

Appendix 2 – Proposals where objections are upheld

1. Site 1 High Street (Barcombe)

- 1.1 A request was received from East Sussex Fire and Rescue Service (ESFRS) to install double yellow lines in High Street, Barcombe in order to provide access to the fire hydrant located in the carriageway. Requests had also been received to reduce the operational times of the single yellow line waiting restriction from 8am-6pm to 9am-5pm.
- 1.2 Three objections have been received (two from the same address). The grounds for objection were that the length of double yellow lines being proposed for the fire hydrant was too excessive and took away an available parking space, and that the single yellow lines should also be relaxed so they are not operational on bank holidays.
- 1.3 ESFRS have confirmed that two metres of double yellow lines will allow access to the hydrant and the proposal can be reduced to this length.
- 1.4 The request for the relaxation of the single yellow lines on bank holidays cannot be added to this review but will be included for consideration in the next review of parking in this area.
- 1.5 **Recommendation:** To reduce the proposed double yellow lines to two metres in order to maintain on street parking while still providing access to the fire hydrant.

2. Site 2 Denton Rise (Newhaven)

- 2.1 The changes in Denton Rise were proposed following a request from a local resident. The proposed double yellow lines are intended to improve visibility and facilitate safe turning movements through the junctions of Denton Rise and Acacia Road.
- 2.2 Two objections have been received to the proposals from residents of Denton Rise. These were on the grounds that the proposals would lead to a loss of on-street parking for residents on the north side of Denton Rise and would create some issues with short-term loading and unloading.
- 2.3 The Highway Code says drivers should not park opposite or within 10 metres of a junction. The proposed double yellow lines will improve visibility and facilitate safe turning movements through the junction, particularly during the peak periods when there is an increased demand for short-term parking in this area (due to the nearby school). There is an exemption for loading and unloading on double yellow lines.
- 2.4 Residents currently park on the north side of road without unduly affecting the safe operation of the junction. The proposals on the south side of Denton Rise and on both sides of Acacia Road are considered to be of greater benefit as these would help to maintain the safe movement of traffic through the junction. Officers have considered the objections and recommend the withdrawal of the proposed restrictions on the north side of Denton Rise in order to allow residents to continue parking in front of their properties.

2.5 **Recommendation:** To uphold the objections relating to the north side of Denton Rise and withdraw this proposal, and to proceed as advertised with the proposed restrictions on the south side of Denton Rise and on both sides of Acacia Road.

3. **Site 3 Keymer Avenue and Roundhouse Crescent (Peacehaven)**

3.1 Following a request from a local resident, double yellow lines were proposed at the junction of Keymer Avenue and Roundhouse Crescent to improve visibility and facilitate safe turning movements.

3.2 One objection was received from a resident of Keymer Avenue. The grounds for the objection were concern over the loss of parking for residents, the increasing demand for on-street parking as a result of nearby developments, and displacement of parking to other locations.

3.3 The Highway Code states that drivers should not park opposite or within 10 metres of a junction. Vehicles parked in close proximity to junctions for extended periods could affect the safe passage through the junctions, including emergency access. The proposed double yellow lines are intended to improve visibility and facilitate safe turning movements through the junction.

3.4 In view of the relatively low traffic flows on Roundhouse Crescent (or expected use by heavy goods vehicles) it is felt that the objector's concerns can be met by withdrawing the proposal on the west side of Keymer Avenue. The area should be monitored following installation and reconsidered as part of a future review in this area if further problems arise.

3.5 **Recommendation:** To uphold the objection relating to the west side of Keymer Avenue and withdraw this part of the proposal and to proceed as advertised with the proposals on the east side of Keymer Avenue at its junction with Roundhouse Crescent.