

Committee: **Regulatory
Planning Committee**

Date: **10 February 2016**

Report by: **Director of Communities, Economy and Transport**

Title of Report **Traffic Regulation Order – Hailsham Town Centre Improvements.**

Purpose of Report **To consider the objections received in response to the consultation on the draft Traffic Regulation Order (TRO/349) making changes to the layout of waiting and loading restrictions, and permitted parking places, on various roads in Hailsham Town Centre.**

Contact Officer: **William Cantwell – 01273 337142**

Local Members: **Councillors Bill Bentley and Laurence Keeley**

RECOMMENDATION

The Planning Committee is recommended to:

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

1 Introduction

1.1 In November 2015 East Sussex County Council gave notice under its powers in the Road Traffic Regulation Act 1984 that it was proposing to make a Traffic Regulation Order (TRO) to amend and extend the existing waiting and loading restrictions in Hailsham on High Street, George Street, Vicarage Lane and Vicarage Road, and introduce one-way routing on Vicarage Lane and Vicarage Road. A copy of the TRO is included in Appendix 1. Relevant plans are included in the Additional Information Booklet and a full copy of the TRO is available in the Members' Room.

1.2 The TRO is required to support the introduction of the Hailsham Town Centre Improvement Scheme that has been developed by East Sussex County Council (ESCC) as Highway Authority in partnership with Wealden District Council (WDC), Hailsham Town Council and Hellingly Parish Council. The scheme is a package of measures aimed at improving conditions for all those using the town centre and to manage the impact of the new housing development.

1.3 The project is funded from Section 106 contributions secured to mitigate the impact of development in and around Hailsham. Additional information on the Hailsham scheme is included in Appendix 2.

1.4 In April 2014 a public consultation exercise was undertaken on the Hailsham Town Centre Scheme. The package of measures covered reducing and altering car parking in High Street and George Street, and, converting Vicarage Lane and Vicarage Road to one way southbound. The measures consisted of the following:

- Widening and upgrading the quality of the footways on the High Street, George Street, Vicarage Lane and Vicarage Road to encourage greater pedestrian movement within the town centre.
- The provision of five dedicated parking spaces for blue badge holders, three loading bays, seven taxi bays and the introduction of nine short stay parking bays of 1 hour duration in the High Street.
- Improvements to existing pedestrian crossings.
- Widening of the footways in George Street, to allow a new zebra crossing to be introduced and an improved bus stop and the introduction of seven short stay parking bays of 1 hour duration.
- Vicarage Lane/Vicarage Road, widened footways, conversion to one way working south bound, new coach layover area and twenty two short stay parking bays of 1 hour duration.

1.5 A report setting out the results of the consultation together with the recommendations about which measures should be taken forward was considered by Lead Cabinet Member for Transport and Environment on 15 September 2014. The Lead Member resolved that the scheme should be taken forward to construction in Spring 2015 (subject to any necessary minor amendments arising as a result of consultation on the required TRO).

1.6 Prior to the advertisement of the draft Traffic Regulation Order, ESCC consulted with its statutory consultees. No objections to the proposals were received during this consultation.

1.7 Public consultation on the draft TRO commenced on 27 November and closed on 18 December 2015. Copies of the supporting information are available in the Members' Room. In total one letter and four emails were received, objecting to the draft TRO. A summary of the objections and officer comments is included in Appendix 3. Copies of the representations are available in the Members' Room.

2 Comments and Appraisal

2.1 The letter of objection was received from residents of St. Wilfrid's Green, Hailsham, objecting to the TRO on the basis that the reduction in parking in the High Street will lead to more vehicles trying to park in St Wilfrid's Green which is a cul-de-sac off Vicarage Lane. Currently any free kerbside spaces in St. Wilfrid's Green are utilised by people that work in the area and park during the day time. Some of the parking is inconsiderate creating access issues for residents. The current scheme proposals include double yellow lines on the bell-mouth entrance to St Wilfrid's Green to prevent parking in order to improve access into this road. The residents have requested additional double yellow lines to prevent inconsiderate parking, particularly adjacent to junctions within St. Wilfrid's Green. An officer met with the

residents' spokesperson to discuss the issues and it was concluded that to prevent parking, additional double yellow lines would be required on the cross road radii. This will have to be pursued separately as part of the periodic reviews of parking restrictions in Hailsham. It is considered that the introduction of the new restrictions in the town centre is unlikely to increase the number of people parking in this road. The proposed TRO will improve access to St Wilfrid's Green but will not affect the existing parking situation in the road. It is not proposed therefore to uphold this objection.

2.2 An objection was received from a resident in Stoney Lane, Hailsham on the grounds that the proposed TRO will make it more difficult to park close to the property. This property is not directly accessible by vehicle as the only access is via a narrow footpath. Currently this resident parks their vehicle on either the High Street or George Street where there is currently unrestricted parking. Under the new proposals this parking will be limited to one hour. The one hour maximum parking duration is to be implemented to ensure sufficient turnover of vehicles for those wanting to make short visits to shops and facilities in the town centre to enhance economic vitality. This is vital to ensure that the benefits of the scheme are fully realised. There is still a substantial number of off street spaces available in the town centre. It is not proposed therefore to uphold this objection.

2.3 An objection was received from a resident in East Dean (who is a member of the leisure centre in Vicarage Lane, Hailsham) on the grounds that there is insufficient parking capacity in the existing car park adjacent to the leisure centre. The objector believes that the proposed reduction in parking spaces in the High Street will impact on the car park, further reducing the availability of spaces. The new parking restrictions in the town centre area are a vital component of the package of measures proposed in the town centre. Some of the parking spaces in the leisure centre car park are time limited to ensure there is sufficient turnover of spaces available during the day for short term parking. It is not proposed therefore to uphold this objection.

2.4 Two objections were received from a resident in Marshfoot Lane, Hailsham. Firstly there is an objection to the proposed conversion of Vicarage Lane and Vicarage Road into a one way operation. Under the new proposals the access to Marshfoot Lane will only be possible via Vicarage Lane which will involve a longer vehicle trip which will add congestion to the roads in Hailsham town centre. The current short element of one-way working in Vicarage Lane is confusing to some drivers with some driving in the wrong direction on the one way element. It is considered that the proposed arrangement will make it safer for all vehicles on the highway. This safety benefit will outweigh any increase in traffic levels that may result from residents in Marshfoot Lane having to make slightly longer journeys. It is not proposed therefore to uphold this objection. Secondly, there is an objection to the proposed traffic signals at High Street/Vicarage Road/Market Street/George Street on the grounds that they will cause further delays for residents in Marshfoot Lane. The delays created by the introduction of traffic signals are considered to be minor whilst the safety of the junction for pedestrians will be significantly improved. It is not proposed therefore to uphold this objection.

2.5 An objection has been received from the operator of Cuckmere Community Bus Ltd (CCB). Three issues were raised in the objection. The first relates to the proposed bus stop clearway in the existing bus stop in the High Street. The second issue is enforcement of

parking on double yellow lines. The third issue is an objection to speed tables. With regard to the proposed bus stop clearway, it is considered that there is no substantive change in the Order as the existing provision consists of a bus stop clearway and not a bus stand as indicated by CCB. The second issue relating to parking enforcement is the subject of ongoing discussions between members of the Movement and Access Strategy for Hailsham and Hellingly (MASHH) Steering Group (comprising members and officers from Wealden District Council, Hailsham Town Council, Hellingly Parish Council and East Sussex County Council) and Sussex Police. Additional enforcement will be taken by Sussex Police after the opening of the scheme. The third issue relating to the proposed raised tables is not a part of this current TRO process and is being dealt with separately, however the objection has been noted. Given that the restrictions relating to the bus stop clearway are not being modified, it is not proposed to uphold this objection.

2.6 In addition to the objections, a further two letters and nine emails were received in relation to the consultation. None of these respondents formally objected to the TRO proposals but made comments about their potential impact. The representations made by these respondents and officer comments are summarised in Appendix 4.

3. Conclusions and Reasons for Approval

3.1 The Hailsham Town Centre Improvement Scheme aims to enhance the economic vitality of the town centre by improving access for pedestrians as well as improvements to traffic management. The proposed changes to the existing Traffic Regulation Orders will improve safety and will help mitigate the impact of additional housing development in the area. The shopping environment of the town centre will be improved.

3.2 It is therefore recommended, for the reasons set out in this report, that the Planning Committee does not uphold the objections (set out in Appendix 3) to the proposed draft Traffic Regulation Order and to recommend to the Director of Communities, Economy and Transport that the Order be made as advertised.

RUPERT CLUBB

Director of Communities, Economy and Transport

25 January 2016

Background Documents:

None

Appendix 1 – Draft Traffic Regulation Order

EAST SUSSEX COUNTY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

The East Sussex (Town Centre, Hailsham)

(Traffic Regulation) Order 201*

East Sussex County Council, in exercise of their powers under sections 1, 2, 3, 4, 32, 35, 45, 49, 51, 52 and 53 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

"bus" and "bus and coach" mean motor vehicles constructed or adapted to carry more than eight passengers (excluding the driver); and local buses not so constructed or adapted;

"bus stop" has the same meaning as in the Traffic Signs Regulations and General Directions 2002;

"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 bay" means any area of highway being an area appointed as a parking place for a disabled person's vehicle by the Council and which area is bounded by a traffic sign comprising a road marking that is compliant with the Traffic Signs Regulations and General Directions 2002;

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

"disabled persons parking place" means an area of highway authorised to be used as a parking place for the leaving of disabled persons' vehicles;

"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;

"goods" means goods of any kind whether animate or inanimate and includes postal packets of any description; and "delivering" and "collection", in relation to any goods, include checking the goods for the purpose of their delivery or collection;

"hackney carriage" means a hackney carriage in respect of which there is in force a licence granted under Section 38 of the Town and Police Clauses Act 1847;

"licensed taxi" has the same meaning as in Section 13(3)(a) of the Transport Act 1985;

"licensed taxi rank" means any area of highway being an area appointed as a standing for hackney carriages by the Council and which area is bounded by a traffic sign comprising a yellow road marking, as set out in the Traffic Signs Regulations and General Directions 2002;

"limited waiting parking place" means any area of the highway being an area appointed as a parking place by this Order where a vehicle can wait for the maximum period of time specified in the relevant Schedule to this Order but then must leave and cannot allow the vehicle to wait again at that same parking place within the time limit specified in the relevant Schedule to this Order and which area is bounded by a traffic sign comprising a road marking that is compliant with the Traffic Signs Regulations and General Directions;

"loading bay area" means the part of the highway authorised by this Order to be used as a loading and unloading area as stated in Schedule 5 to this Order and defined in the Traffic Signs Regulations and General Directions 2002;

"local service" has the same meaning as in Section 67 of the Transport Act 1985;

"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.

"parking bay" means any area of the highway being an area appointed as a parking place for a class of vehicle specified by this Order by the Council and which area is bounded by a traffic

sign comprising a road marking that is compliant with the Traffic Signs Regulations and General Directions 2002;

“parking place” means any part of the highway authorised by this Order as a place where vehicles, or vehicles of any specified class, may wait provided always that the use of any parking place is subject to the provisions of this Order;

"parking space" means a space in a parking place which is provided for the leaving of a vehicle;

“permitted hours”, in relation to a parking place means the period specified at the beginning of the Schedule relating to that parking place;

“road” means the full width-including footway or verge of any length of highway or of any road to which the public has access;

"taxi rank" means any area of highway being an area appointed by the Council for the waiting of hackney carriages and which area is bounded by a traffic sign comprising a road marking that is compliant with the Traffic Signs Regulations and General Directions 2002;

“vehicle” means a motor vehicle or a trailer and have the same meaning as in section 136 of “the Act”.

2. (i) The following parts of the following Order are hereby revoked:-

The East Sussex (Roads in Hailsham) (Prohibition and Restriction of Waiting) (Consolidation) Order 1993 insofar as it relates to:-

Parts of items 5, 8,15, 22 and 23 in the First Schedule as specified in Schedule 1 to this Order;

- (ii) The following Order is hereby revoked in its entirety:-

The County Of East Sussex (Vicarage Lane, Hailsham) (One-Way Traffic) Order, 1967

3. Save as provided in Article 19 and 20 of this Order, no person shall except upon the direction or with the permission of a police constable in uniform, 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 Schedule 2 to this Order.
4. Nothing in Article 19 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 Schedule 3 to this Order.
5. Save as provided in Article 19 of this Order, no person shall except upon the direction or with the permission of a police constable in uniform, a traffic warden or of a civil enforcement officer, cause or permit any vehicle except disabled badge holders to wait between the hours of 9am and 5pm on Monday to Saturday inclusive, in any of the lengths of roads specified in Schedule 4 to this Order;
- (i) for a longer period than one 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;

6. The lengths of road specified in Schedule 5 to this Order are hereby authorised to be used, subject to the following provisions to this Order, as a loading bay area, between the hours of , 9am to 5pm Monday to Friday inclusive as specified in Schedule 5 to this Order, for the purposes of loading and unloading only and indicated by a sign as defined in the Traffic Signs Regulations and General Directions 2002;
7. Save as provided in Article 19 (b), (c), (d), (e) and (f) 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 other than for the purpose of loading or unloading goods, between the hours of 9am to 5pm Monday to Friday inclusive, in the loading bay area referred to in Schedule 5 to this Order, for a period no longer than is necessary.
8. The driver of any vehicle shall not permit it to wait in a loading bay area for longer than is necessary to enable goods to be loaded or unloaded from a vehicle.
9. The driver of a vehicle shall not wait in a loading bay area:-
 - (a) so as unreasonably to prevent access to any premises adjoining the road, or the use of the road by other persons, or so as to be a nuisance;
 - (b) when for preventing obstruction of the loading bay area on a particular day or for a particular purpose the Council has closed the loading bay area and exhibited notice of such closing in or near the loading bay area.
10. The driver of a vehicle using the loading bay area shall stop the engine as soon as the vehicle is in position in the loading bay and shall not start the engine except when about to change the position of the vehicle or to depart from the loading bay.
11. No person shall use a vehicle, while it is in the loading bay area, in connection with the sale of any article to persons in or near the loading bay area or in connection with the selling or offering for hire of his skills or services.
12. The driver of a vehicle, while it is waiting in the loading bay, shall not carry out or permit the carrying out of any repairs or other work to the vehicle except such as may be necessary to enable the vehicle to be moved from the loading bay.
13. Subject to the proviso hereto, when a vehicle is left in the loading bay area in contravention of any of the provisions contained in Articles 6, 7 and 8 of this Order, a person authorised in that behalf by the County Council may remove the vehicle or arrange for it to be removed from the loading bay area provided that when the vehicle is waiting in the loading bay in a position other than that provided by Article 6 of this Order, a person authorised in that behalf by the County Council may alter or cause to be altered the position of the vehicle in order that its position shall comply with the provisions of that Article.
14. Any person removing the vehicle or altering its position by virtue of Article 13 of this Order may do so by towing or driving the vehicle or in such other manner as may be necessary to enable it to be removed or its position to be altered as the case may be.

15. When a person authorised by the County Council removes or makes arrangements for the removal of the vehicle from the loading bay referred to in Article 6 by virtue of Article 13 of this Order, such arrangements as may be reasonably necessary shall be made for safe custody of the vehicle.
16. Save as provided in Article 19 (c), (d), (e) and (f) 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 or load or unload from any vehicles in any of the lengths of roads specified in Schedule 6 to this Order.
17. Save as provided in Article 19 (c), (d), (e) and (f) 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 other than a bus and coach to stop between the hours of 7am and 7pm on any day in the lengths of road designated by the word "bus" marked on the carriageway, that are specified in Schedule 7 to this Order;
- (i) for a longer period than one 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;
18. Save as provided in Article 19 (c), (d), (e) and (f) 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 other than a licensed taxi to stop at any time on any day in the lengths of road designated by the word "taxi" marked on the carriageway, that are specified in Schedule 8 to this Order.
19. Nothing in Articles 3 and 5 inclusive 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.

20. 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).

21. No person shall except upon the direction of a police officer in uniform, cause or permit any vehicle to proceed along those lengths of road as specified in Schedule 9 to this Order, otherwise than in the direction specified.

22. This Order may be cited as "The East Sussex (Town Centre, Hailsham)(Traffic Regulation) Order 201**" and shall come into operation on *****201* .

SCHEDULE 1

Parts of the following Order are hereby revoked;

The East Sussex (Roads in Hailsham)(Prohibition and Restriction of Waiting) (Consolidation) Order 1993

First Schedule; No Waiting At Any Time;

ITEM	ROAD		DESCRIPTION
8	High Street A295	(i) both sides	From its junction with the southern kerbline of Vicarage Lane, southwards for a distance of 7 metres.
8	High Street A295	(ii) southwest side	(b) from a point 19 metres southeast of the boundary of Nos.49 and 51 High Street, south-eastwards for a distance of 30 metres.
8	High Street A295	(ii) southwest side	(c) from its junction with Market Square, north-westwards to a point 13 metres northwest of the boundary of Nos. 5 and 7 High Street.
8	High Street A295	(iii) northeast side	(a) from a point 9 metres southeast of the boundary of Nos. 36 and 38 High Street, south-eastwards to a point 6.5 metres northwest of the boundary of Nos. 6 and 8 High Street
8	High Street A295	(iii) northeast side	(b) from a point 5 metres southeast of the boundary of Nos. 2 and 4 High Street, south-eastwards to its junction with Market Square.
23	Vicarage Road UC7208	(ii) southeast side	from its junction with Market Square, north-eastwards to its junction with Marshfoot Lane.
15	St Wilfred's Green UC7209	Both sides	From is junction with Vicarage Lane, northwards for a distance of 5 metres.
22	Vicarage Lane UC7208	(i) Southeast and southwest sides	From its junction with High Street to its junction with Vicarage Road.
22	Vicarage Lane UC7208	(ii) northwest and northeast sides	(b) from a point 29 metres northeast of its junction with High Street, north-eastwards then south-eastwards to a point 5 metres southeast of the northeastern kerbline of St Wilfrid's Green
22	Vicarage Lane UC7208	(ii) northwest and northeast sides	(c) from a point 37 metres southeast of its junction with the northeastern kerbline of St Wilfrid's Green, south-eastwards for a distance of 29 metres.
22	Vicarage Lane UC7208	(ii) northwest and northeast sides	(d) from its junction with the northwestern kerbline of Marshfoot Lane, north-westwards for a distance of 155 metres.

5	George Street A295	(i) northwest side	(b) from a point 3.5 metres southwest of the northeastern boundary of No. 10 George Street, north-eastwards for a distance of 10 metres.
5	George Street A295	(ii) southeast side	(a) from its junction with Market Square, south-westwards to a point 2 metres southwest of the northeastern boundary of No. 3 George Street.
5	George Street A295	(ii) southeast side	(b) from a point 10 metres east of the eastern kerbline of Victoria Road, westwards to a point 15 metres west of the western kerbline of Victoria Road.
5	George Street A295	(iii) north side	from its junction with the east side of North Street, eastwards for a distance of 15 metres.
5	George Street A295	(iv) south side	from its junction with the eastern kerbline of Station Road, north-eastwards to the western boundary wall of the Police Station.

SCHEDULE 2

No Waiting At Any Time

High A295	Street	southwest side	from its junction with Market Square north-west to a point 13 metres north-west of the boundary between properties Nos. 17 and 19.
High A295	Street	southwest side	from a point 0.5 metres south-east of the boundary between properties Nos.21 and 23 north-west for 3 metres.
High A295	Street	southwest side	from a point opposite 3 metres north-west of the boundary between properties Nos. 30 and 32 north-west to a point opposite the south-eastern kerbline of Vicarage Lane.
High A295	Street	northeast side	from its junction with Market Square north-west to a point 1 metre south-east of the boundary between properties Nos. 4 and 6.
High A295	Street	northeast side	from a point 1 metre south-east of the boundary between properties Nos. 12 and 14 north-west to a point 14 metres north-west of the north-western boundary of property No. 26.
High A295	Street	northeast side	from a point 1.2 metres north-west of the boundary between properties Nos. 32 and 34 north-west for 3 metres.
High A295	Street	northeast side	from a point 4.6 metres north-west of the boundary between properties Nos. 40 and 42 north-west for 7 metres.
High A295	Street	northeast side	from a point 2.2 metres north-west of the boundary between properties Nos. 64 and 66 north-west to its junction with the south-eastern kerbline of Vicarage Lane.
Vicarage Road UC7208		southeast side	from its junction with Market Street, north-eastward for a distance of 67 metres.
Vicarage Road		southeast	from a point 82 metres north-east of its junction with Market Street,

UC7208	side	north-eastwards for a distance of 2 metres.
Vicarage Road UC7208	southeast side	from a point 9 metres south-west of its junction with the south-western kerbline of Timbers Court north-eastwards to its junction with the south-western kerbline of Timbers Court.
Vicarage Road UC7208	southeast side	from its junction with the north-eastern kerbline of Timbers Court north-eastwards for a distance of 9 metres.
Vicarage Road UC7208	southeast side	from its junction with Marshfoot Lane south-westwards for a distance of 12.5 metres.
Timbers Court U7188	south-west side	from its junction with Vicarage Road south-eastwards for 12 metres.
Timbers Court U7188	north-east side	from its junction with Vicarage Road south-eastwards for 12 metres.
St Wilfrid's Green U7209	west side	from its junction with Vicarage Lane, northwards for a distance of 5 metres.
St Wilfrid's Green U7209	east side	from its junction with Vicarage Lane, northwards for a distance of 11 metres.
Vicarage Lane U7208	southeast and southwest sides	from its junction with High Street north-eastwards and south-eastwards to a point 9 metres south-east of the south-eastern elevation of the Wealden District Council offices.
Vicarage Lane U7208	southeast and southwest sides	from a point 51.5 metres south-east of the south-eastern elevation of the Wealden District Council offices south-eastwards to its junction with Vicarage Road.
Vicarage Lane U7208	northwest and northeast sides	from a point 29 metres north-east of its junction with High Street, north-eastwards then south-eastwards to a point 11 metres south-east of the north-eastern kerbline of St Wilfrid's Green
Vicarage Lane UC7208	northwest and northeast sides	from a point 37 metres south-east of its junction with the north-eastern kerbline of St Wilfrid's Green, south-eastwards for a distance of 21.5 metres.
Vicarage Lane UC7208	northwest and northeast sides	from a point 136 metres north-west of its junction with Marshfoot Lane, south-eastwards for a distance of 78 metres.
Vicarage Lane UC7208	northwest and northeast sides	from its junction with Marshfoot Lane, north-westwards for a distance of 5 metres.
George Street A295	northwest side	from a point 9.5 metres north-east of the eastern boundary to property No. 14, north-east for a distance of 20 metres.

George Street A295	southeast side	from its junction with Market Square, south-westwards to a point 3 metres south-west of the north-eastern boundary to property No.3.
George Street A295	north side	from its junction with North Street eastwards for a distance of 40 metres.
George Street A295	south side	from its junction with Station Road, eastwards to a point 8.5 metres east of the boundary between property No.10 and the Police Station.
Market Square	central island	for its entire length.

SCHEDULE 3

Disabled Persons Parking Places At Any Time

High Street A295	northeast side	from a point 4.2 metres north-west of the boundary between property Nos.32 and 34 north-west to a point 4.6 metres north-west of the boundary between properties Nos. 40 and 42
High Street A295	southwest side	From a point 13 metres north-west of the boundary between properties Nos. 17 and 19 north-westwards for a distance of 22 metres.

SCHEDULE 4

Parking Places 9am – 5pm Monday – Saturday

Maximum Stay 1 hour, No return within 1 hour

High Street A295	northeast side	from a point 2.2 metres north-west of the boundary between properties Nos. 64 and 66 south-eastwards to a point 1 metre north-west of the boundary between property Nos. 48 and 50.
High Street A295	northeast side	from a point 3.7 metres north-west of the boundary between properties Nos. 6 and 8 north-westwards to a point 1 metre south-east of the boundary between properties Nos. 12 and 14.
George Street A295	northwest side	from a point 4 metres north-east of the north-eastern boundary of No. 4 south-westwards for a distance of 38 metres.
George Street	northwest side	from a point 40 metres east of its junction with North Street eastwards for a distance of 22 metres.
Vicarage Lane UC7208	northeast side	from a point 5 metres north-west of its junction with Marshfoot Lane north-westwards for 26 metres
Vicarage Lane UC7208	northeast side	from a point 40 metres north-west of its junction with Marshfoot Lane north-westwards for 17 metres

Vicarage Lane UC7208	northeast side	from a point 11 metres south-east of the north-eastern kerbline of St Wilfrid's Green south-eastwards for a distance of 28 metres.
Vicarage Road UC7208	southeast side	from a point 9 metres south-west of the south-western kerbline of Timbers Court south-westwards for a distance of 31.5 metres.
Vicarage Road UC7208	southeast side	from a point 9 metres north-east of the north-eastern kerbline of Timbers Court north-eastwards for a distance of 19 metres.

SCHEDULE 5

Loading Bay 9am - 5pm Monday – Friday

High A295	Street	northeast side	from a point 1 metre north-west of the boundary between property Nos. 48 and 50 south-eastwards for a distance of 13 metres.
High A295	Street	northeast side	from a point 3.6 metres north-west of the boundary between property Nos. 6 and No.8, south-eastwards for a distance of 9 metres.
High A295	Street	southwest side	from a point 2.3 metres north-west of the northern boundary of property No. 23, south-eastwards for a distance of 10 metres
George A295	Street	southeast side	from a point 3 metres south-west of the north-eastern boundary of property No. 3 George Street south-westwards for a distance of 14 metres.

SCHEDULE 6

No Loading At Any Time

High A295	Street	southwest side	from a point opposite 3 metres north-west of the boundary between properties Nos. 30 and 32 north-west to a point opposite the south-eastern kerbline of Vicarage Lane.
High A295	Street	southwest side	from a point 0.5 metres south-east of the boundary between properties Nos.21 and 23 north-west for 3 metres.
High A295	Street	southwest side	from its junction with Market Square north-west to a point 13 metres north-west of the boundary between properties Nos. 17 and 19.
High A295	Street	northeast side	from a point 2.2 metres north-west of the boundary between properties Nos. 64 and 66 north-west to its junction with the south-eastern kerbline of Vicarage Lane.
High A295	Street	northeast side	from a point 1.2 metres north-west of the boundary between properties Nos. 32 and 34 north-west for 3 metres.
High A295	Street	northeast side	from a point 1 metre south-east of the boundary between properties Nos. 12 and 14 north-west to a point 14 metres north-west of the north-western boundary of property No. 26.
High	Street	northeast	from its junction with Market Square north-west to a point 1 metre south-

A295	side	east of the boundary between properties Nos. 4 and 6.
Market Square	northeast side	for its entire length.

SCHEDULE 7

Parking Place (Buses and Coaches) 7am – 7pm,

Maximum Stay 1 hour, No return within 1 hour

Vicarage Lane UC7208	northeast side	from a point 61 metres south-east of its junction with the north-eastern kerbline of St Wilfrid’s Green, south-eastwards for a distance of 40 metres.
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SCHEDULE 8

No Stopping Except Taxis At Any Time

High A295	Street southwest side	from a point 10.5 metres south-east of the south-eastern elevation of property No. 41, south-eastwards for a distance of 37 metres.
George A295	Street northwest side	from a point 4 metres south-west of the south-western boundary of property No. 8c, south-west for a distance of 9 metres.

SCHEDULE 9

One Way Traffic

Vicarage Lane UC7208	North-eastward then south-eastward direction	for its entire length
Vicarage Road UC7208	South- westward direction	for its entire length

THE COMMON SEAL of EAST SUSSEX)

COUNTY COUNCIL was affixed hereto)

on the day of)

Two thousand and in the presence of:-)

Authorised Signatory

Appendix 2 - Background to the Hailsham Improvement Scheme

- 1.1 Over recent years many new housing developments have taken place in and around Hailsham and Hellingly. To identify the transport improvements required to support these developments, the County Council commissioned a study 'The Movement and Access Strategy for Hailsham and Hellingly' (MASHH). The improvements identified in the study are designed to mitigate the impact of both the housing development that is currently under construction and the likely development that will take place up to 2027, which is the period covered by the next Wealden Local Plan.
- 1.2 In 2012 the MASHH Steering Group was set up. The group is made up of members and officers from Wealden District Council, Hailsham Town Council, Hellingly Parish Council and East Sussex County Council (ESCC). The key role of the Group is to prioritise spending on local transport improvements using the S106 contributions from existing and proposed developments. The need for improvements to the High Street and surrounding streets was a key recommendation of the MASHH study.
- 1.3 In partnership with the MASHH Steering Group, ESCC developed a package of measures for the town centre, including changes to The High Street, George Street, Vicarage Lane and Vicarage Road. These proposals formed part of the public consultation exercise undertaken during April and May 2014. Outline plans for improvements to a number of key junctions (A22/Hempstead Lane, Ersham Road/South Road/Diplocks Way and Battle Road/London Road) were also included as were a range of bus, cycling and walking improvements within the town that will link to other measures to be introduced on the corridor between Hailsham and Eastbourne
- 1.4 Hailsham Town Centre lies in the district of Wealden and as such there are no charges for vehicular parking either in car parks or on the carriageway. Permitted carriageway parking in the town centre is currently unrestricted meaning that any vehicle can park for an indefinite period. As a result of this unrestricted parking provision, the High Street and George Street, parking spaces are generally taken up by people that work in the town centre at Waitrose, Asda, Tesco super stores together with many the shops and businesses in the town centre. These parking spaces are taken up in the early morning and are not vacated until later in the evening. This impacts on the town centre economy as the turnover of the existing parking spaces is very limited and any shoppers that arrive during the day have few spaces to park and may park on yellow lines creating issues for buses and large vehicles.
- 1.5 The existing footways in the retail areas of the High Street and George Street are relatively narrow for such a busy shopping area with congestion experienced on the footway by pedestrians in the town centre. The aim is to make the shopping experience more comfortable for all users, particularly for the mobility impaired. The Hailsham Improvement Scheme proposes to widen the existing footways in both the High Street and George Street. As a result of the widening of the footways, some of carriageway parking in the town centre will be lost. However the benefits far outweigh the loss of parking. The carriageway will be narrowed and the loss of some of the parking will mean pedestrians will not have to cross the road passing between parked

cars. The additional width of the footway and the visibility of pedestrians from vehicular traffic will be improved leading to greater safety for all users. Cyclists will not have the impact of car doors being opened on their desire lines. Cyclists will be more visible to pedestrians and vice versa.

- 1.6 The increase in width of the footways will allow for inset loading bays, disabled parking bays, taxi bays, bus stop bays and parking bays limited to one hour parking which are included in the proposals. The car parking bays will be included on the High Street and George Street with new parking bays to be created on Vicarage Lane and Vicarage Road. In addition there will be a new coach bay provided on Vicarage Lane which can be used by buses as a bus stand to regulate the bus service.
- 1.7 In the High Street where the existing traffic signal controlled pedestrian crossing is located, the carriageway will be raised to the same level as the footway with a length exceeding 12 metres. The primary function of this raised table is to reduce the severance created by the carriageway enabling pedestrians and the mobility impaired to cross the existing carriageway unimpaired at the same level of the footway. A further two tables will be introduced along the High Street located by St. Mary the Virgin Church entrance and just prior to the Junction with Market Street/George Street.
- 1.8 Reassigning Vicarage Lane and Vicarage Road into one way system provides the opportunity to increase the width of the footway particularly adjacent to the Leisure Centre where pedestrian activity is the greatest as a result of the free car park and the through route to the Town Centre. The narrowing of the carriageway will enable additional limited stay parking bays to offset the loss of parking from the High Street.
- 1.9 At the junction of High Street/Vicarage Road/Market Street and George Street a new signal controlled junction with pedestrian facilities will be introduced. This proposal will provide additional width of footway on Vicarage Road for pedestrians to wait for the invitation to cross providing improved visibility for vehicles and pedestrians and additional space for pedestrians to wait. The controlled crossing is a much needed facility at this sometimes very busy junction where it is difficult for pedestrians to cross; particularly for the mobility impaired. This feature will provide a much safer junction for pedestrians.
- 1.10 With the population of Hailsham expected to grow over the next ten years as a result of development in the area; the above proposals will provide the basis for the Town Centre to become a safer, more attractive and improved shopping experience for all users.
- 1.11 In relation to the proposed parking the technical assessment demonstrated that the loading bays were located in the most appropriate place given the existence of cellars, the space required for vehicle turning movements at the northern end of High Street.

APPENDIX 3 – SUMMARY OF OBJECTIONS AND RESPONSES

Objection from	Objection	Officer Comments	Recommendations
Residents in St. Wilfrid's Green.	The objection is on the grounds of the removal of unrestricted parking on the High Street, George Street and Vicarage Lane. Residents currently find it difficult to park outside of their homes and access their drives with the current parking levels. The residents assert that the road is currently used as a long term car parking area for various businesses staff car parking. The loss of car parking in the town centre is likely to lead to additional cars seeking spaces in St. Wilfrid's Green creating conflict and perhaps affecting emergency services. The residents have requested that the road be made for residents only.	St. Wilfrid's Green is a relatively short cul-de-sac with limited carriageway parking spaces interspaced with dropped crossings forming access to residents drives. As a result vehicles park directly up to the dropped crossings creating a narrow entry to resident's drives. In addition there is a minor cross road that allows access to additional elements of St. Wilfrid's Green and vehicles park on the radii obstructing visibility and accessibility for pedestrians. An officer met with the Residents spokesperson to discuss the issues and it was concluded that double yellow lines would be required on the cross road radii to prevent parking in this area. This would need to be pursued as a separate TRO process	To not uphold the objection and to implement the Order as advertised
Resident in Stoney Lane, Hailsham	The objection is to the removal of unrestricted parking on the High Street and George Street. This property has no parking facilities as the access is a footpath with no direct frontage to the highway. At present this resident parks their vehicle either on the High Street or George Street as there are no parking restrictions. The introduction of parking restrictions will affect where this resident parks his vehicle.	The current unrestricted parking in the retail area of Hailsham limits the turnover of parking spaces and affects the businesses. The proposed time limited parking restriction will make it easier for shoppers to park close to the retail area which will improve the economic vitality of the town centre. There are over 600 off street spaces available in the town centre.	To not uphold the objection and to implement the Order as advertised
Resident in Marshfoot Lane Hailsham	The objections are to; making Vicarage Lane/Road one way over the whole length and the introduction of traffic signals at the Vicarage Road/Market Street/High Street junction. The extension of the one way system will mean that when the resident drives to the	At the public exhibition there was overwhelming support to make Vicarage Lane/ Road one way as the current arrangement is confusing with some drivers going the wrong way on the one way element. The safety benefits of the proposed change outweigh the disadvantages of some traffic needing to go	To not uphold the objection and to implement the Order as advertised

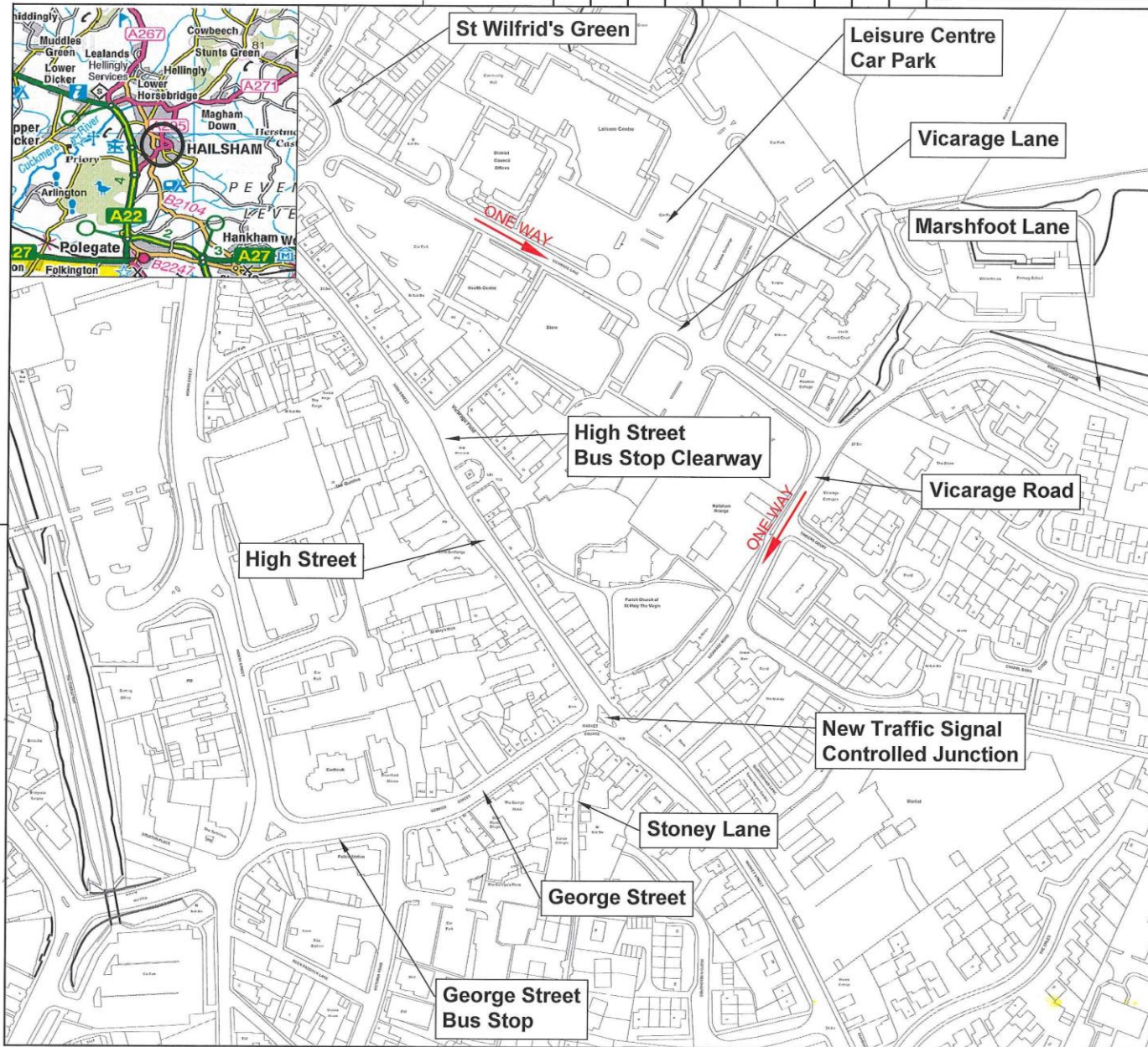
	<p>town centre to park, the journey will be extended if going to Waitrose/doctors surgery/council offices. Additionally more traffic will pass through the town centre as a result. The traffic signals will create more traffic queues in Vicarage Road creating further delay particularly for drivers going to work early in the morning.</p>	<p>around the town. To help address this issue additional parking will be created in Vicarage Road that Marshfoot Lane residents will be able to use. The proposed traffic signals at Vicarage Road/Market Street/High Street will improve safety for pedestrians and the mobility impaired to cross this sometimes very busy junction with improve waiting areas and visibility. A site meeting was offered.</p>	
Resident of East Dean Eastbourne	<p>Objection to all of the TRO for the Town Centre. This resident is a member of the of the Freedom Leisure Centre on Vicarage Lane and has difficulty in parking during the mid-morning period and states that many laps of the town centre have to made to find a parking space as there is no spare capacity</p>	<p>A site meeting was offered. The resident declined the meeting and wished to discuss the green commuter plans for Tesco and Wealden DC. It is the local planning authority that agrees these issues with advice from the County Council. The resident was directed to officers that would deal with these issues. The Leisure Centre has a number of short stay parking bays which have a turnover of spaces for visitor to the Leisure Centre.</p>	<p>To not uphold the objection and to implement the Order as advertised</p>
Cuckmere Buses	<p>Objection to the Bus Stop Clearway at the bus stop. Lack of enforcement to illegal parking and the introduction of speed tables.</p>	<p>The existing bus stop already has a bus stop clearway order and is not a bus stand. The enforcement of parking controls is the subject of ongoing discussion at the MASHH Steering Group and the Police. The speed tables are not part of the TRO and are being dealt with separately.</p>	<p>To not uphold the objection and to implement the Order as advertised</p>

APPENDIX 4 – SUMMARY OF REPRESENTATIONS

Representation From	Representation	Officer Comments	Recommendations
Resident in Southerden Close	To request that Southerden Close is included in a future parking review. This was promised in 2003 and in subsequent years. This resident was disappointed that this road was not included in the Town Centre review as the road is used by commuters and businesses to park their vehicles.	A meeting was arranged with the resident to view the issue raised and the parking particularly by a business was observed with many commercial vehicles parked in the turning head.	This road should be included in a future parking review to address the current parking particularly by an existing business.
Resident in Hempstead Lane	The representation made relates to a number of items and includes the following: The parking in the High Street is fine as it is good for local businesses for people to stop and shop, agrees with a time limit on parking and indicates 30 minutes would be sufficient. The resident would like North Street to be made one way again. The resident agrees with making Vicarage Lane and Road one way but points out that traffic from the Butts, Town Farm estates needing to go via George Street/North Street adding to traffic congestion. There is a suggestion that roundabouts be implemented at George Street/Station Road Western Road and South Road to assist traffic accessing the town. The resident is concerned that the Market Town appearance will be changed by the current proposals.	A letter was sent to this resident setting out the proposals addressing the points raised in the letter. The letter also suggested a meeting on site to walk through the representations made. A response has not yet been received.	Noted.
Resident in London Road	This resident has highlighted that there is no street lighting between the Grenadier Arms to Summerheath Road on London Road. The resident is concerned over safety and the risk of a fatal	The road has been reviewed and three lighting columns are located between these two points. This was indicated to the resident and the resident believes that the lighting levels are	Action being undertaken.

	accident in this section of Road	too low. The resident has been directed to the County Lighting Engineer.	
Two residents in Bell Banks Road	The residents welcome the measures to improve the High Street and are concerned with the current situation of shoppers, the market and commuters parking in this road creating difficulty for parking close to their homes. In addition the road is used as an unsuitable route (rat run) for commercial traffic avoiding the one way system in Hailsham. The proposals are likely to increase traffic in this road adding to the noise and pollution and wish to be protected from these issues.	The issues highlighted by these two residents in Bell Banks Road have not been considered as this road is outside the Hailsham Town Centre Improvement Scheme. Elements of this road are relatively narrow and some houses do not have a drive or garage as a result of the age of the dwellings.	Consideration will be given to an area wide study to be carried out to determine the traffic issues affecting residents.
Stagecoach South East Bus company	Have raised a concern in relation to the proposed build out at George Street/Victoria Road affecting the existing bus stop. The new bus bay created will affect buses making it difficult for buses to stop adjacent to the kerb. A second concern by the bus company is the raised tables with particular regard to the proposed table adjacent to the bus stop in the High Street	Stagecoach has been offered a meeting to discuss the issues raised.	A modification to the layout of the kerb build out could be made to address the concerns the bus company has in relation to accessing the bus stop in George Street. The meeting will need to go ahead to reach an agreement.
Resident in Timbers Court	This resident was concerned with yellow lines being marked in what the resident believes is a private road as it is block paved.	This road is not private and is part of the public highway. The yellow lines will be added to the corners of the new bell mouth to be created by buildouts as Vicarage Road is to be reduced in width at this location.	Noted.
Resident in Hailsham	The resident has no objection to the scheme. The resident has asked whether a multi-story car park could be built in Hailsham.	There are no proposals to build a multi-story car park in Hailsham.	Noted.
Councillor for Hailsham Town Council	The Councillor is concerned that there is no footway from Lion	This proposal is outside the scope of the Town Centre	Wealden District Council to consider comment.

	House Park, Mill Lane toward the town and would like a new footway for the residents to address safety and comfort.	Improvement Scheme. This proposal will need to be considered in any Section 106 agreements for funding by developers.	
Resident in Hailsham	This resident agrees with the proposals to remove some of the parking in the High Street and George street		Noted.



Rev	Revision details	Chkd	Appd	Date
			✓	For comment
				For tender
				For construction
				As constructed
File ref:				



Client
 EAST SUSSEX COUNTY COUNCIL
 COMMUNITIES, ECONOMY & TRANSPORT

Project Name
 HAILSHAM TOWN CENTRE
 IMPROVEMENTS

Drawing Title
 AREA COVERED BY PROPOSED
 TRAFFIC REGULATION ORDER
 (TRO / 349)

Original Drawing Size : A3
 Scale : Not to Scale Dimensions : -

Drawing No	Rev
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