

	Objector	Reason for objection	ESCC Comment
1	Resident of Baldslow Road	No records have been provided of how many times a bus has been unable to stop to demonstrate need	The original request was from a resident who experienced difficulties this was supported by the bus operators Stagecoach. We have recently re-confirmed that their drivers are still experiencing difficulties at these locations. Buses need to be able to pull in close to and parallel to the kerb to allow disabled passengers to board and alight safely. All Stagecoach buses have to be wheelchair accessible by 2017, and by definition, the bus stops will need to be as well. When site visits have been made in connection with this proposal cars have been parked
		Road markings to change where buses stops won't reduce delays	Creation of designated stopping places will allow buses to pull in kerbside which will speed up boarding and alighting time particularly for those with mobility impairments. Traffic on Laton Road will also be able to pass while loading takes place
		The restrictions will not be observed particularly by vehicles stopping for short periods (for example parents dropping off & collecting children from local dance school)	The bus stop clearway restricts stopping- it does not allow for loading as with double yellow and single yellow lines. The markings and signing is very clear and generally well respected. If problems are observed they may be reported to our parking enforcement contractors for action
		Proper consultation has not been carried out	Consultation has been carried out in accordance with ESCC policy for introduction of clearways. Notices and plans were posted on site for a period of 28 days and hand delivered to those properties directly fronting the proposals. Copies were sent to Stagecoach, the County and Borough Councillors

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1	Resident of Baldslow Road	<p>There is plenty of room for buses to stop when cars are parked</p> <p>Resident has not observed a problem with buses stopping</p>	<p>Vehicles parking at the stops have been observed by road safety officers. The bus operators have confirmed that they do have problems at these stops. The objectors themselves have commented that the road is always full of parked cars</p>
		<p>Proposal is a waste of public money</p>	<p>Where we are able to it is a priority to maintain passenger services and improve public transport. The cost for provision of a bus stop clearway (approximately £250) is relatively low when compared with other transport improvement costs and delivers value for money</p>
		<p>There is room for buses to stop on the existing double yellow lines</p>	<p>We have taken into account the presence of existing double yellow lines in the design of the two clearways. While we can reduce the overall length of the clearway by using the existing restrictions as entry and exit tapers it would not be advisable to formalise the buses stopping on the double yellow lines. This would compromise safety by obstructing visibility at the junction of Laton Road and Baldslow Road</p>
		<p>The existing parked vehicles slow traffic if restrictions are increased this will lead to vehicles speeding around bends</p>	<p>A level of on street parking can assist in encouraging lower speeds by introducing uncertainty. However it is important that visibility is permitted by removing that parking where it is most needed. A high percentage of accidents occur at junctions. Restricting parking at junctions and on bends protecting driver's lines of sight will have a positive impact on safety not a negative one</p>
		<p>Increase in restrictions will increase pressures for on street parking elsewhere in the road</p>	<p>We accept that parking will be displaced. The majority of residents within the road have access to off road parking for multiple vehicles. Parking in the road is primarily non-residential due to close proximity to restricted roads. These vehicles will be moved to other locations in the road however these individuals will not be obstructing the stops providing for services for the wider community</p>

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1	Resident of Baldslow Road	The markings and sign will increase clutter	The definition of clutter (in this context) is unnecessary signing. The signs and lines are considered necessary and are designed in accordance with the regulations to ensure they are concise resulting in minimal impact on the surrounding environment
2	Resident of Laton Road	Buses do not have problems stopping they have problems progressing along the road due to high level of parking (Police have been involved on occasion)	Vehicles parking at the stops have been observed by road safety officers. The bus operators have confirmed that they do have problems at these stops. Stagecoach has confirmed that all routes have undergone a full route risk assessment which is reviewed periodically. The objectors themselves have commented that the road is always full of parked cars. We had not received complaints from the operators in regards to progressing along Laton Road. In response to a previous request from a resident regarding this matter, proposals for double yellow lines to create passing places was assessed as part of the most recent parking review for Hastings. The proposal did not score as a high priority when compared with other locations across the Borough. We have since queried this with Stagecoach who has advised they do on occasion have difficulty. We will therefore be meeting with them to discuss in more detail. If further measures are required then we will refer this to our Parking team for consideration of appropriate measures to manage the various competing demands for parking here.
		Existing high level of on street parking creates problems for off street parking access which will be made worse by introduction of clearways	We accept the introduction of the clearways will result in displacement. Individuals can apply for access protection markings to protect their private driveways from obstruction
		Buses can stop on the existing double yellow lines	We have taken into account the presence of existing double yellow lines in the design of the two clearways. While we can reduce the overall length of the clearway by using the existing restrictions as entry and exit tapers it would not be advisable to formalise the buses stopping on the double yellow lines. This would compromise safety by obstructing visibility at the junction of Laton Road and Baldslow Road

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2	Resident of Laton Road	Proposal is an unnecessary waste of tax payers money	Where we are able to it is a priority to maintain passenger services and improve public transport. The cost for provision of a bus stop clearway (approximately £250) is relatively low when compared with other transport improvement costs and delivers value for money
3	Resident of Laton Road	Proposal will place increased pressure for on street parking which is already overstretched	We accept that parking will be displaced. The majority of residents within the road have access to off road parking for multiple vehicles. Parking in the road is primarily non-residential due to close proximity to restricted roads. These vehicles will be moved to other locations in the road however these individuals will not be obstructing the stops providing services for the wider community
		Lack of public consultation	Consultation has been carried out in accordance with ESCC policy for introduction of clearways. Notices and plans were posted on site for a period of 28 days and hand delivered to those properties directly fronting the proposals. Copies were sent to Stagecoach, the County and Borough Councillors.
		Driveways are already obstructed by on street parking which will be made worse	Individuals can apply for access protection markings to protect their private driveways from obstruction
		Cars already park on pavements- the proposal would lead to an increase in this practice. Suggest alternate bus route or introduction of residents parking instead.	A vehicle was observed parked on the footway despite the fact that the road is relatively wide at just over 7 metres. If justified our Parking Team could consider proposal of a footway parking ban in conjunction with their assessment for additional measures here