

Committee:	Regulatory Planning Committee
Date:	10 February 2016
Report by:	Director of Communities, Economy and Transport
Title of Report	Traffic Regulation Orders - Eastbourne Parking Review
Purpose of Report	To consider the objections received in response to the formal consultation on the draft Traffic Regulation Orders associated with the Eastbourne Parking Review
Contact Officer:	Michael Blaney -Tel. 01424 726142
Local Member:	Councillors Barry Taylor, John Ungar, Pat Rodohan, Steve Wallis, David Elkin, David Tutt, Alan Shuttleworth, Mike Blanch, Colin Belsey

RECOMMENDATION

The Planning Committee is recommended to:

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

1. Introduction

1.1 Planning Committee on 22 July 2015 considered the Traffic Regulation Order objections related to highway safety matters in the Eastbourne Parking Review. This Report considers other and related aspects of the Eastbourne Parking Review that has culminated in objections to Traffic Regulation Orders.

1.2 Requests for new or for changes to existing parking and waiting restrictions in Eastbourne are held on a priority ranking database, with those requests ranking high enough being progressed to consultation. Informal consultations began in November 2014 to see whether there was enough public support to introduce controls such as extending the permit parking schemes. Further informal consultations were held in June 2015.

1.3 Feedback from the consultations led to formal proposals being developed. These formal proposals were advertised in the Eastbourne Herald on 27 October

2015. Notices and copies of the relevant plans were placed on posts and lamp-columns in the affected areas. Approximately 2500 letters were delivered to local addresses and the consultation was placed on the Council's Consultation Hub for any member of the public to comment. The formal objection period ended on 17 November 2015.

1.4 Copies of the formal proposals were sent to relevant Eastbourne Borough Councillors, County Councillors and statutory consultees including the emergency services. Copies of all supporting correspondence are available in the Members' Room. A copy of the draft Order is included in Appendix 1 to this report.

1.5 During the formal consultation 267 items of correspondence were received. These include 209 objections and 58 items of support.

2. Comments and Appraisal

2.1 Each item of correspondence has been considered individually and a summary of the objections and officer comments are included in Appendices 2 and 3. Plans and photographs showing the areas objected to are included in the Additional Information Pack.

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

- Beverington Road – reduce the no waiting at any time (double yellow lines) in the cul de sac to no waiting Monday to Friday 10am to 11am
- Burton Road – remove the proposal to install double yellow lines outside numbers 9-21
- Meadowlands Avenue – to install the proposed double yellow lines on the eastern side only
- Southfields Road – to not reduce the double yellow line to the north-west of Marlborough Court and have the proposed parking bay begin at the end of the existing restriction
- Wharf Road - not to proceed with the proposed parking bays outside numbers 1-3 and 10-12
- Meads Street, Matlock Road – not to proceed with the proposed loading bay and the removal of parking bays opposite
- Dursley Road, Winchcombe Road, Ashford Road – not to proceed with the extension to the permit parking scheme in this area

These alterations to the Order can be accepted as there is either limited benefit arising from the original proposals or that the proposed works were going to create new road safety issues. Officers are satisfied that these modifications do not involve a substantial change to the draft Order and it is unnecessary to consult again on their implementation.

2.3 With regard to objections relating to Commercial Road, Enys Road, St Annes Road, Rangemore Drive, South Cliff, Calverley Road, Arlington Road/Old Orchard Road, Westfield Road, Kings Drive, Glynde Avenue, South Avenue/The Crescent, Michel Grove, Sevenoaks Road/Chaffinch Road/Lapwing Close, Compton Street, Dukes Drive/Meads Street/ Holywell Rd /Cliff Road, Firle Road, Langney Road, Langney Road/Melbourne Road/Pevensy Road, Pococks Road, Richmond Place, Seaside, Selmeston Road, South Street and Wordsworth Drive/Close 24/Close 25 as set out in Appendix 3, it is not thought that these objections provide sufficient

grounds to warrant the modification or withdrawal of the proposals, and the proposals provide for the most efficient use of parking space. It is considered that these objections should not be upheld.

2.4 It is also recommended that all other proposals not objected to should be implemented as advertised.

3. Conclusion and reasons for recommendation

3.1 The approach in trying to resolve objections to the Order has been to appraise the concerns raised by residents and other road users, whilst not compromising road safety or other factors. On balance, some objections can be accepted and some minor modifications can be incorporated into the Order, whilst with the rest of the objections, it is felt for highway and road safety reasons, that they should not be upheld and the proposals in these areas should proceed as per the TRO as advertised.

3.2 It is recommended that the Committee upholds the objections in Appendix 2, does not uphold the objections in Appendix 3, and that the Director of Communities, Economy, and Transport is recommended to make the draft Order in part.

RUPERT CLUB

Director of Communities, Economy and Transport

BACKGROUND DOCUMENTS

None

Appendix 1 – Copy of draft Traffic Regulation Order

EAST SUSSEX COUNTY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984, ROAD TRAFFIC ACT 1991 & TRAFFIC MANAGEMENT ACT 2004

The East Sussex (Eastbourne Town Centre) (On-Street Parking Places and Prohibition of Waiting) Order 2008 Amendment Order 201* No *

East Sussex County Council, in exercise of their powers under Sections 1(1), 2(1) to (4), 3(2), 4(2), 32, 35(1) and (3), 45, 46, 49, 51, 52 and 53 of, and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 (“the Act”), as amended, the Road Traffic Act 1991, as amended, Part 6 of the Traffic Management Act 2004, and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act hereby make the following Order:-

Part 1 Preliminary

1. Commencement and citation

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

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

2. Interpretation

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

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

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

Part 2 Articles and Schedules

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

4. Article 13 shall be deleted and a new Article 13 shall be inserted as follows:

Contraventions and Penalty Charges	
13.	A penalty charge will be payable if a vehicle is left in a parking place without complying with the provisions of this Order. A contravention shall be deemed to have occurred if:

	(a)	a vehicle is parked after expiry of the parking period for which the parking charge (where applicable) was paid; or
	(b)	a vehicle is parked without clearly and continuously displaying a valid Pay and Display ticket, a valid permit, (or where necessary both), or a valid waiver, or a valid blue badge in accordance with the provisions of this Order, as required for that parking place; or
	(c)	where facilities allow payment by a mobile telephone, confirmation of a valid parking period or parking charge paid for that parking place does not appear on the CEO's hand-held device when the VRM is entered; or
	(d)	a vehicle is parked in a parking space or part of a parking place designated for a specific user and it is not of that class of vehicle or driver; or
	(e)	where there are marked bays in a parking place, a vehicle is not parked fully within a marked bay; or
	(f)	a vehicle is parked obstructing the entrance or exit of the parking place or causing an obstruction to other vehicles using the parking place; or
	(g)	a vehicle exceeds the permitted length, height or weight for that parking place; or
	(h)	a vehicle exceeds the permitted length of stay for that parking place; or
	(i)	a vehicle returns to the same parking place before the minimum length of time between stays has elapsed; or
	(j)	a vehicle is using the parking place for any purpose other than parking.
13.1	(a)	No person shall cause or permit any vehicle to wait during the prescribed hours, in any street or length of street specified in the Schedules to this Order as having a waiting restriction except for so long as may be necessary for the purpose of delivering or collecting goods or loading or unloading the vehicle at premises adjacent to the street or length of street.
	(b)	No person shall cause or permit any vehicle the maximum weight of which exceeds 5 tonnes to wait during the prescribed hours, in any street or length of street specified as a 'restricted street' except, for so long as may be necessary for the purpose of delivering or collecting goods or loading or unloading the vehicle at premises adjacent to the street or length of street.
	(c)	No person shall cause or permit any vehicle to wait, including waiting for the purpose of delivering or collecting goods or loading

		or unloading the vehicle during the prescribed hours, in any street or length of street specified in the Schedules to this Order as having a 'No Loading/Unloading' restriction.
13.2		When a CEO identifies a contravention as having occurred they will issue a Penalty Charge Notice (PCN) which they will either attach to the vehicle in a noticeable position or hand to the driver of the vehicle.
13.3		Where a contravention has been identified by an approved device, a Penalty Charge Notice will be issued by post, email, or other appropriate method to the registered keeper of the vehicle
13.4		The registered keeper of a vehicle which has been issued a PCN can pay the penalty charge to the Council by:
	(a)	telephone, using a secure line which is available 24 hours, 7 days a week; or
	(b)	in person at the Parking Shop by cash, cheque or postal order; or
	(c)	online, using a secure link from the Council's website; or
	(d)	sending credit or debit card details using the tear off slip at the bottom of a PCN, cheque or postal orders, by post to East Sussex County Council, The Parking Shop, PO Box 80, Lewes, BN7 2WU
13.5		The amount of penalty charge referred to in Articles 13.2 and 13.3 above shall be £70 for a Higher Level Contravention and £50 for all other contraventions.

5. Article 2 (b) shall be deleted and a new Article 2 (b) shall be inserted as follows:

2	(b)	No person shall cause or permit any vehicle to wait, including waiting for the purpose of delivering or collecting goods or loading or unloading the vehicle during the prescribed hours, in any street or length of street specified in Parts A to G of Schedule 3 to this Order
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6. Article 2.1 shall be inserted as follows:

2.1	(a)	No person shall cause or permit any vehicle to stop at any time with two or more wheels on any part of the footway or verge in the lengths of road specified in Schedule 16 to this Order
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7. Article 11 (17) shall be inserted as follows:

11	(17)	No person shall cause or permit any vehicle the maximum weight of which exceeds 5 tonnes to wait during the prescribed hours, in any road or length of road specified in Schedule 17 to this Order
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8. Article 11 (18) shall be inserted as follows:

11	(18)	No person shall cause or permit a bus or coach to wait in any road or length of road specified in Schedule 18 to this Order.
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9. Schedule 1 Part A, No Waiting At Any Time, that the following items are deleted:

274	Pocock's Road	east side	From a point 5 metres south of the boundary of Nos.25/2 7 Pocock's Road for a distance of 40 metres in a northerly direction.
278	Rangemore Drive	East side	From a point opposite a point 17 metres north of its junction with Twineham Road to a point opposite the bounden), of Nos.15/17 Rangemore Drive.
278	Rangemore Drive	West side	From its junction with Twineham Road for a distance of 17 metres in a northerly direction.

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

1501	Ashford Road	South-east side	From a point 3 metres south-west of the boundary of nos. 147 and 149 Ashford Road south-westwards for a distance of 7.5 metres.
1502	Ashford Square	South-east side	From its junction with Susans Road north-eastwards for a distance of 9 metres.
1503	Ashford Square	South-east side	From a point 18 metres north-east of its junction with Susans Road north-eastwards for a distance of 5 metres.
1504	Ashford Square	South-east side	From a point 3.5 metres south-west of the boundary of nos. 58 and 59 Ashford Square south-westwards for a distance of 7 metres
1505	Arlington Road	Both sides	From its junction with Old Orchard Road north-westwards for a distance of 15 metres.
1506	Baldwin Avenue	West side	From a point 15 metres north of its junction with Eldon Road to a point 10 metres south of its junction with Eldon Road.
1507	Baldwin Avenue	East side	From a point 10 metres north of its junction with Eldon Road to a point 10 metres south of that junction.
1508	Beechy Avenue	North side	From its junction with Beechy Gardens eastwards for a distance of 10 metres.
1509	Beechy Avenue	North side	From its junction with Victoria Road eastwards for a distance of 11 metres.
1510	Beechy Avenue	South side	From a point 18 metres east of its junction with Victoria Road westwards to a point 15 metres west of that junction.

1511	Beechy Gardens-eastern section	West side	From its junction with Beechy Avenue northwards to its junction with the northern section of Beechy Gardens.
1512	Beechy Gardens-eastern section	East side	From its junction with Beechy Avenue northwards for a distance of 10 metres.
1513	Beechy Gardens-eastern section	East side	From its junction with South Avenue southwards for a distance of 5 metres.
1514	Beverington Road	South side	From the boundary of Nos. 13 and 15 Beverington Road eastwards to the boundary of Nos. 9 and 11 Beverington Road.
1515	Beverington Road	North side	From a point 2 metres east of the boundary of Nos.36 and 38 Beverington Road north-eastwards to a point 6 metres north-east of the boundary of Nos.28 and 30.
1516	Beverington Road	North side	From a point 1.5 metres north-east of the south-western building line of No. 12 and north-eastwards north-eastwards to a point 1 metre south-west of the boundary of Nos.22 and 24.
1517	Bourne Street	South-west side	From a point opposite the boundary of nos. 97 and 99 Bourne Street south-eastwards for a distance of 5 metres.
1518	Bourne Street	South-west side	From a point 21.5 metres south-east of a point opposite the boundary of nos. 97 and 99 Bourne Street south-eastwards for a distance of 6 metres.
1519	Bourne Street	North-east	From a point 5.5 metres north-west of the south-east boundary of no. 61 Bourne Street north-westwards for a distance of 21 metres
1520	Burton Road cul-de-sac opposite No. 8	North side	From a point 28.5 metres north-east of its junction with Burton Road north-westwards for a distance of 5 metres
1521	Burton Road cul-de-sac opposite No. 8	North side	From a point 3.5 metres north-west of the boundary of nos.1 and 2 Burton Road north-westwards for a distance of 3.5 metres
1522	Burton Road cul-de-sac opposite No. 8	South-east side	From a point 10 metres north-east of its junction with Burton Road north-eastwards to its north-eastern extremity (a point 7.5 metres north-east of the boundary of Nos. 19 and 21 Burton Road).
1523	Burton Road cul-de-sac opposite Nos. 14/16	South-east side	From a point 10 metres north-east of its junction with Burton Road north-eastwards to a point 1 metre south-west of the boundary of Nos. 45 and 47 Burton Road.
1524	Burton Road cul-de-sac opposite Nos. 30/32	South-east side	From a point 10 metres north-east of its junction with Burton Road north-eastwards to the boundary of Nos. 71 and 73 Burton Road.
1525	Cavalry Crescent	Both sides	From its junction with South Avenue north-westwards for a distance of 10 metres.
1526	Cavalry Crescent	Both sides	From its junction with South Avenue south-eastwards for a distance of 10 metres.

1527	Chaffinch Road	West side	From a point 10 metres north-east of its junction with Lapwing Close south-eastwards to its junction with Sevenoaks Road.
1528	Chaffinch Road	East side	From its junction with Sevenoaks Road northwards for a distance of 15 metres.
1529	Close 24	North-west Side	From its junction with Wordsworth Drive north-eastwards for a distance of 10 metres.
1530	Church Street	North-west side	From a point 1 metre east of the eastern building line of no. 80 Church Street south-westwards to its junction with Victoria Drive
1531	Close 24	South-east side	From its junction with Wordsworth Drive north-eastwards for a distance of 8 metres.
1532	Close 25	North-west side	From its junction with Wordsworth Drive south-westwards for a distance of 13 metres.
1533	Close 25	South-east side	From its junction with Wordsworth Drive south-westwards for a distance of 11.5 metres.
1534	Crown Street	North side	From the western kerblines of Prospect Gardens eastwards to its junction with Watts Lane.
1535	Crown Street	South side	From a point opposite the boundary of nos.18 and 20 Crown Street eastwards to its junction with Star Road.
1536	Crown Street	South side	From its junction with Star Road eastwards to its junction with Watts Lane.
1537	Darley Road	South-west side	From its junction with Meads Street westwards for a distance of 15 metres.
1538	Dursley Road	East side	From a point 2 metres north of the Boundary of 99 and 101 Dursley Road a point 3 metres east of the western property boundary of 101 Dursley Road
1539	Dursley Road	South side	From a point 26 metres east of the western property boundary of 101 Dursley Road westwards for a distance of 4.5 metres.
1540	Dursley Road	West side	From its northern junction with Winchcombe Road northwards for a distance of 5 metres
1541	Dursley Road	West side	From its a point 2.5m south of the boundary of nos. 2a and 4 Dursley Road southwards to its southern junction with Bourne Street.
1542	East Dean Road	North-west side	From its junction with Victoria Drive westwards to its junction with Longland Road.
1543	East Dean Road	North-west side	From a point 14 metres east of the boundary of Nos.3 and 5 East Dean Road eastwards to its junction with Victoria Drive.
1544	Eldon Road	Both sides	From a point 5 metres east of its junction with Baldwin Avenue to a point 15 metres west of that junction.
1545	Eldon Road	North side	From a point 49 metres east of its junction with Glendale Avenue to a point 15 metres west of that junction.
1546	Fennells Close	South-East side	From the north-eastern building line of No. 81 Burton Road eastwards to the south-eastern building line of No 1 Fennells Close.
1547	Glendale Avenue	East side	From its junction with Eldon Road northwards for a distance of 18.5 metres.
1548	Glynde Avenue	East side	From its junction with Brassey Avenue northwards to a point 6 metres south of the

			boundary of Nos. 2 and 4 Glynde.
1549	Glynde Avenue	West side	From its junction with Brassey Avenue northwards for a distance of 20 metres.
1550	Gorringe Road	North-east side	From its junction with Tutts Barn Lane south-eastwards for a distance of 14 metres.
1551	Hardwick Road	South-West side	From a point 46 metres north-west of its junction with Compton Street north-westwards for a distance of 5 metres.
1552	Holywell Road	North-east side	From its junction with Cliff Road south-eastwards for a distance of 9 metres.
1553	Kings Drive	South-west side	From a point 1.5 metres east of the boundary of Nos. 53 and 55 Kings Drive westwards and then northwards to its junction with Rangemore Drive.
1554	King Edward's Parade	South-east side	From a point 31.5 metres south-west of a point opposite the southern kerbline of Silverdale Road south-westwards for a distance of 6 metres.
1555	Langney Road	South-east side	From its junction with Pevensey Road westwards to a point 7 metres west of the western boundary of No. 120 Langney Road
1556	Langney Road	South	From a point 13 metres west of the western boundary of No. 120 Langney Road to its junction with Bourne Street.
1557	Langney Road	South-east	From a point 1.5 metres south-west of the north-east boundary of 96 Langney Road north-eastwards to its junction with Bourne Street.
1558	Lawping Close	Both sides	From its junction with Chaffinch Road north-westwards for a distance of 10 metres.
1559	Lewes Road	South-west	From a point 4.5 metres south-west of the boundary of no.18b Bradfordwell Road and 2a Lewes Road south eastwards to its junction with Bedfordwell Road.
1562	Matlock Road	North side	From a point 3.5 metres east of the boundary of nos. 5 and 7 Matlock Road eastwards to its junction with Meads Street.
1563	Matlock Road	North side	From its junction with The Village eastwards for a distance of 8 metres.
1564	Matlock Road	South side	From a point 2 metres east of the western property of No. 36 Meads Street westwards to its junction with The Village.
1565	Meadowlands Avenue	Both sides	From its junction with Broderick Road south-eastwards for a distance of 20 metres.
1566	Meads Street	West side	From its junction with Matlock Road northwards for a distance of 11 metres.
1560	Meads Street	West side	From a point 2.5 metres south-west of the boundary of Nos. 76 and 78 Meads Street to a point opposite a point 6 metres north of the boundary of Nos. 47/49 Meads Street.
1561	Meads Street	East side	From the boundary of nos.19 and 21 Meads Street northwards to its junction with Dalton Road.
1569	New Upperton Road	North Side	From a point 6.5 metres west of the boundary of nos.18 and 20 New Upperton Road

			westwards to its junction with Watts Lane
1570	New Upperton Road	North Side	From a point 4 metres east of the boundary of nos.4 and 6 New Upperton Road eastwards to its junction with Moat Croft Road.
1571	New Upperton Road	South Side	From its junction with Watts Lane eastwards to its junction with Moat Croft Road.
1572	Park Avenue	North-west side	From its junction with Woodcroft Drive north eastwards for a distance of 24 metres.
1573	Rangemore Drive	West side	From it junction with Twinham Road northwards for a distance of 10 metres.
1574	Rangemore Drive	West side	From it junction with Selmeston Road northwards for a distance of 10 metres
1575	Rangemore Drive	East side	From a point 1 metres north-west of the boundary of Nos. 18 and 20 north-westwards to a point to a point 3 metres south of the boundary of Nos. 42 and 44
1576	Rowsley Road	South Side	From its junction with Wellcombe Crescent westwards for a distance of 47 metres
1577	Richmond Place	Both	From its junction with Selwyn Road north-westwards for a distance of 7 metres.
1578	Richmond Place	North-West side	From a point 40 metres north-west of its junction with Selwyn Road north-westwards including the turning head, to a point 2 metres south-east of the south-eastern building line of No 6 Richmond Place.
1579	Royal Sussex Crescent	Both sides	From its junction with South Avenue north-westwards for a distance of 22.5 metres.
1580	Rushlake Crescent	Inner side	From its southern junction with Framfield Way to its northern junction with Framfield Way.
1581	Rushlake Crescent	Outer side	From its northern junction with Framfield Way eastwards and southwards for a distance of 66 metres.
1582	Rushlake Crescent	Outer side	From its southern junction with Framfield Way eastwards and northwards for a distance of 59 metres.
1583	Selmeston Road	South-West side	From its junction with Bedfordwell Road north-westwards for a distance of 60 metres.
1584	Selmeston Road	South-East side	From a point 10 metres north of the boundary of Nos. 77 and 79 Selmeston Road north-eastwards for a distance of 20 metres.
1585	Sevenoaks Road	South side	From a point 10 metres east of the prolongation of its junction with Chaffinch Road westwards to a point 25 metres west of the prolongation of its junction with Chaffinch Road.
1586	Sevenoaks Road	North side	from a point 29 metres east of its junction with Chaffinch Road westwards to a point 15 metres west of that junction.
1587	Silverdale Road	South-west side	From a point 3.5 metres north-west of the south-eastern building line of 1 to 36 Grand Mansion south-eastwards for a distance of 24.5 metres.

1588	South Avenue	North-west side	From its junction with The Crescent south-westwards for a distance of 19 metres.
1589	South Avenue	North-west Side	From its junction with Royal Sussex Crescent north-eastwards for a distance of 21 metres.
1590	South Avenue	North-west Side	From a point 15 metres north-east of its junction with Cavalry Crescent south-westwards to a point 12 metres south-west of that junction.
1591	South Avenue	South-east side	From its junction with The Crescent south-westwards for a distance of 17 metres.
1592	South Avenue	South-east side	From a point 12 metres north-east of its junction with Cavalry Crescent to a point 15 metres south-west of that junction.
1593	South Avenue	South-east side	From its junction with Beechy Gardens north-eastwards for a distance of 44.5 metres.
1594	Southfields Road	North-east side	From a point 28 metres south-east of the south-eastern boundary wall of Southfields Court south-eastwards for a distance of 8.5 metres.
1595	Southfields Road	North-east side	From a point 0.5 metres north-west of the south-eastern boundary wall of Marlborough Court south-eastwards for a distance of 12.5 metres.
1596	Southfields Road	North-east side	From a point 18 metres south-east of the north-western boundary wall of Marlborough Court south-eastwards for a distance of 22.5 metres.
1597	St. Leonard's Place	South-east side	From its junction with Victoria Drive south-westwards for a distance of 5 metres.
1598	Star Road	East side	From a point 6 metres south of the northern building line of Flats 24 to 32 Crown House, Star Road northwards to its junction with Crown Street.
1599	Star Road	West side	From the boundary of no.2 Rockingham Place, Star Road and no.1 Crown Street northwards to its junction with Crown Street.
1600	Summerdown Road	North-east side	From the boundary of nos.3 and 5 Summerdown Road north-westwards to its junction with Church Street.
1601	Summerdown Road	South-west side	From 1 metre north-west of the boundary of nos.10 and 12 Summerdown Road north-westwards to its junction with East Dean Road.
1602	TuttsBarn Lane	South-east side	From its junction with Lewes Road north-eastwards for a distance of 15 metres.
1603	Victoria Drive	North-east side	From its junction with Church Street to its north-westwards junction with Bradford Street.
1604	Victoria Drive	North-east side	From its junction with Bradford Street north-westwards for a distance of 13.5 metres.
1605	Victoria Drive	South-west side	From its junction with St Leonard's Place south-eastwards to its junction with East Dean Road
1606	Victoria Road	East side	From its junction with Beechy Avenue southwards for a distance of 10 metres.
1607	Victoria Road	West side	From its junction with Beechy Avenue southwards for a distance of 15 metres.
1607	Wellcombe Crescent	West side	From its junction with Rowsley Road southwards for a distance of 16.5 metres.

1608	Westfield Road	South-east side	From a point 11 metres south-east of its junction with Selmeston Road south-westwards to a point 6 metres northwards of the boundary of Nos. 28 and 30 Westfield Road.
1609	Westfield Road	South-east side	From a point 11 metres south-east of its junction with Selmeston Road south-westwards to a point 7.1 metres north-west of the boundary of Nos. 69 and 71 Westfield Road.
1610	Westfield Road	South-east side	From a point 7.6 metres south-west of the boundary of Nos. 40 and 42 Westfield Road to a point 6 metres northwards of the boundary of Nos. 28 and 30 Westfield Road.
1611	Westfield Road	South-west side	From a point opposite the boundary of Nos. 22 and 24 Westfield Road north-westwards for a distance of 2.5 metres.
1612	Wharf Road	North-west side	From a point 18 metres south-west of the north-east building line of No. 1A, north-eastwards to a point opposite a point 15 metres north-east of the north-eastern property boundary of No. 15.
1613	Wharf Road	South-east	From its junction with Station Parade north-eastwards to a point 26 metres south-west of the south-western building line of No. 2 Wharf Road.
1614	Wharf Road	South-east	From the south-western building line of No. 2 Wharf Road south-wards for a distance of 5 metres.
1615	Wharf Road	South-east	From a point 21 metres north-east of the south-western building line of No. 2 Wharf Road north-eastwards to the south-western building line of No. 6 The Courtyard.
1616	Wharf Road	South-east	From a point 4.5 metres north-east of the boundary of nos.14 and 15 Wharf Road north-eastwards for a distance of 21 metres.
1617	Winchcombe Road	North side	From its junction with Dursley Road westwards to the western property boundary of no. 112 Winchcombe Road.
1618	Winchcombe Road	South-east side	From a point 0.5 metres south-west of the northern boundary of no. 37 Winchcombe Road north-eastwards for a distance of 6.5 metres
1619	Winchcombe Road	South-east side	From a point 4 metres south-west of the boundary of nos. 25 and 27 Winchcombe Road south-westwards for a distance of 5 metres.
1620	Winchcombe Road	South-east side	From the boundary of nos. 11 and 13 Winchcombe Road south-westwards to a point 7.5 metres north-west of the boundary of nos 7 and 9 Winchcombe Road.
1621	Winchcombe Road	South-east side	From a point 0.5 metres north of the southern boundary of no. 72 Dursley Road south-westwards to a point 0.5 metres south-west of the northern boundary of no. 70 Dursley Road.
1622	Winchcombe Road	South side	From a point 12 metres north of the southern boundary of no. 72 Dursley Road westwards to its junction with Dursley Road.
1623	Wordsworth Drive	South-West side	From a point 10 metres north-west of its junction with Close 25 south-eastwards to a point 10 metres south-east of that junction.

1624	Wordsworth Drive	North-East side	From a point 10 metres north-west of its junction with Close 24 south-eastwards to a point 10 metres south-east of that junction.
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11. Schedule 1 Part B, No Waiting Monday to Saturday, 8am to 6pm, that the following items are inserted:

1501	Dursley Road	North side	From a point 18 metres north of its junction with Winchcombe Road eastwards to a point 34 metres west of its junction with Firle Road.
1502	Langney Road	South-east	From a point 1.5 metres south-west of the north-east boundary of 96 Langney Road south-westwards for a distance of 72 metres.
1503	TuttsBarn Lane	South-East side	From a point 15 metres north-east of its junction with Lewes Road north-eastwards to a point 12 metres south-west of its junction with Gorringe Road.
1504	Wharf Road	South-east	From the south-western building line of No. 6 The Courtyard north-eastwards for a distance of 10.5 metres.
1505	Wharf Road	South-east	From a point 22.5 metres north-east of the south-western building line of No. 6 The Courtyard north-eastwards for a distance of 31 metres.
1506	Wharf Road	South-east	From a point 17 metres north-east of the boundary of nos.9 and 10 Wharf Road north-eastwards to a point 4.5 metres north-east of the boundary of nos.14 and 15 Wharf Road.

12. A new Schedule 1 Part L is inserted as follows:

Schedule 1 Part L No Waiting Monday to Friday, 10am to 11am

1501	Beverington Road	North-West sides	From a point 6 metres north-east of the boundary of Nos.28 and 30 to a point 1 metre south-west of the boundary of Nos.22 and 24.
1502	Pocock's Road	West side	From a point 10 metres north of its junction with Burton Road northwards to a point 7 metres north-east of the boundary of nos. 20 and 22 Pocock's Road
1503	Richmond Place	Both side	From a point 7 metres north-west of its junction with Selwyn Road north-westwards for a distance of 33 metres.

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

1501	Hyde Road	North-east	From a point 13.5 metres south-east of its junction of Grove Road, south-eastwards for a distance of 50 metres
1502	Langney Road	North-west side	From to a point 1.5 metres north east of the boundary of Nos. 71 and 73 Langney south-westwards to the south-western building line of No. 37 Langney Road.

1503	St Leonard's Road	South side	From the boundary of Nos.12 and 14 St Leonard's Road eastwards to the boundary of No.24 St Leonard's Road and No.1 Commercial Road.
1504	Westfield Road	South-west side	From a point 7 metres north of the north-west building line of no.31 Westfield Road north-westwards to a point opposite the boundary of Nos. 20 and 22 Westfield Road.
1505	Westfield Road	South-west side	From a point 3.6 metres north-west of a point opposite the boundary of Nos. 20 and 22 Westfield Road north-westwards to a point opposite the boundary of Nos. 22 and 24 Westfield Road.
1506	Westfield Road	South-west side	From a point 2.5 metres north-west of a point opposite the boundary of Nos. 22 and 24 Westfield Road north-westwards to a point 7 metres south-east of the boundary of nos.45 and 47 Westfield Road.
1507	Wharf Road	South-east	a point 18 metres south-west of the south-western building line of No. 2 Wharf Road north-eastwards for a distance of 13 metres.
1508	Wharf Road	South-east	From a point 10.5 metres north-eastwards of the south-western building line of No. 6 The Courtyard north-eastwards for a distance of 12 metres.
1509	Wharf Road	South-east	From a point 4 metres north-east of the boundary of nos.9 and 10 Wharf Road north-eastwards for a distance of 13 metres.

14. Schedule 2 Part B, Permit Holder Parking Places, Monday to Sunday, 8am to 6pm, that the following items are inserted:

1501	South Cliff	North-west side	From a point 7.5 metres northeast of the boundary of Nos. 11 and 12 to a point 22.5 metres southwest from the southwest kerblines of Silverdale Road.
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15. Schedule 3 Part A, Pay and Display Parking Places, Monday to Saturday, 8am to 6pm, maximum stay 2 hours, no return within 1 hour, that the following items are inserted:

1501	Langney Road	South-east side	From a point 14 metres south-west of its junction with Susan's Road south-westwards for a distance of 52 metres.
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16. Schedule 3 Part F, Pay and Display Parking Places, Monday to Saturday, 8am to 6pm, maximum stay 20 minutes, no return within 1 hour, that the following items are inserted:

1501	Grove Road	East side	From a point 40.5 metres south of its junction with York Road southwards for a distance of 5.5 metres.
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17. Schedule 4 Part A, Shared Use (Permit Holder and Pay and Display), Monday to Saturday, 8am to 6pm, maximum stay 2 hours, no return within 1 hour, that the following items are inserted:

1501	Compton Street	South-East side	From a point 10 metres south-west of its junction with Burlington Place south-westwards for a distance of 17 metres.
1502	Grove Road	West side	From a point 28.5 metres north of the boundary of nos. 25 and 27 Grove Road northwards for a distance of 21 metres
1503	Grove Road	West side	from a point 4 metres south of the southern building line of No. 63 Grove Road southwards for a distance of 19 metres
1504	South Street	South side	From the western boundary of no.16a South Street eastwards to a point 5 metres west of the eastern boundary of no.44 South Street.

18. A new Schedule 4 Part I is inserted as follows:

Schedule 4 Part I, Shared Use (Permit Holder and Pay and Display), Monday to Saturday, 8am to 6pm

1501	King Edward's Parade	North-west side	From a point 5 metres north-east of its junction with Willimington Square north-eastwards to the boundary of Oban Hotel and Alexandra Hotel
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19. A new Schedule 4 Part J is inserted as follows:

Shared Use (Permit Holder and Pay and Display), Monday to Sunday, 8am to 6pm, 1 April to 31 October

1501	King Edward's Parade	South-east side	From a point 22 metres north-east of a point opposite the northern kerblines of Silverdale Road south-westwards for a distance of 58.5m
1502	King Edward's Parade	South-east side	From a point 31.5 metres south-west of a point opposite the southern kerblines of Silverdale Road south-westwards to a point 65.5 north-east of a point opposite the northern kerblines of Bolsover Road

20. Schedule 5 Part A, Disabled Persons Parking Places At Any Time, that the following item is deleted:

19	Old Orchard Road	south-east	From the boundary of Nos.1/3 Old Orchard Road for a distance of 6.6 metres in a north-easterly direction.
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21. Schedule 5 Part A, Disabled Persons Parking Places At Any Time, that the following items are inserted:

1501	Calverley Road	South-East side	From the boundary of Nos. 14 and 16 Calverley Road north-eastwards for a distance of 13
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			metres.
1502	Commercial Road	South-east side	From the boundary of no. 50 and 51 Commercial Road south-eastwards for a distance of 6.6 metres.
1503	Commercial Road	South-east side	From a point 12.5 metres south-west to the north-east boundary of no. 42 Commercial Road south-eastwards for a distance of 6.6 metres.
1504	Dursley Road	West side	From the boundary of Nos. 24 and 26 Dursley Road northwards for a distance of 6.6 metres.
1505	Dursley Road	East side	From the boundary of nos.49 and 51 Dursley Road northwards for a distance of 6.6 metres
1506	Dursley Road	West side	From its a point 3 metres north of the boundary of nos. 2a and 4 Dursley Road northwards to a point 2 metres north of the boundary of nos. 8 and 10 Dursley Road
1507	Milfoil Drive	North-East side	From a point 0.7 metres north-west of the boundary of Nos. 118 and 120 Milfoil Drive south-eastwards for a distance of 6.6 metres.
1508	Port Road	East side	From a point 0.6 metres north of the boundary of Nos. 8 and 10 Port Road northwards for a distance of 6.6 metres.
1509	Westfield Road	South-east side	From a point 1 metres south-west of the boundary of Nos. 40 and 42 Westfield Road south-westward for a distance of 6.6 metres.
1510	Westfield Road	West side	From a point 0.5 metre north-west of the boundary of Nos. 69 and 71 Westfield Road north-westward for a distance of 6.6 metres.
1511	Westfield Road	South-west side	From a point opposite the boundary of Nos. 20 and 22 Westfield Road north-westwards for a distance of 3.6 metres.

22. Schedule 5 Part B, Disabled Persons Parking Places, 8am-6pm maximum stay 3 hours, no return within 1 hour, that the following items are inserted:

1501	Langney Road	South-East side	From a point 1.5 metre north-east of a point opposite the boundary of Nos. 13 and 15 Langney Road south-westwards for a distance of 48.5 metres.
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23. Schedule 6 Loading Only 7am-7pm, Monday to Saturday, that the following items are inserted:

1501	Compton Street	South-East side	From the north-eastern boundary of No. 25 Compton Street south-westwards for a distance of 16 metres.
1502	Firle Road	North side	From a point 10 metres east of its junction with Havelock Road eastwards for a distance of 12 metres.
1503	Pevensey Road	North-west side	From a point 6 metres north-east of the boundary of Nos.120 and 122 to 124 Pevensey Road north-eastwards for a distance of 19 metres.
1504	Seaside	East side	From the boundary of Nos.31 and 33 Seaside southwards to the boundary of Nos. 27 and 29

			Seaside.
1505	Seaside Road	North-west side	From the north-east building line of No.102 to 104 Seaside north-eastwards for a distance of 11 metres.
1505	Southfield Road	North side	From a point 6.5 metres west of the eastern property boundary of the Royal Mail Delivery Office eastwards for a distance of 15 metres

24. A new Schedule 6 I is inserted as follows:

Schedule 6 I Loading Only 8am-6pm, Monday to Saturday

1501	Meads Street	West side	From a point 11 metres north of its junction with Matlock Road northwards for a distance of 17 metres.
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25. Schedule 8 Bus Stop Clearway At Any Time, that the following item is inserted:

1501	Grove Road	East side	From a point 10.5 metres south of its junction with York Road southwards for a distance of 30 metres
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26. Schedule 9, Doctors Bay at any time, that the following items are inserted:

1501	Arlington Road	South-West sides	From a point 15 metres north-west of its junction with Old Orchard Road in a north-westerly direction for a distance of 25 metres.
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27. Schedule 13, Taxi Bay At Any Time, that the following items are inserted:

1501	College Road	South-West side	From a point 15 metres north-west of a point opposite the southern building line of the Towner north-westwards for a distance of 16.5 metres.
1502	Hardwick Road	South-West side	From a point 35 metres north-west of its junction with Compton Street north-westwards for a distance of 11 metres.

28. Schedule 4 Part C that the following items are inserted:

Permit Holders or Limited Waiting, Monday to Saturday 8am-6pm maximum stay 2 hours, no return within 1 hour:

1501	Ashford Road	South-east side	From a point 1.5 metres south-west of the boundary of nos. 137 and 139 Ashford Road to a point 10.5 metres south-west of the boundary of nos. 147 and 149 Ashford Road.
1502	Ashford Road	South-east side	From a point 3 metres south-west of the boundary of nos. 147 and 149 Ashford Road north-eastwards to a point 1m south-west of the north-eastern property boundary of no.157.

1503	Ashford Square	South-east side	From a point 9 metres north-east of its junction with Susan's Road north-eastwards for a distance of 9 metres.
1504	Ashford Square	South-east side	From a point 23 metres north-east of its junction with Susan's Road north-eastwards for a distance of 5 metres.
1505	Ashford Square	South-east side	From a point 3.5 metres south-west of the boundary of nos. 58 and 59 Ashford Square north-eastwards to a point 5 metres south-west of its junction with Leaf Road.
1506	Ashford Square	South-east side	From a point 5 metres north-east of its junction with Leaf Road north-eastwards to a point 1 metre north-east of the boundary of nos. 41 and 42 Ashford Square.
1507	Ashford Square	North-west and north-east sides	From a point 14.5 metres north-east of a point opposite the boundary of nos. 41 and 42 Ashford Square to a point 2 metres north-west of a point opposite the boundary of nos. 34 and 35 Ashford Square.
1508	Blackwater Road	North side	From a point 5 metres west of its junction with Spencer Road westwards for a distance of 46 metres.
1509	Bourne Street	South-east side	From a point 31 metres north-east of Cavendish Place north-eastwards for a distance of 22 metres.
1510	Bourne Street	South-west side	From a point opposite the boundary of nos. 97 and 99 Bourne Street north-westwards for a distance of 5.5 metres.
1511	Bourne Street	South-west side	From a point 5 metres south-east of a point opposite the boundary of nos. 97 and 99 Bourne Street south-eastwards for a distance of 16.5 metres.
1512	Bourne Street	South-west side	From a point 27.5 metres south-east of a point opposite the boundary of nos. 97 and 99 Bourne Street south-eastwards for a distance of 9.5 metres.
1513	Bourne Street	South-west side	From a point 13.5 metres north-west of its junction with Longstone Road north-eastwards for a distance of 49 metres.
1514	Bourne Street	North-east	From a the south-east boundary of no. 61 Bourne Street north-westwards for a distance of 5.5 metres.
1515	Bourne Street	North-east	From a point 10 metres north-west of its junction with Cavendish Avenue north-westwards to the boundary of nos.83 and 85 Bourne Street.
1516	Bourne Street	North-east	From a point 13 metres north-west of the boundary of nos.83 and 85 Bourne Street north-westwards for a distance of 26 metres.
1517	Cliff Road	South side	From a point 13.5 metres east of its junction with Holywell Road eastwards for a distance of 28.5 metres.
1518	Cliff Road	South side	From a point 48 metres east of its junction with Holywell Road eastwards for a distance of 30.5 metres.
1519	Dursley Road	East side	From the southern boundary of no.11 Dursley Road northwards to the boundary of nos. 49 and 51 Dursley Road.

1520	Dursley Road	East side	From a point 6.6 metres north of the boundary of nos. 49 and 51 Dursley Road northwards to a point 2 metres north of the Boundary of 99 and 101 Dursley Road.
1521	Dursley Road	North side	From a point 34 metres west of its junction with Firle Road eastwards for a distance of 24 metres
1522	Dursley Road	South side	From a point 3 metres east of the western property boundary of 101 Dursley Road eastwards for a distance of 23 metres.
1523	Dursley Road	South side	From a point 30.5 east of the western property boundary of 101 Dursley Road eastwards for a distance 8 metres.
1524	Dursley Road	West side	From a point 5 metres north of its northern junction with Winchcombe Road northwards for a distance of 13 metres
1525	Dursley Road	West side	From a point 7 metres south of its northern junction with Winchcombe Road southwards to a point 6.6 metres north of the boundary of nos.24 and 26 Dursley Road
1526	Dursley Road	West side	From the boundary of nos.24 and 26 Dursley Road southwards to a point 2 metres north of the boundary of nos. 8 and 10 Dursley Road
1527	Dursley Road	West side	From its a point 2.5 metres south of the boundary of nos. 2a and 4 Dursley Road northwards for a distance of 5.5 metres
1528	Holywell Road	North-east side	From a point 5 metres north-west of its junction with Duke's Drive north-westwards for a distance of 20.5 metres.
1529	Matlock Road	North side	From a point 8 metres east of its junction with The Village eastwards for a distance of 23 metres
1530	Meads Road	South-east side	From the a point 4 metres north-east of the boundary of nos.71 & 73 south-westwards for a distance of 20 metres
1531	Meads Road	South-east side	From the a point 1 metre south-west of the boundary of nos.69 & 71 north-eastwards for a distance of 21 metres
1532	Meads Street	East side	From a point 5 metres south-west of the northern boundary line of property No. 53 Meads Street southwards to the southern property boundary of no. 65 Meads Street.
1533	Meads Street	North side	From the south-western boundary of No. 80 Meads Street in a north-eastward direction for a distance of 13.5 metres
1534	Meads Street	South side	From a point 7.5 metres west of the eastern boundary of No. 86 Meads Street eastwards for a distance of 15 metres
1535	Southfields Road	North-east side	From a point 18 metres south-east of the north-western boundary wall of Marlborough Court north-westwards for a distance of 37.5 meters
1536	Southfields Road	North-east side	From a point 0.5 metres north-west of the south-eastern boundary wall of Marlborough Court north-westwards for a distance of 18 meters
1537	Southfields Road	North-east side	From a point 9 metres north-west of the south-eastern boundary wall of Southfields Court north-westwards for a distance of 40.5 metres
1538	Southfields Road	North-east side	From a point 8 metres south-east of the south-eastern boundary wall of Southfields Court south-

			eastwards for a distance of 20 meters
1539	Southfields Road	North-east side	From a point 37 metres south-east of the south-eastern boundary wall of Southfields Court south-eastwards for a distance of 20 meters
1540	Winchcombe Road	South-east side	From a point 5 metres south-west of the boundary of nos. 41 Winchcombe Road and 72 Dursley Road north-eastwards for a distance of 11.5 metres
1541	Winchcombe Road	South-east side	From a point 0.5 metres south-west of the northern-eastern boundary of no. 70 Dursley Road south-westwards a point 6 metres north of the northern-eastern boundary of no. 37 Winchcombe Road
1542	Winchcombe Road	South-east side	From a point 0.5 metres south-west of the northern-eastern boundary of no. 37 Winchcombe Road south-westwards to a point 4 metres south-west of the boundary of nos. 25 and 27 Winchcombe Road
1543	Winchcombe Road	South-east side	From a point 9 metres south-west of the boundary of nos. 25 and 27 Winchcombe Road south-westwards to the boundary of nos. 11 and 13 Winchcombe Road
1544	Winchcombe Road	North-east side	From a point 0.9 metres north-west of the boundary of nos. 7 and 9 Winchcombe Road south-eastwards to a point 20 metres from its junction with Dursley Road
1543	Winchcombe Road	North-west side	From the eastern property boundary of no. 112 Winchcombe Road south-westwards to a point 6.6 metres north-east of the boundary of nos.84 and 86 Winchcombe Road
1544	Winchcombe Road	North-west side	From the boundary of nos.84 and 86 Winchcombe Road south-west to the south property boundary of no.2 Dursley Road

29. A new Schedule 4 Part J is inserted as follows:

Permit Holders or Limited Waiting, Monday to Saturday 8am-6pm maximum stay 3 hours, no return within 1 hour:

1501	Commercial Road	South-east side	From a point 13 metres south-west of its junction with Upper Avenue south-westwards to the boundary of no. 50 and 51 Commercial Road.
1502	Commercial Road	South-east side	From a point 6.6 metres south-west to the boundary of no. 50 and 51 Commercial Road south-eastwards for a distance of 19 metres.
1503	Commercial Road	South-east side	From a point 1 metres south-west to the north-east boundary of no. 45 Commercial Road south-eastwards for a distance of 10 metres.
1504	Commercial Road	South-east side	From a point 1 metres south-west to the north-east boundary of no. 42 Commercial Road south-eastwards for a distance of 12.5 metres.
1505	Commercial Road	South-east side	From a point 1 metres south-west to the north-east boundary of no. 37 Commercial Road south-eastwards for a distance of 17 metres.
1506	Commercial	South-east	From a point 1 metres south-west to the north-

	Road	side	east boundary of no. 33 Commercial Road south-eastwards for a distance of 30 metres.
1507	Commercial Road	South-east side	From a point 2 metres north-east of the boundary of nos.26 and 27 Commercial Road south-eastwards for a distance of 26 metres.
1508	Commercial Road	South-east side	From a point 4 metres north-east of the boundary of nos. 21 and 22 Commercial Road south-eastwards for a distance of 17 metres.

30. A new Schedule 4 Part K is inserted as follows:

Schedule 4 Part K Permit Holders or Limited Waiting, Monday to Sunday, 8am-6pm maximum stay 4 hours, no return within 1 hour:

1501	South Cliff	South-east side	From a point 36.5 metres northeast of the north-western kerblines of King Edward's Parade in a north-easterly direction for a distance of 46 metres.
1502	South Cliff	South-east side	From a point 105 metres northeast of the north-western kerblines of King Edward's Parade in a north-easterly direction for a distance of 46 metres.
1503	South Cliff	South-east side	From a point 14 metres north-east of a point opposite the north-eastern kerblines of Mount Road north-eastwards for a distance of 170 metres.

31. A new Schedule 4 Part L is inserted as follows:

Schedule 4 Part L Time Limited, Monday to Saturday 8am-6pm maximum stay 2 hours, no return within 1 hour

1501	Meads Street	South-west side	From a point 28 metres north of its junction with Matlock Road north-westwards for a distance of 5 metres.
1502	Meads Street	South-west side	From the boundary of nos. 26 and 28 Meads Street north-westwards to a point 76 metres south-east of its junction with Beachy Head Road

32. A new Schedule 4 Part M is inserted as follows:

Schedule 4 Part M, Time Limited, Monday to Saturday 8am-6pm maximum stay 4 hours, no return within 1 hour, from April to October

1501	Dukes Drive	North-west side	From a point 24 metres north-east of the north-eastern kerb-line of Hollywell Road north-eastwards for a distance of 50 metres
1502	Dukes Drive	South-east side	From a point 24.5 metres north-east of a point opposite the north-eastern kerb-line of Hollywell Road north-eastwards for a distance of 37.5 metres
1503	Dukes Drive	South-east side	From a point 68.5 metres north-east of a point opposite the north-eastern kerb-line of Hollywell

			Road north-eastwards for a distance of 61.5 metres
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33. A new Schedule 4 Part N is inserted as follows:

Schedule 4 Part N, Time Limited, Monday to Friday 8am-6pm maximum stay 1 hour, no return within 1 hour

1501	Enys Road	North-west side	From the boundary of nos. 3 and 5 to 7 Enys Road northwards for a distance of 14.5 metres
1502	St Anne's Road	North-east side	From a point 10 metres south-east of its junction with Enys Road south-eastwards for a distance of 21.5 metres
1503	St Anne's Road	North-east side	From a point 7.5 metres south-east of the northwest property boundary of no.6 St Anne's Road south-eastwards for a distance of 6 metres

34. A new Schedule 4 Part N is inserted as follows:

Schedule 4 Part N, Time Limited, Monday to Saturday 8am-6pm maximum stay 1 hour, no return within 1 hour

1501	Langney Road	North side	From a point 18.56 metres west of the south-western building line of Nos.143-145 Langney Road westwards for a distance of 13 metres.
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35. Schedule 2 Part A, School Keep Clear, At Any Time, that the following items are inserted:

1501	Gorringe Road	South-West sides	From its junction with Tutts Barn Lane south-eastwards for a distance of 16 metres.
1502	Langney Road	North side	From a point 7 metres north-east of the south-western building line of Nos. 143 and 145 Langney Road south-west and westerly for a distance of 25.56 metres.
1503	Park Avenue	North-West side	From a point 24 metres north-east of its junction with Woodcroft Drive north-eastwards for a distance of 87.12 metres.
1504	Tutts Barn Lane	South-East side	From its junction with Gorringe Road south-westwards for a distance of 12 metres.
1505	Tutts Barn Lane	North-West side	From a point 14 metres north-east of its junction with Prideaux Road north-eastwards for a distance of 51.12 metres.

36. Schedule 2 Part C, School Keep Clear, 8am-9.30am, 2.30pm-4pm, Monday to Friday (Except August), that the following items are inserted:

1501	Melbourne Road	South-East sides	From the boundary of Nos. 4 and 6 Melbourne Road south-eastwards for a distance of 25.56 metres.
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37. Schedule 3 Part A, No Loading or Unloading, At Any Time, that the following item is inserted:

1501	Lion Lane	East side	From its junction with Colonnade Gardens southwards for a distance of 15 metres
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38. Schedule 3 Part B, No Loading or Unloading, 8am-6pm Monday to Saturday, that the following items are inserted:

1501	Matlock Road	North side	From its junction with Mead Street westwards for a distance of 30 metres
1502	Mead Street	West side	From its junction with Matlock Road northwards for a distance of 11 metres

39. Schedule 16, No Stopping on the Footway or Verge, At Any Time

1501	Belle Vue Road	Both sides	For its entire length.
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40. Schedule 17 Prohibition on Vehicles exceeding 5 tonnes gross weight from waiting between 6pm and 8am

1501	All roads within the Borough of Eastbourne	All roads within the Borough boundary except in designated On Street Bus bays
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41. Schedule 18 Prohibition of Buses waiting on the highway

1501	All roads within the Borough of Eastbourne	All roads within the Borough boundary of Eastbourne
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42. Schedule 19 Charges relating to pay and display tickets

<i>Length of Stay</i>	Seafront	
	1 April to 31 October ¹	1 November to 31 March ²
Up to 20 mins	£1.50	20p
Up to 30 mins	£1.50	20p
Up to 1 hour	£1.50	20p
Up to 2 hours	£1.50	£1.20

Up to 4 hours	£2.50	£1.50
Up to 6 hours	£3.00	£1.50
More than 6 hours	£4.00	£4.00

- 1 Tariff Structure applicable on South Cliff, Grand Parade, Marine Parade, Royal Parade, King Edward's Parade
- 2 Tariff Structure applicable on South Cliff, Grand Parade, Marine Parade, Royal Parade. King Edward's Parade from Grand Parade to the end of the on street shared use parking bay 25m west of its junction with Wilmington Square (western junction).

43. Revocations

The following items are hereby revoked:

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

Schedule 1: Prohibition of Waiting, Part A: No waiting at any time

57	Beach Road	North-east side	Between the boundary of Nos. 71/57 for a distance of 15.2 metres
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THE COMMON SEAL of)
EAST SUSSEX COUNTY COUNCIL)
Was affixed hereto)
On the xx day of xxxxxxxx)
Two Thousand and xxxxxxxx)
In the presence of:-)

Authorised Signatory

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

Appendix 2 – Proposals where objections are upheld

1. Site 1 Beverington Road

- 1.1 The changes in Beverington Road were proposed to keep the carriageway clear and improve visibility on the bend at numbers 11-13, to prevent all day parking by commuters and visitors to the hospital, and to provide access in the cul-de-sac end outside numbers 12-22. “No Waiting at any time” was proposed along with a short section of “No Waiting Monday to Friday between 10am and 11am” outside numbers 24-28.
- 1.2 Seven objections have been received to the proposals. These were on the grounds that the proposed “No Waiting at any time” in the cul-de-sac would cause problems for the home owners who often have carers, visitors, and tradesmen visiting, that the proposals on the bend would increase traffic speeds, and that not enough enforcement would take place. The local councillors have asked that the “No waiting at any time” is reduced to no waiting Monday to Friday 10-11am to deter all-day parking but allow residents and visitors to park outside these times.
- 1.3 The proposals on the bend at numbers 11-13 will keep the carriageway clear, improving visibility. The proposals for no waiting Monday to Friday 10-11am will discourage all-day parking.
- 1.4 **Recommendation:** To uphold the objections to the no waiting at any time proposals outside numbers 12-22 and to reduce this to no waiting Monday to Friday 10-11am.

2. Site 2 Burton Road

- 2.1 There are three cul-de-sac sections in Burton Road where no waiting at any time has been proposed to deter all day parking by staff and visitors to the hospital, and to maintain access to the cul-de-sacs.
- 2.2 During the objection period four objections were received, along with one item of support. The objections were on the grounds that the proposals would decrease available parking spaces, that the restrictions should be limited to Monday to Friday 8am to 6pm, and that the turning point ends of the cul-de-sac should be included. Following the objection period, the local county councillor and the two borough councillors met with officers examine whether for the proposals in the cul-de-sac outside numbers 5-21 could be removed from the southern side.
- 2.3 During the informal consultations the residents at the turning point ends asked for these to be kept clear of restrictions. The proposals along the cul-de-sacs will maintain access and it is felt appropriate to maintain this access. The dialogue between the local councillors and the residents of nos 5-21 has been noted and some changes are proposed.
- 2.4 **Recommendation:** To uphold the objections to the no waiting at any time proposals outside numbers 9-21 and to withdraw this part of the proposal.

3. Site 3 Meadowlands Avenue

- 3.1 Double yellow lines were proposed in Meadowlands Avenue to keep the approach to its junction with Brodrick Road clear from parked vehicles.
- 3.2 One objection has been received on the grounds that parking in the area is very limited. Extending the existing restrictions will put more pressure on the limited parking spaces which are used by residents of this and other roads in the area.
- 3.3 The road is relatively narrow and parking on both sides reduces the running width to one lane on leading up to the junction. It is noted that the area is used by a number of residents and that parking is at a premium. The proposal can be modified slightly by implementing the proposed extension on the eastern side only. This will help to keep the junction clear of parked vehicles whilst ensuring some room is left for vehicles to park on the side where parking habitually occurs.
- 3.4 **Recommendation:** To uphold the objection and install the proposal on the eastern side only.

4. Site 4 Southfields Road

- 4.1 Requests were received to increase the amount of permit parking in Southfields Road, and to consider reducing the length of double yellow lines outside Marlborough Court
- 4.2 Eight objections were received, along with three items of support. The main grounds for objection were that there was not enough visibility for vehicles exiting Marlborough Court, and the proposals would increase safety fears.
- 4.3 The road is heavily parked, is a bus route, and is subject to the national 30 mph speed limit. Visibility when exiting Marlborough Court has been checked by officers. The bend of the road to the south-east increases visibility in this direction and the introduction of parking bays on this side can be introduced without compromising safety. Visibility to the north-west could be hampered by parked vehicles if the double yellow lines were to be shortened.
- 4.4 It is recommended that the objections are upheld to the extent that the proposed parking bay on the north-west side of Marlborough Court begins at the end of the existing double yellow lines, and that these double yellow lines are not reduced in length. This will maintain safety while allowing additional permit holder parking bays.
- 4.5 **Recommendation:** To uphold the objections by not reducing the double yellow line to the north-west of Marlborough Court and having this parking bay begin at the end of the existing double yellow lines. All other proposals shown on the plan are to be installed as advertised.

5. Site 5 Wharf Road

- 5.1 The proposals in Wharf Road were to provide additional permit holder parking bays, and to change the existing no waiting 8am to 6pm restriction to no waiting at any time in order to maintain access at all times.

- 5.2 Three objections have been received along with one item of support. The item of support is from a local resident who supports the proposed additional permit holder parking places. The three objections are from local businesses whose access is in Wharf Road. The objectors state that the road is not wide enough for additional parking spaces in the section outside numbers 1-15. They say that their delivery lorries would not be able to access the road to make deliveries and the proposals would mean their businesses are not viable.
- 5.3 East Sussex Fire and Rescue Service were consulted on the proposals and made no objection, saying that the available road width would be acceptable to them should parking bays be introduced.
- 5.4 One of the businesses is a paper merchant and has regular delivery lorries which are either 44 tonnes or 18 tonnes depending on the size of the order. These lorries manoeuvre in Wharf Road's junction with Station Parade so that they can then reverse up Wharf Road. These lorries are 2.4 metres wide (8 feet) and require additional space to avoid damaging adjacent buildings. The delivery company has advised the businesses that it will not attempt to access this road if vehicles are parked in this (eastern) section of Wharf Road.
- 5.5 This does raise a further issue from a road safety point of view. The reversing of HGVs down Wharf Road is a concern due to the narrowness of the road and the very limited visibility available to the driver. This would be a very difficult issue for the Council to address as although the road can be restricted to prohibit the use of the road to certain types of vehicle there must be an exemption for legitimate access to land or property adjacent to the road. The business and delivery company should take some responsibility for this situation and it is hoped that it has considered this action and undertaken an appropriate risk assessment, which would either identify that it should not be undertaken if possible or if no alternative is available a banksman responsible for supervising the reversing of the vehicle was present when it is undertaken.
- 5.6 Although a proposed change to the size or type of vehicle is not part of these proposals, it must be taken into consideration that HGVs are regularly accessing this road to serve the businesses. The road is not wide enough to accommodate parked vehicles and HGVs at its eastern end.
- 5.7 **Recommendation:** To uphold the objections and not to proceed with the proposed parking bays outside numbers 1-3 and 10-12, and to install all other proposals as advertised.

6. Site 6 Meads Street, Matlock Road

- 6.1 There has been a history of complaints about HGVs and large lorries using The Village as a short-cut from Meads Road to Meads Street, and that large lorries delivering to the Co-op have damaged the footway and cause obstruction in Matlock Road.
- 6.2 In order to address these issues, informal consultation took place earlier in 2015 and feedback from the informal consultation led to the current proposals being advertised. The proposals are to stagger the parking bays in Matlock Road to visually deter lorry drivers from using this road, to introduce a loading

ban in Matlock Road to prevent lorries from parking partly on the footway when they make deliveries to the Co-op, and to provide a loading bay in Meads Street. To accommodate the loading bay, it would be necessary to remove around seven parking spaces outside numbers 7-19 Meads Street.

- 6.3 Seventy five objections have been received, along with twelve items of support. Most of the objections are to the loss of the parking spaces in Meads Street, that parking is already at a premium in the area and the removal of parking spaces would have a huge detrimental impact on the businesses in the area. Several comments have been made about the proposed loading bay – that it will remain largely empty on most days, that it wouldn't help as shoppers would use the bay for short term parking, and that the bay will be used by others shops, meaning that the larger lorries would have nowhere to load and unload.
- 6.4 One objection has been received to the proposed loading ban in Matlock Road on the grounds that the operational times (Monday to Saturday 8am-6pm) would encourage people to park across the objector's driveway access outside of these times. The double yellow lines will prevent parking outside of the operational times of the loading ban.
- 6.5 One other objection has been received to the proposed relocation of the parking bays at the western end of Matlock Road on the grounds that the bay would be too close to The Village. Eight metres of double yellow lines will remain between the parking bay and the junction. It is felt this is sufficient and will not cause any safety issues.
- 6.6 Some of the objectors suggested that there are currently no problems with congestion when the Co-op lorry loads and unloads on the double yellow lines in Meads Street, and that the local bus company is now using smaller buses meaning that congestion should not be an issue if the parking bays remain.
- 6.7 Following reappraisal, a plan showing revised proposals was sent to all the objectors and is included in the Additional Information Pack. The revised proposals recommend that the loading bay is not installed, allowing the parking bays to remain. Several pages of signatures were collected in local shops following the issue of the revised plan. The signatories ask if the loading bay could be installed 15-20 metres from Matlock Road and set back in to the pavement by 0.5 metres. In addition an email was received from a County Councillor who is a resident in the area (but not the county councillor for the area). This Councillor says that he sees no reason why the original proposals would not work and that the loading bay should be installed along with the removal of the parking bays.
- 6.8 It is not possible to relocate the loading bay as part of this TRO. The revised proposals address the problems in Matlock Road, and allow the Co-op lorries the opportunity to unload on the double yellow lines in Meads Street. The parking bays opposite would not need to be removed if the loading bay is not installed. It is not believed that this will cause any major congestion issues and that this approach should resolve the majority of objections.
- 6.9 It is recommended that the proposals should be installed as advertised apart from the loading bay and removal of parking bays in Meads Street. The area should then be monitored to see if any further changes are needed.

6.10 **Recommendation:** To uphold the objections and to install the proposals as advertised apart from the loading bay and the removal of the parking bays opposite

7. **Site 7 Dursley Road, Winchcombe Road, Ashford Road**

7.1 Requests were received to extend the current controlled parking zone to the Dursley Road, Winchcombe Road, and Ashford Road area to improve parking availability for local residents. The restriction would operate from Monday to Saturday 8am to 6pm, would allow permit holders to park without time limit, and, would allow anyone else to park for free for up to two hours.

7.2 Forty-three objections have been received along with three items of support. Twenty of the objections come from staff working at one of the larger businesses in the area and the main grounds for objection from this group is that they need to park in these roads in order to be near their place of work. They believe the proposals are ill considered and will not bring any benefit to residents or businesses in the area. The other objections are from local residents who believe the proposals should be for residents only and be operational to 10pm or operational at all times on all days, individual parking bays should be marked out, some of the proposed double yellow lines are unnecessary, and ambulances are parking illegally on existing double yellow lines.

7.3 It is clear there is no general support for the proposals as advertised and it is recommended that these proposals be withdrawn. The area should be monitored to see if any future changes are needed.

7.4 With regards to illegal parking on existing restrictions, the enforcement contractors (NSL) regularly patrol the area and will issue penalty charge notices to any vehicle parked in contravention.

7.5 **Recommendation:** To uphold the objections and to withdraw the proposals in this area.

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

8. Site 8 Commercial Road

- 8.1 In 2015 informal consultation was carried out in the Upperton area of Eastbourne following complaints from local residents that they were finding it difficult to park near their homes. The overall results from the informal consultation showed there was not enough desire from local residents to promote a new zone in Upperton but as the bays in Commercial Road are often under-utilised it was proposed to change the permit holder only restriction to permit holders or three hours parking for non-permit holders in order to maximise available parking space.
- 8.2 Five objections were received from residents in Commercial Road. The main grounds for the objections were that no further parking bays would be provided, it would be difficult to enforce the 3 hour limit, people could park for free in this road while residents pay for permits, and that the current free parking side of Commercial Road should become permit parking only.
- 8.3 The feedback from the informal consultation showed no desire to increase the number of permit parking spaces.
- 8.4 The Council's parking enforcement contractors (NSL) will patrol the area and issue penalty charges to any vehicle in contravention.
- 8.5 Parking will be free for non-permit holders but this will be limited to a maximum stay of three hours. This will enable short stay parking for shoppers and visitors, and, would help to maximise the available roadside parking space.
- 8.6 There was no desire to introduce permit parking on the opposite (north-western) side of the road
- 8.7 **Recommendation:** To not uphold the objections and to install the proposals as advertised in order to maximise available parking space.

9. Site 9 Enys Road

- 9.1 The proposal in Enys Road was to introduce a short stay parking bay for patients to the surgery at Nos 7-9. This would be limited to a one hour maximum stay between 8am and 6pm Monday to Friday.
- 9.2 One objection was received on the grounds that the objector believes the introduction of this bay would make congestion worse and they were disappointed the permit parking scheme was not being progressed.
- 9.3 Enys Road was included in the consultation for the Upperton parking scheme. Although there was no overall support for the introduction of the scheme it is felt there is a need to provide a short stay parking bay for visitors to the surgery.

9.4 **Recommendation:** To not uphold the objections and to install the proposals as advertised in order to provide short stay parking places for visitors to the surgery.

10. Site 10 St Annes Road

10.1 The proposal was to provide a short stay parking bay for customers to the vets at number 6 St Annes Road. This location is also in the area of consultation for the Upperton parking scheme.

10.2 Seven objections were received along with two items of support. The main reasons for the objections were that parking is already congested by commuters, workers, and shoppers, the vets already have four off-road parking spaces, and the existing double yellow lines take up valuable parking space.

10.3 The off-road parking is used by staff and not available to members of the public, and the double yellow lines in this area were installed to address safety issues. The proposed bays will provide short term parking for customers to the vets.

10.4 **Recommendation:** To not uphold the objections and to install the proposals as advertised in order to provide short stay parking places for customers to the vets.

11. Site 11 Rangemore Drive

11.1 The proposal at this location was to remove some of the double yellow lines as it is felt these are no longer needed.

11.2 One objection has been received on the grounds that the proposals do not go far enough. The objector asks for further removal of double yellow lines to ensure any parked vehicles park well away from their driveway, that more yellow lines are removed in Rangemore Drive and Selmeston Road, and that white advisory markings are considered.

11.3 The proposal will remove existing yellow lines that are no longer felt necessary. Any further removal cannot be progressed as part of this Traffic Regulation Order (TRO) and will be considered in the next review in this area. White access markings are advisory and do not form any part of the TRO. It is up to individual residents to apply for these markings.

11.4 **Recommendation:** To not uphold the objection and to remove the markings as proposed

12. Site 12 South Cliff

12.1 This proposal was to change the Disabled Parking bay in South Cliff near the junction with Mount Road to a shared use bay (for permit holders for an unlimited amount of time or for anyone else for up to four hours).

- 12.2 One objection has been received on the grounds that this bay is sited in a convenient position to the Hydro Hotel and also that it affords a place for Blue Badge holders to enjoy the view.
- 12.3 This bay is often under utilised. The proposal will allow any member of public to park here for up to four hours or for permit holders to park here without time limit. The proposed change will still also allow any Blue Badge holder to park here free of charge and without time limit.
- 12.4 **Recommendation:** To not uphold the objection and to install the proposals as advertised to maximise available parking space.

13. Site 13 Calverley Road

- 13.1 A request was received to introduce a Disabled Parking bay for users to the WRVS centre. In addition a successful application has been made for a Disabled Parking bay by the resident of number 16.
- 13.2 One objection has been received on the grounds that there is already a Disabled Parking bay in York Road, that a local resident regularly flaunts Blue Badge privileges by parking on double yellow lines, that this resident would have their own parking space, and that the objector feels they will be inconvenienced by the reduction of a Permit Holder parking space.
- 13.3 The proposal was to introduce a Disabled Parking space in Calverley Road for users to the WRVS. This bay will not be reserved for customers to the WRVS but will be available for any Blue Badge holder. A successful application was also received from the resident of number 16. These two requests have been combined to allow a Disabled Parking bay in the location shown on the plan. Although this will reduce the number of resident permit holder parking spaces, the proposal will allow the disabled resident to park near their home while also providing a facility for customers to the WRVS.
- 13.4 **Recommendation:** To not uphold the objections and to install the proposals as advertised.

14. Site 14 Arlington Road, Old Orchard Road

- 14.1 The proposal at this location was to extend the double yellow lines and reduce the doctors' parking bay due to vehicles parking too close to the junction.
- 14.2 Two objections were received on the grounds that the proposals would do nothing to alleviate congestion and that the double yellow lines outside The Court should be reassessed due to new layout of the car park.
- 14.3 The proposals will help to ensure the junction is kept clear. Most issues raised relate to poor driver behaviour and parking by taxis. This would need to be addressed by the local licensing authority. Assessment of other double yellow lines will be added to the requests to be looked at as part of the next review in this area.
- 14.4 **Recommendation:** To not uphold the objections and to install the proposals as advertised.

15. Site 15 Westfield Road

- 15.1 The proposals in Westfield Road were mainly to address problems experienced by the local bus service due to vehicles parked on both sides of the road. Other changes were proposed to formalise existing advisory Disabled Parking bays, and to introduce a short section of double yellow line to enable Eastbourne Borough Council's maintenance team to gain access to the grassed area outside numbers 31-35.
- 15.2 Three objections have been received along with three items of support. The grounds for the objections are that the proposals will make things difficult for local residents and a permit scheme should be introduced on the opposite side, and that the disabled bay outside number 40 is no longer needed.
- 15.3 The proposals will help maintain the local bus service. Officers have received correspondence from the resident at number 40 and are satisfied the disabled bay is needed. The request for permit parking will be assessed as part of the next review in the area.
- 15.4 **Recommendation:** To not uphold the objections and to install the proposals as advertised.

16. Site 16 Kings Drive

- 16.1 The proposed change in Kings Drive was to extend the double yellow lines outside numbers 55-57.
- 16.2 Two objections were received, mainly on the grounds that parking in the area is already difficult and the proposals would only increase these problems. One objector also states they would need to make extensive changes to their front garden to allow them to park.
- 16.3 The proposals will help maintain the local bus service by allowing buses to safely pull into and out of the bus stop. This will also increase passenger safety. The proposals will also aid visibility for vehicles exiting Kings Avenue.
- 16.4 **Recommendation:** To not uphold the objections and to install the proposals as advertised.

17. Site 17 Glynde Avenue

- 17.1 The proposed change in Glynde Avenue was to extend the double yellow lines to keep the access road adjacent to number 2 clear of parked vehicles.
- 17.2 One objection was received on the grounds that the proposals would make parking more difficult.
- 17.3 The proposals will help keep this access clear by formalising the area where vehicles should not be parking
- 17.4 **Recommendation:** To not uphold the objection and to install the proposals as advertised.

18. Site 18 South Avenue, The Crescent

- 18.1 The proposals at this location are to introduce formal junction protection.
- 18.2 Four objections were received along with one item of support. The main grounds for the objections were that the proposals would make parking worse in the area. Concern was also expressed that displaced vehicles would cause problems for vehicles exiting Maxfield Close and requests were made for restrictions at the Maxfield Close junction. One resident requests the double yellow lines are extended to cover her driveway.
- 18.3 The proposals will help keep this junction clear by formalising where vehicles should not park. The junction of Maxfield Close will be considered in the next review in this area. An access protection marking can be provided to the resident asking for the proposals to be extended to cover her driveway. This will be included at no cost to the resident if the proposals are installed.
- 18.4 **Recommendation:** To not uphold the objection and to install the proposals as advertised.

19. Site 19 Michel Grove

- 19.1 The proposals in Michel Grove are to provide safe access around the bend at Arundel House and to address reports that refuse trucks overrun and damage the grass verges.
- 19.2 Three objections were received on the grounds that the proposals would make parking more difficult, they were unnecessary, and additional restrictions were needed up to the bus stop in Upperton Road.
- 19.3 There have been on-going issues with vehicles overrunning the verges in the area. The proposals will clear the road around the bend ensuring all vehicles can pass with ease.
- 19.4 **Recommendation:** To not uphold the objection and to install the proposals as advertised.

20. Site 20 Sevenoaks Road, Chaffinch Road, Lapwing Close

- 20.1 The proposals at this location were to maintain safety and to provide junction protection in this area.
- 20.2 One objection was received along with one item of support. The grounds for objection were that although the objector feels the proposals are good for the area, they do not feel they go far enough and suggests they should be extended.
- 20.3 There is a need to balance the requirement for on-street parking whilst still ensuring some areas are kept clear. Problems like this are faced at schools across the county when located in residential areas. The proposals keep some areas clear and improve road safety while still allowing some on-street parking for school users and residents.

20.4 **Recommendation:** To not uphold the objection and to install the proposals as advertised.

21. Site 21 Compton Street

21.1 Following a request from the New Wilmington Hotel, it was proposed to extend the existing loading bay outside the Hotel by 4 metres to a total length of 16 metres.

21.2 One objection has been received from a nearby hotel on the grounds that free on-street parking is becoming more scarce, the existing bay is empty most of the time, coaches come to the hotel every 7-10 days, and there is an alternative coach dropping off area between Wilmington Gardens and The Congress Theatre. The objector also requests the loading bay is removed altogether and changed back to free parking.

21.3 Although there is restricted parking nearby (Compton Street is on the edge of the town centre controlled parking area) there is unrestricted parking either side of this loading bay. The existing loading bay is 12 metres long. The proposal is to allow sufficient room for the coaches to pull in parallel to the kerb to allow the safe loading and unloading of passengers and luggage at the hotel. When not in use by coaches to this hotel, the bay can be used for loading and unloading by any member of public.

21.4 The request to remove the bay altogether is not part of these current proposals and will be considered in the next review of parking in this area.

21.5 **Recommendation:** To not uphold the objection and install the proposal as advertised.

22. Site 22 Dukes Drive, Meads Street, Holywell Road, Cliff Road

22.1 Several requests were received to review the parking in this area in order to improve available parking for local residents and their visitors, to prevent all day parking by non-residents, and to provide some extra four hours parking bays for visitors to the Helen Garden area

22.2 One objection and seventeen items of support have been received. The objection is based on the grounds that they believe parking in Cliff Road is “a nightmare” and the objector does not believe any of the proposals will be of help.

22.3 The proposals in Cliff Road, Meads Street, and Holywell Road are to introduce more shared parking bays. Permit Holders can stay in these bays without time limit, and any non-permit holders can stay for up to two hours. This will increase turnover of spaces by forcing non-permit holders to move their vehicle away from the area.

22.4 The proposals in Dukes Drive along the front of Helen Gardens are to introduce parking bays limited to a four hours maximum stay. These will be operational during April to October and will be unrestricted during the winter months. The proposals will increase the number of available parking bays for users of the Helen Garden area.

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

23. Site 23 Firle Road

23.1 A request was received from a local business for a loading bay to be installed in Firle Road for deliveries to their shop.

23.2 One objection has been received on the grounds that parking in the area is already difficult for local residents and more restrictions would make the parking impossible.

23.3 It is accepted that parking is at a premium in this area. The delivery lorries have been experiencing difficulties finding a safe place to stop to unload their goods. The loading bay has been proposed as being operational Monday to Saturday from 7am to 7pm. Outside of these times (overnight and all day Sunday) any member of public will be able to park in this area.

23.4 **Recommendation:** To not uphold the objections and to install the loading bay as advertised.

24. Site 24 Langney Road

24.1 A request was received to reduce the operational times of the Disabled Parking bays from all day to 8am to 6pm in order to free up these spaces for evening and overnight parking.

24.2 Two objections were received, although one of these made no representations or stated any grounds for their objection. The other objection came from a local church group which states that some of their members need these spaces to attend the evening service at 7.30pm on a Tuesday. The group asked if the proposal could be extended so the bays were operational from 8am to 7pm.

24.3 The proposal was to reduce the operational times so that the bays could be used by the general public in the evenings and overnight on all days. The extension to 7pm would increase the proposal and cannot be included as part of this TRO proposal without further consultation. It is felt that the proposals should be installed as advertised, and the suggested change to the operational times should be included in the next review of parking in this area.

24.4 **Recommendation:** To not uphold the objections and to install the proposals at Site 24 as advertised.

25. Site 25 Langney Road, Melbourne Road, Pevensey Road

25.1 A request was received from a local business to install a parking bay limited to one hour maximum stay between 8am-6pm Monday to Saturday.

25.2 One objection was received on the grounds that there are no shops in the vicinity which rely on passing trade, and it would remove a number of essential long term parking places to no-one's benefit.

- 25.3 The proposed bay would provide a parking place for customers to the business. This bay would be limited to one hour maximum stay and will provide a turnover of parking spaces. In addition there is a local school nearby and the proposals would also provide short term parking for parents dropping off and picking up their children.
- 25.4 **Recommendation:** To not uphold the objection and to install the proposals at Site 25 as advertised.

26. Site 26 Pococks Road

- 26.1 The proposal in this section of Pococks Road was to extend the current restriction (Monday to Friday 10am to 11am) northwards as local residents were experiencing problems exiting their drives due to parked vehicles.
- 26.2 One objection was received on the grounds that the problem was just being shifted further up the road. The objector would prefer the restrictions to continue up to the junction with Burton Road.
- 26.3 The proposals cannot be increased without further consultation. It is felt that the proposals should be installed as advertised, and the area should be monitored to see if the suggested change should be included in the next review of parking in this area.
- 26.4 **Recommendation:** To not uphold the objection and to install the proposals in Pococks Road as advertised.

27. Site 27 Richmond Place

- 27.1 The proposals in Richmond Place were to increase the length of double yellow lines at its junction with Selwyn Road, to introduce double yellow lines in its turning head section, and to introduce a No Waiting restriction (Monday to Friday 10am-11am) in the section outside numbers 1-6.
- 27.2 Six items of representation have been received including five objections and one item of support. The grounds for objection are that the proposals will cause further difficulties for residents who have a second vehicle but only space for one car on their drive, that the road is too narrow and a 10am-11am restriction will increase safety fears due to people parking in chicane fashion, and that the space outside numbers 7-8 should remain 10am-11am as it acts as an overflow area for residents to park in. Some suggestions from the objectors are that permit parking or 2 hours limited waiting should be introduced, the no waiting 10am-11am should be extended to 8.30am to 4pm, that the proposals should be no waiting at any time, and that the area outside numbers 9-11 should remain 10am-11am.
- 27.3 Richmond Place is a narrow cul-de-sac and one of the nearest places to the controlled parking areas in Eastbourne. The proposals will keep the junction clear and will maintain access while deterring all-day parking by commuters and local workers. The proposals outside numbers 7-9 will help ensure the turning head is kept clear. The proposed changes suggested by the objectors such as permit parking, 2 hours limited waiting, or extending the operational times cannot be included in this TRO. It is felt that the proposals should be

installed as advertised, and the area should be monitored to see if the suggested changes should be included in the next review of parking in this area.

- 27.4 **Recommendation:** To not uphold the objections and to install the proposals in Richmond Place as advertised.

28. Site 28 Seaside

- 28.1 A request was received to install a loading bay outside numbers 29-31 Seaside for customers to the local shops.
- 28.2 Two objections have been received. One of these suggested that the loading bay should be placed on the opposite side of the road. The other objection is made on the grounds that parking in this area is already difficult, that there are no shops here requiring a loading bay, and that the loading bay would only cause more traffic congestion and reduce available parking.
- 28.3 Moving the loading bay to the other side of the road cannot be included in this proposal. This loading bay will provide a place for customers to the local businesses to load and unload and as it is in line with other parking in the area, it would not increase congestion.
- 28.4 **Recommendation:** To not uphold the objections and to install the proposals at Site 28 as advertised.

29. Site 29 Selmeston Road

- 29.1 Requests were received to install double yellow lines on the bend opposite Lullington Close in order to improve safety and visibility.
- 29.2 Two objections have been received. One of these is on the grounds that they do not believe a problem exists as they have never seen vehicles parked at this location. The second objector agrees with the proposals but believes they should be increased to include the area on the opposite side outside numbers 72-74 Selmeston Road.
- 29.3 This part of Selmeston Road is a sharp uphill bend where visibility can be severely restricted if vehicles are parked here. The proposals will improve safety and maintain visibility. The suggested extension outside numbers 72-74 cannot be included in this proposal but this will be considered in the next review of parking in this area.
- 29.4 **Recommendation:** To not uphold the objections and to install the proposals in Selmeston Road as advertised.

30. Site 30 South Street

- 30.1 The proposal was to change the existing free parking bay (limited to two hours maximum stay) to shared parking (permit holders only or two hours maximum pay and display) in order to make this bay consistent with other parking bays in the road.

- 30.2 One objection was received on the grounds that this proposal would be detrimental to their business.
- 30.3 All other parking bays in this road are shared parking and this proposal will make the controls consistent, removing any confusion. Two hours parking for customers would still be available although this would be pay and display.
- 30.4 **Recommendation:** To not uphold the objections and to install the proposal at Site 30 as advertised.

31. Site 31 Wordsworth Drive, Close Twentyfour, Close Twentyfive

- 31.1 The proposal was to introduce standard junction protection at the junction of Wordsworth Close, Close Twentyfour, and Close Twentyfive to prevent obstructive parking by vehicles parked close to this junction.
- 31.2 One objection was received on the grounds that removing parking would make life difficult for those with disabilities and the elderly residents of the area as they will not be able to park outside of their homes.
- 31.3 The proposals are for standard junction protection. Vehicles should not be parking within 10 metres of the junctions and the proposals formalise this rule contained within the Highway Code. Any people with blue badges are permitted to park on double yellow lines for up to 3 hours as long as they are not causing a danger or obstruction to other road users.
- 31.4 **Recommendation:** To not uphold the objections and to install the proposal at Site 31 as advertised.

32. Others

- 32.1 Twelve objections were received from residents of Bedford Grove on the grounds that there were no proposals in their road. One objection was received from a resident of Upperton Gardens on the grounds there were no proposals in their road. One objection was received from a resident of Devonshire Place who requested residents' parking be introduced in their road. Four objections were received from members of Eastbourne Bridge Club in Wish Street who asked for time-limited parking bays be introduced nearby. Three objections were made to all proposals in this Review on the grounds that they only visit Eastbourne on a Sunday and park in the multi-storey, that they believe the consultation was badly put together, and that Eastbourne needs to be user friendly to all forms of transport.
- 32.2 It is not thought that these objections provide sufficient grounds to warrant the withdrawal of any of the proposals. A separate report is to be taken to Lead Member to address a Petition raised by residents of Bedford Grove. The request for time limited parking in Wish Road will be considered as part of the next review in this area.

Recommendation: To not uphold the objections