

Committee: **Regulatory
Planning Committee**

Date: **18 May 2016**

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

Title of Report **Traffic Regulation Order – Parking Restrictions, Church Hill,
Newhaven**

Purpose of Report **To consider the objections received from one objector in
response to the consultation on the draft Traffic Regulation
Order that would introduce stopping, waiting, loading and
unloading restrictions on parts of Church Hill, Second Avenue
and Rectory Close, Newhaven.**

Contact Officer: **Teresa Ford – 01273 482283**

Local Member: **Councillor Carla Butler**

RECOMMENDATION

The Planning Committee is recommended to:

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

1. Introduction

1.1 Planning permission for the extension to Harbour School (to incorporate Western Road School) under LW/3148/CC was granted by Planning Committee on 14 August 2013, subject to a Section 106 Unilateral Undertaking being completed to secure financial contributions for parking surveys and the implementation of certain other requirements. The Unilateral Undertaking was completed on 30 September 2013. It included contributions towards: a) carrying out parking surveys outside the School and surrounding roads prior to commencement and after occupation of the development; and b) the Traffic Regulation Order to enable the existing school keep clear/zig-zag markings to be reviewed and made mandatory together with any additional parking restrictions deemed necessary on the surrounding roads. The school keep clear road markings were subsequently made mandatory through the Traffic Regulation process and the Order was sealed on 8 October 2014.

1.2 Parking surveys were undertaken both directly outside Harbour School and on the surrounding roads by the Highway Authority, both prior to and post commencement of use in accordance with the Section 106 Unilateral Undertaking. The post commencement surveys were carried out on 30 September and 21

October 2014 during the time period of 6am – 6pm. The analysis of the data revealed that vehicles were parked at the top of Church Hill around the corner with Second Avenue and into Rectory Close, and that this caused restricted visibility on this corner for vehicles and pedestrians using these roads. Meetings have also been held on site with local residents, the County Councillor and an officer from the County Council in its capacity as the local Highway Authority, to observe the issues arising particularly at afternoon peak school pick up times. It is clear that parked vehicles in this location cause a highway safety issue to both drivers and pedestrians with some vehicles having to make a lengthy reversing manoeuvre. A location plan is provided at Appendix 1.

1.3 On 29 January 2016, the County Council gave notice under the relevant sections of the Road Traffic Regulation Act 1984, (as amended), that it was proposing to alter the existing Traffic Regulation Order to introduce further waiting, loading and unloading restrictions on parts of Church Hill, Second Avenue and Rectory Avenue. A copy of the draft Traffic Regulation Order, a plan showing the location of the new restrictions, and a copy of the Statement of Reasons are included in Appendix 2.

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

1.5 The public consultation on the draft Traffic Regulation Order closed on Friday 19 February 2016. One response was received. A summary of the objection and officer comments are set out in Appendix 3. A full copy of the representation is available in the Members' Room.

2. Comments and Appraisal

2.1 The objector to the draft Traffic Regulation Order objects to the proposed No Waiting or Loading and Unloading "At Any Time" restrictions as they are not considered to be sufficient and fail to recognise the impact they will cause at the next junction of Second Avenue with First Avenue, some 50 metres further to the south east. The objector states that parents delivering and collecting children from the School already park directly on this junction causing considerable danger to road users and pedestrians. The objector goes on to say that this situation will be made much worse if the proposals were to be introduced without also introducing yellow lines [parking restrictions] on each of the roads where they meet this junction [i.e. Second and First Avenue].

2.2 The Order as published will prevent parents from parking on the corner junction of Church Hill and Second Avenue and around into Rectory Close and the proposed markings will make parking in this location a specific and enforceable offence. This will discourage parents from parking in this location, thus making this junction safer for all road users, including pedestrians and children. Whilst those parents who currently choose to stop and park on this junction may now need to park further away from the School, it is considered that the proposed restrictions are necessary on highway safety grounds. Parents already park on the junction of Second Avenue/First Avenue and therefore parents who currently park on the Church Hill/Second Avenue Junction will not be able to park at the Second Avenue/First Avenue junction as parents already park in this location. Photographs showing the current parking situation during the afternoon peak can be found at Appendix 4. The junction of Second Avenue/First Avenue is beyond the scope of

this review. However, the impact of the parking restrictions on surrounding roads, including the junction of Second Avenue/First Avenue, will be monitored and reviewed in the future as appropriate. It is therefore proposed not to uphold this objection.

3. Conclusion and reasons for approval

3.1 The proposed restrictions around the corner of Church Hill, Second Avenue and Rectory Close are necessary to ensure that drivers and pedestrians using these roads in this location are able to do so in safety and that visibility around this corner is maintained at all times.

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

RUPERT CLUB

Director of Communities, Economy and Transport

BACKGROUND DOCUMENTS

None