedule, No Waiting At Any Time, 8. Church Street – (b) southwest side: from its junction with High Street, north-westwards to a point opposite a point 15 metres west of the western kerblineline of The Drive

Fourth Schedule, Waiting Area Limited To One Hour In Any Period Of Two Hours, Monday – Saturday 8.00am – 6.00pm inclusive, 1. High Street – (a) east side (viii) from a point 25 metres south of the southern kerblineline of Bedford Court, southwards for a distance of 40 metres;

Fifth Schedule, Waiting Area Limited To Two Hours In Any Period Of Four Hours, Monday – Saturday 8.00am – 6.00pm Inclusive, 1. Framfield Road – (b) south side: from a point 10 metres west of the western kerblineline of Harcourt Road, westwards for a distance of 30 metres.

3. Save as provided in Articles 5 and 6 of this Order, no person shall except upon the direction or with the permission of a police constable in uniform or of a traffic warden or of a civil enforcement officer, cause or permit any vehicle to wait at any time in any of the lengths of roads specified in the First Schedule to this Order;

4. Save as provided in Articles 5 and 7 of this Order, no person shall, except upon the direction or with the permission of a police constable in uniform or of a traffic warden or of a civil enforcement officer, cause or permit any vehicle to wait between:-

(a) the hours of 8am and 6pm on Monday to Saturday inclusive in the lengths of road specified in the Second Schedule to this Order;

(i) for a longer period than 1 hour, or

(ii) if a period of less than one hour has elapsed since the termination of the last period of waiting (if any) by that vehicle in that length of road;

(b) the hours of 8am and 6pm on Monday to Saturday inclusive in the lengths of road specified in the Third Schedule to this Order;

(i) for a longer period than 20 minutes, or

(ii) if a period of less than one hour has elapsed since the termination of the last period of waiting (if any) by that vehicle in

that length of road.

5. Nothing in Articles 3 and 4 of this Order shall render it unlawful to cause or permit any vehicle to wait in the length of road referred to in that Article for so long as may be necessary to enable:-
 - (a) a person to board or alight from the vehicle;
 - (b) goods to be loaded onto or unloaded from the vehicle;
 - (c) the vehicle, if it cannot conveniently be used for such purpose in any other road, to be used in connection with any of the following operations, namely -
 - (i) building, industrial or demolition operations;
 - (ii) the removal of any obstruction to traffic;
 - (iii) the maintenance, improvement or reconstruction of the said lengths of roads; or
 - (iv) the laying, erection, alteration or repair in, or in land adjacent to, the said lengths of roads of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity or of any telecommunications system as defined in the Telecommunications Act 1984;
 - (d) the vehicle, if it cannot conveniently be used for such purpose in any other road, to be used in the service of a local authority or a water authority in pursuance of statutory powers or duties;
 - (e) the vehicle to be used for the purpose of delivering or collecting postal packets as defined in the Postal Services Act 2000 (Consequential Modifications to Local Enactments No.1) Order 2002 (S.I.2002/648);
 - (f) the vehicle to be used for emergency services purposes.
6. Nothing in Article 3 of this Order shall render it unlawful to cause or permit a disabled person's vehicle which displays in the relevant position a disabled person's badge, and a parking disc (on which the driver or other person in charge of the vehicle has marked the time at which the period of waiting began) to wait in the lengths of roads referred to in that Article for a period not exceeding three hours (not being a period separated by an interval of less than one hour from a previous period of waiting by the same vehicle in the same length of road).
7. Nothing in Article 4 of this Order shall render it unlawful to cause or permit a disabled person's vehicle which displays in the relevant position a disabled person's badge to wait in the lengths of roads referred to in those Articles.
8. This Order may be cited as "The East Sussex (Various Roads, Uckfield) (Prohibition and Restriction of Waiting) Order 201*" and shall come into operation on *****201* .

First Schedule
No Waiting “At Any Time”

Alexandra Road	west side	from its junction with the projected northern kerb line of Mill Drove in a northerly direction for a distance of 7 metres
Alexandra Road	east side	from its junction with the projected northern kerb line of Keld Avenue in a northerly direction for a distance of 3.4 metres
Alexandra Road	east side	from its junction with the projected southern kerb line of Keld Avenue in a southerly direction for a distance of 9.3 metres
Bell Lane	both sides	from its junction with the projected eastern kerb line of Brookside in an easterly direction for a distance of 16.2 metres
Bolton Close	both sides	from its junction with the projected western kerb line of Brookside in a westerly direction for a distance of 16.8 metres
Bridge Farm Road	south-west side	from a point 11.5 metres north-west of its extended north-western kerblines of Farriers Way in a north-westerly and the south-westerly direction for a distance of 30.5 metres
Brookside	east side	from its junction with the projected northern kerblines of Bell Lane in a northerly direction for a distance of 15.5 metres
Brookside	east side	from its junction with the projected southern kerb line of Bell Lane in a southerly direction for a distance of 21.5 metres
Brookside	west side	from its junction with the projected southern kerb line of Bolton Close in a southerly direction for a distance of 17.2 metres
Brookside	west side	from its junction with the projected northern kerb line of Bolton Close in a northerly direction for a distance of 16.4 metres
Church Street	southwest side	from its junction with High Street, north-westwards to a point 3.8 metres south-east of the extended property boundary of 10/12 Church Street
Church Street	southwest side	from a point 10.3 metres north-west of the extended property boundary of 10/12 Church Street, north-westwards to a point opposite a point 15 metres west of the western kerblines of The Drive.
Downsview Crescent	west side	from its junction with the projected northern kerb line of Warburton Close in a northerly direction for a distance of 10 metres
Downsview Crescent	west side	from its junction with the projected southern kerb line of Warburton Close in a southerly direction for a distance of 11.4 metres
Farriers Way	west side	from its junction with the projected northern kerb line of Forge Rise in a northerly direction for a distance of 10.5 metres
Farriers Way	west side	from its junction with the projected southern kerb line of Forge Rise in a southerly direction for a distance of 11.3 metres
Farriers Way	east side	from its extended northern building line of number 11 Farriers Way in a northerly direction for a

		distance of 24.3 metres
Forge Rise	both sides	from its junction with the projected western kerb line of Farriers Way in a westerly direction for a distance of 16.5 metres
Framfield Road	south side	from a point 10 metres west of the projected western kerbline of Harcourt Road in a westerly direction for a distance of 7 metres
Harcourt Road	east side	from its junction with the projected northern kerb line of Vernon Road in a northerly direction for a distance of 11.7 metres
Harcourt Road	east side	from its junction with the projected southern kerb line of Vernon Road in a southerly direction for a distance of 10.7 metres
Hempstead Road	south side	from a point 16.2 metres east of the projected eastern kerbline of Hempstead Rise in an easterly direction for a distance of 4.4 metres
Hempstead Road	north side	from its junction with the projected eastern kerb line of Linden Chase in an easterly direction for a distance of 10 metres
Hempstead Road	north side	from its junction with the projected western kerb line of Linden Chase in a westerly direction for a distance of 20.4 metres
Keld Avenue	both sides	from its junction with the projected eastern kerb line of Alexandra Road in an easterly direction for a distance of 9.3 metres
Linden Chase	both sides	from its junction with the projected northern kerb line of Hempstead Road in a northerly direction for a distance of 9.8 metres
Mill Drove	south side	from the extended western building line of number 32 Mill Drove westwards and then southwards for a distance of 11.2 metres
Mill Drove	north side	from a point opposite the extended southern building line of number 32 Mill Drove southwards and then westwards for a distance of 15 metres
Mill Drove	north side	from its junction with the projected western kerb line of Alexandra Road in a westerly direction for a distance of 9.3 metres
New Road	north-west side	from its junction with the projected north-eastern kerb line of Wares Road in a north-easterly direction for a distance of 11.4 metres
New Road	north-west side	from its junction with the projected south-western kerb line of Wares Road in a south-westerly direction for a distance of 11.6 metres
Selby Road	west side	from its junction with the projected northern kerb line of Vernon Road in a northerly direction for a distance of 12 metres
Selby Road	west side	from its junction with the projected southern kerb line of Vernon Road in a southerly direction for a distance of 10.8 metres
Vernon Road	both sides	from its junction with the projected western kerb line of Selby Road in a westerly direction for a distance of 12.6 metres
Vernon Road	both sides	from its junction with the projected eastern kerb line of Harcourt Road in an easterly direction for a distance of 10.7 metres
Warburton Close	both sides	from its junction with the projected western kerb line of Downsview Crescent in a westerly direction for a distance of 10.1 metres

Appendix 2 – Summary of Objections

Objection letter	Objection	Officer's Comments	Recommendation
Resident of Farriers Way PLAN LOCATION D	Resident supports proposals, however raises several concerns.	<p>The proposed double yellow lines were subject to a petition regarding commuter parking in the Ridings Estate and Mill Drove and Alexandra Road received in June 2012. As a result of this, it was agreed that we would consider double yellow lines at the junction of Farriers Way/Forge Rise when we next reviewed parking in Uckfield.</p> <p>Although it is noted that this will take some parking away from residents and parking could potentially be displaced further into the Estate, it is felt that the proposed lengths of double yellow lines offer the best balance to improving safety at the junction, whilst retaining as much parking as possible. It must also be noted that those properties affected by the proposals, all have off road parking for at least one vehicle.</p> <p>As explained to the resident in November 2011, any residents parking scheme would need to be fully self-funding as there are no spare resources to enforce such a scheme. This would require the whole town to be included within scheme to cover costs such as maintenance of lines, signs, administration and enforcement. It is unlikely that a residents parking scheme would be introduced in Uckfield until the possibility of civil parking enforcement is considered in much the same way as for Lewes, Eastbourne and Hastings. As such, any parking restrictions in Uckfield currently fall under the jurisdiction of Sussex Police to enforce.</p>	To not uphold the Objection and to implement the Order as advertised.
Resident of Farriers Way PLAN LOCATION D	Resident objects to the proposals and raises several comments.	<p>Please see above comments from first and second paragraphs.</p> <p>The proposed double yellow lines at the junction of Forge Rise and Farriers Way correspond with Highway Code guidance with further consideration given to protecting resident's driveways. Vehicles that are parked within close proximity to the junction and opposite for extended periods could affect the safe passage through the junction including emergency access. In situations where these vehicles belong to commuters, it is unlikely that the drivers would be available to move their car if required.</p> <p>Consultation was carried out with various interested parties including the emergency</p>	To not uphold the Objection and to implement the Order as advertised.

		<p>services, Local County Councillors and the Town and District Council. There was also was a period of advertisement at various sites across Uckfield and a period of advertisement in the local paper.</p> <p>A pay and display car park is being constructed by Network Rail. It will provide for an additional 174 parking spaces for Uckfield town. It is felt that the restrictions and enforcement proposed for Luxford Fields car park will displace commuters to this car park.</p>	
<p>Resident of Farriers Way PLAN LOCATION D</p>	<p>Resident objects to proposals and raises various comments and concerns.</p>	<p>Please see first and second paragraphs from first objection.</p> <p>The reasons for implementing double yellow lines (no waiting at any time) at the junction of Farriers Way and Forge Rise, are to keep the junction clear of vehicles at all times, whereas the restrictions for the High Street and Church Street are situated in lay-bys, and these proposed restrictions are limited waiting to enable a turnover of vehicles for the shops in these locations.</p> <p>The opening of the Network Rail car park will provide for 174 spaces on disused railway land to the south east of the town. This should lower commuter parking in local estates. Once the Stage 2 of the High Street improvement scheme has been completed there will be post construction monitoring of the impact on the surrounding road network with respect to on-street parking.</p> <p>With regard to a 'Residents Parking Scheme', Wealden District Council currently does not support the introduction of decriminalised parking across the District, and as such, decriminalised parking could not be considered in Uckfield at the current time.</p> <p>It is appreciated that parking may become clearer in the evening and weekends, but during the working week, parking levels here are high, and as such, our proposals are to keep the junction clear of parked vehicles.</p>	<p>To not uphold the Objection and to implement the Order as advertised.</p>
<p>Resident of Farriers Way PLAN LOCATION D</p>	<p>Resident objects to proposals and raises various concerns and comments.</p>	<p>Please see first and second paragraphs from first objection and previous comments.</p> <p>Vehicle flows may be low here. However, the proposals would ease turning movements for both cars and larger vehicles, such as the emergency services wishing to gain access and those wishing to deliver to a property in the Estate.</p>	<p>To not uphold the Objection and to implement the Order as advertised.</p>

		<p>The proposals correspond with Highway Code guidance and consideration was also taken to protect private accesses. It is agreed that parking does help lower vehicle speeds, however; parking at the junction is not appropriate and therefore these proposals offer the best balance between road safety and retaining as much parking as possible.</p> <p>The High Street improvement works will reduce the available parking on the High Street but this will be mitigated by a shorter parking period therefore a quicker turn around of the available spaces. It is felt that changes to the stay timings and management of the Luxford Fields car park will displace commuter parking to the proposed 174 spaces Network Rail car park.</p>	
<p>Previous resident of Farriers Way PLAN LOCATION D</p>	<p>Resident supports the idea in principle as parking if often done so dangerously, so would be a welcome relief, however they do have several concerns & queries.</p>	<p>Please see first and second paragraph from first objection previous comments regarding reasons for the proposals.</p> <p>The proposals at this junction are not to just stop commuter parking, this is to stop any vehicle parking too close to the junction.</p> <p>The County Council is not responsible for providing on-street parking for individuals, it is noted that some residential parking will be removed as part of these proposals, but feel the balance between improving safety and retaining parking has been met.</p> <p>Comments have previously been made regarding requests for a 'Residents Parking Scheme'.</p>	<p>To not uphold the objection and to implement the Order as advertised.</p>
<p>Resident of Farriers Way PLAN LOCATION D</p>	<p>Resident does not object to the proposals, but feel they could go further by extending them outside No's 2, 4, 6 and or No's 1, 3, and 5 Farriers Way, as current parking causes a bottleneck.</p>	<p>Please see first and second paragraphs from first objection regarding the proposals.</p> <p>Due to the high demand of parking here by commuters and residents, our proposal has kept the removal of on street-parking to a minimum, whilst still improving vehicle flow and movements. Taking into account the comments made in other objections, the current parking between the driveways creates a chicane effect, which in itself, is a form of traffic calming. To remove further parking here, could potentially lead to an increase in vehicle speeds.</p>	<p>To not uphold the objection and to implement the Order as advertised</p>
<p>Resident of Mill Drove PLAN LOCATION E</p>	<p>Resident strongly objects to the proposed double yellow lines outside of their property and raises various</p>	<p>Parking in Mill Drove and Alexandra Road was considered as part of a petition requesting restrictions received back in June 2012. At the time, it was agreed that no formal restrictions were recommended, however this would still be monitored.</p>	<p>To not uphold the Objection and to implement the Order as advertised.</p>

	concerns.	<p>The current proposal of 15 metres around the bend is felt to be an appropriate distance to aid vehicle movements to get through the double bends, and this 15m length is also reflected in the proposed restriction at the northern bend of Mill Drove. There is no proposal to remove any parking on the opposite side of this right angled bend.</p> <p>Although this is not a junction, the current parking on both sides of the road hinders vehicle movements, especially for larger vehicles. The current proposals are designed to provide a balance between improving safety and retaining as much parking as possible.</p> <p>It was decided that as a review of parking in Uckfield was being considered as part of the 'Uckfield Improvements Scheme', it was felt appropriate to consider parking restrictions here as the roads are narrow with double bends, and current parking was still very high.</p>	
Resident of Alexandra Road PLAN LOCATION E	Resident objects to proposals and raises various concerns and suggestions.	<p>Please see first paragraph above regarding reasons for proposals.</p> <p>Permit parking in Uckfield has previously been covered in the above responses.</p> <p>We would not consider implementing parking bays at a junction, as this would hinder visibility when trying to exit the junction.</p> <p>It was decided that as a review of parking in Uckfield was being considered as part of the 'Uckfield Improvements Scheme', it was felt appropriate to consider parking restrictions here as the roads are narrow with double bends, and parking was still very high.</p>	To not uphold the Objection and to implement the Order as advertised.
Resident of Alexandra Road PLAN LOCATION E	Resident raises concerns regarding the proposals.	<p>As stated above, proposals were considered as part of a petition in June 2012, where the restrictions were not recommended for implementation, however the site would be monitored.</p> <p>The level of parking here is high and our proposals are trying to improve vehicle movements through the double bends and at the junctions, improving safety, whilst retaining as much residential parking as possible.</p> <p>It was decided that as a review of parking in Uckfield was being considered as part of the 'Uckfield Improvements Scheme', it was felt appropriate to consider parking restrictions here as the roads are narrow with double bends, and parking was still very high.</p>	To not uphold the Objection and to implement the Order as advertised.

<p>Resident of Keld Avenue PLAN LOCATION E</p>	<p>Resident objects to proposals and raises various concerns.</p>	<p>Please refer to first paragraph from first objection regarding reasons for the proposals.</p> <p>It is noted that parking is at a premium here. The proposed restrictions have been kept to a minimum to improve safety whilst keeping as much parking as possible</p> <p>It is felt that the changes to the stay timings and management of the Luxford Fields car park will displace commuter parking to the proposed 174 spaces Network Rail car park, whilst still allowing for 10 hours long stay for staff of Uckfield businesses.</p> <p>'Residents Parking Scheme' has previously been answered in the above responses.</p> <p>It was decided that as a review of parking in Uckfield was being considered as part of the 'Uckfield Improvements Scheme', it was felt appropriate to consider parking restrictions here as the roads are narrow with double bends, and parking was still very high.</p>	<p>To not uphold the Objection and to implement the Order as advertised.</p>
<p>Resident of Alexandra Road PLAN LOCATION E</p>	<p>Resident supports parking restrictions here but feels that the lengths are too excessive.</p>	<p>Please refer to the first paragraph of the first objection regarding the reasons for the proposals.</p> <p>The proposed restrictions have been kept to a minimum to allow safer flow of traffic (on the double bends in Mill Drove, and better visibility at the junctions of Mill Drove/Alexandra Road and Keld Avenue/Alexandra Road). It is felt that the proposed restrictions will improve road safety whilst retaining as much parking as possible.</p> <p>It is felt that the changes to the stay timings and management of the Luxford Fields car park will displace commuter parking to the proposed 174 spaces Network Rail car park. The changes within Luxford Fields and enforcement will coincide with the opening of the Network Rail car park.</p> <p>It was decided that as a review of parking in Uckfield was being considered as part of the 'Uckfield Improvements Scheme', it was felt appropriate to consider parking restrictions here as the roads are narrow with double bends, and parking was still very high.</p>	<p>To not uphold the objection and to implement the Order as advertised</p>
<p>Resident of Alexandra Road PLAN</p>	<p>Resident objects to proposals and raises several observations.</p>	<p>Please refer to the first paragraph of the first objector regarding the reasons for the proposals.</p>	<p>To not uphold the Objection and to implement the Order as</p>

<p>LOCATION E</p>		<p>Please see above comments. In addition, these proposals have been kept below the recommended guidance to the Highway Code.</p> <p>It is felt that the changes to the stay timings and management of the Luxford Fields car park will displace commuter parking to the proposed 174 spaces Network Rail car park. The changes within Luxford Fields and enforcement will coincide with the opening of the Network Rail car park.</p> <p>It was decided that as a review of parking in Uckfield was being considered as part of the 'Uckfield Improvements Scheme', it was felt appropriate to consider parking restrictions here as the roads are narrow with double bends, and parking was still very high.</p>	<p>advertised.</p>
<p>Resident of Keld Avenue PLAN LOCATION E</p>	<p>Resident objects to proposals due to high demand for parking and the knock on effect to other streets.</p>	<p>Please refer to first paragraph of first objector regarding reasons for the proposals.</p> <p>Although it is noted that this will take some parking away from residents and parking could potentially be displaced further into other roads, it is felt that the proposed lengths offer the best balance to improving safety at the junction, whilst retaining as much parking as possible.</p> <p>It was decided that as a review of parking in Uckfield was being considered as part of the 'Uckfield Improvements Scheme', it was felt appropriate to consider parking restrictions here as the roads are narrow with double bends, and parking was still very high.</p>	<p>To not uphold the Objection and to implement the Order as advertised.</p>
<p>Resident of Alexandra Road PLAN LOCATION E</p>	<p>Residents raise several observations and suggestions. Supports provision of safe and clear access at these junctions, proposals are excessive and are not pragmatically and realistically planned.</p>	<p>Please refer to first paragraph of first objector regarding reasons for the proposals.</p> <p>It is felt that the proposed lengths offer the best balance to improving safety at the junctions, whilst retaining as much parking as possible.</p> <p>Residents parking scheme has already been previously answered in above responses.</p> <p>It is felt that the changes to the stay timings and management of the Luxford Fields car park will displace commuter parking to the proposed 174 spaces Network Rail car park. The changes within Luxford Fields and enforcement will coincide with the opening of the Network Rail car park.</p>	<p>To not uphold the objection and to implement the Order as advertised</p>

		It was decided that as a review of parking in Uckfield was being considered as part of the 'Uckfield Improvements Scheme', it was felt appropriate to consider parking restrictions here as the roads are narrow with double bends, and parking was still very high.	
Shop owner at 228 High Street PLAN LOCATION K	Shop owner objects to proposals and raises several concerns.	Concerns raised are understood for those wishing to eat at the establishment and also for the economic viability of the business. A specific concern had been raised regarding drivers parking on pavements and existing double yellow lines when waiting for/picking up takeaways. Reducing the time limit to 30 minutes in this lay by would aid with the turnover of vehicle movements, whilst those wishing to park for longer can park in the lay-by north of this which has a 2 hour time limit, or in the Wealden District Council Car Park opposite (accessed via Regency Close). There would be an exemption of loading and unloading as part of the Traffic Regulation Order, so this action can still be carried out by the shop owners. The notices went up on site on 17 July 2014, and the advertisement period ran from 18 July to 8 August 2014.	To not uphold the Objection and to implement the Order as advertised.
Shop owner at Noble Wines High Street PLAN LOCATION K	Shop owner objects to proposals and raises various concerns regarding the 'Uckfield Improvement Scheme'.	Please see above comments. Furthermore; the proposed restrictions will not affect the frontage of the objector. Wealden District Council has now extended the period for long stay at Luxford Fields to 10 hours to cater for business workers in Uckfield.	To not uphold the Objection and to implement the Order as advertised.
Staff member at shop 115 High Street PLAN LOCATION K	Concerns over reduced time for parking as customers will not be able to park here.	Please see previous responses regarding reasons for the proposals and alternative parking for customers.	To not uphold the objection and to implement the Order as advertised.
Shop owner at 238 High Street PLAN LOCATION K	Concerns regarding customer parking and loading and unloading.	Please see previous responses on why the restrictions are being proposed and the exemptions on loading and unloading. A recognised process for consultation and advertisement of the TRO was followed. Individual residents and businesses are not consulted. However; the Chamber of Commerce and the Town Council can represent locals.	To not uphold the objection and to implement the Order as advertised.
Shop owner and staff at Rays Barbers High Street PLAN	Concerns regarding customer parking and various comments	Please see previous responses on the reasons for the proposals and alternative parking for customers. The High Street improvement works will	To not uphold the objection and to implement the Order as advertised.

LOCATION K	regarding proposed 'Uckfield Improvements Scheme'.	reduce the available parking on the High Street; this will be mitigated by a shorter parking period therefore a quicker turn around in the available spaces. It is felt that the changes to the stay timings and management of the Luxford Fields car park will displace commuter parking to the proposed 174 spaces Network Rail car park.	
Shop owner at 115 High Street PLAN LOCATION K	Concerns regarding customer parking and lack of trade.	Please see previous responses on the reasons for the proposals and alternative parking for customers.	To not uphold the objection and to implement the Order as advertised.
Staff member at 115 High Street PLAN LOCATION K	Concerns regarding customer parking and lack of trade	Please see previous responses on the reasons for the proposals and alternative parking for customers.	To not uphold the objection and to implement the Order as advertised.
Unknown PLAN LOCATION K (assumed)	Oppose to proposals as unfair to give money for every 20 minutes.	Assuming objector is objecting to the proposals in the lay-by at the top of the High Street, these parking restrictions will not be pay and display. This layby will still be free to park.	To not uphold the Objection and to implement the Order as advertised.
Resident of Warburton Close PLAN LOCATION L	Fully support proposals, but would like to see these extended further north to incorporate the bend.	The proposals were a result from a specific request regarding parking at the junction of Warburton Close and Downsview Crescent. The proposals cater for this and due to an excellent crash record we would not consider an extension of double yellow lines further north. Any new proposal would need new consultation and public advertisement and cannot be considered as part of this parking review.	To not uphold the objection and to implement the Order as advertised.