

Committee: **Regulatory Committee  
Planning Committee**

Date: **31 May 2017**

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

Title of Report **Traffic Regulation Order - The East Sussex (Various Roads in Buxted) (Prohibition of Waiting) Order 2017**

Purpose of Report **To consider the objections received in response to the consultation on the draft Traffic Regulation Order for proposed waiting restrictions on various roads in Buxted**

Contact Officer: **Kelly Burr – 01273 482824**

Local Member: **Councillor Roy Galley**

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## **RECOMMENDATION**

**The Planning Committee is recommended to:**

- 1. Not uphold the objections to the draft Traffic Regulation Order as set out in Appendix 2 to this report.**
  - 2. Uphold the objections to the draft Traffic Regulation Order, as set out in Appendix 3 to 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 In 2010, planning permission was granted by Wealden District Council for 67 dwellings at Beechbrook Park, Buxted. The County Council, as Highway Authority, have liaised with the developers (Taylor Wimpey) and the residents of the new dwellings regarding access and parking arrangements along Queenstock Lane, which is the sole point of vehicular access to the development. To ensure that on-street parking does not unduly restrict this access, it has been proposed that parking restrictions will be introduced along Queenstock Lane. These restrictions need to be made through a Traffic Regulation Order. A plan indicating the extent of the proposed parking restrictions is included in Appendix 1.

1.2 The Traffic and Safety Team hold a list of requests for parking restrictions that have been received over the years and several sites in Buxted had been identified. To ensure best use of resources, these sites were combined with the proposal for Queenstock Lane and consulted on as a package.

1.3 The initial consultation was carried out with interested parties between 9 September 2016 and 30 September 2016. No objections were received. The public advertisement, containing the draft Traffic Regulation Order, was published on 18 November 2016 and representations were invited on the proposals up until 9 December 2016. The plans indicating the proposed changes to parking restrictions in Buxted are included within Appendix 1 and within the presentation slides that will be shown to Members at the Committee meeting.

1.4 Nineteen objections were received, one of which was received outside of the advertised period. Two of these objections were requesting new restrictions at different sites within Buxted and one objected to the use of metric measurements. Eight letters of support were received. The objectors were contacted to clarify our reasoning behind the proposed restrictions. Six of the objections were subsequently resolved/withdrawn. This means that there are 13 outstanding objections. A summary of the outstanding objections is included in Appendices 2 and 3 of this report.

1.5 A full copy of the original correspondence that has been received on the proposals is provided in the Members Room. A copy of the draft Order is included in Appendix 4 to this report.

## **2 Comments and Appraisal**

2.1 When considering the provision of double yellow lines, regard is given to the advice given in the Highway Code and approved Policy PS4/1 (Appendix 5). At junctions where double yellow lines are proposed to improve road safety we would look to prevent parking within 10 to 15 metres of the junction. Prohibiting parking at junctions improves visibility when exiting the junction and keeps it clear for vehicles to negotiate safely. The Highway Code also advises drivers that they should not park on bends.

2.2 The level of enforcement that Sussex Police can offer for parking restrictions is very limited; therefore, the minimum length of parking restriction at each site has been proposed to ensure drivers can see a reason for their placement. It is anticipated that the shorter lengths of junction protection will be respected by drivers on the basis of self-enforcement.

2.3 The proposals at Gordon Road (ref: site 1) and Littlewood Lane (ref: site 2) are for double yellow lines at the junctions with the A272 and High Street respectively. One objection remains in place for Gordon Road (ref site 1), which is summarised in Appendix 2. As the access that the objector refers to is a distance of 60metres from the junction of Gordon Road, a much longer length of double yellow line than recommended by Policy PS4/1 and the Highway Code would be required. For this reason, it is recommended that the objection for the Gordon Road/A272 junction (ref site 1) is not upheld.

2.4 A bus stop clearway and double yellow lines have been proposed for Gordon Road (Buxted Court) (ref: site 3). There is currently a bus service that operates 3 days a week from Gordon Road to Uckfield and stops outside Buxted Court sheltered housing apartments. The bus stop clearway was proposed as a result of residents of Buxted Court advising us that the bus was unable to stop immediately adjacent to the kerb at the bus stop which caused difficulties for elderly and disabled users. A bus stop clearway would keep the bus stop free of parked cars at the times that the bus service operates, enabling the bus to stop alongside the kerb, making it easier for users of the bus service to board or alight from the vehicle. The private parking facilities for Buxted Court are limited, so residents park on the sharp bend outside of the housing apartments. This

reduces the available road space to one vehicle and oncoming vehicles are forced to negotiate the bend in the middle of the road with poor visibility of oncoming traffic.

2.5 Nine objections remain for the proposals at Gordon Road (Buxted Court) (ref: site 3). The objectors were concerned over the loss of parking spaces for local residents and the lack of available parking for residents within Buxted Court.

2.6 Some of the objections for the proposals at Gordon Road (Buxted Court) related to commuter parking and consequently, several requests for a residents parking scheme were received. The Highway Authority has no direct control over the management of the railway car parks and the fees that they charge. When considering the prohibition of parking around railway stations, road safety is the primary concern as opposed to reserving parking spaces for residents. Often where there is such a high demand for parking, long lengths of parking restrictions or residents parking bays will simply move the problem elsewhere in the community. There is no likelihood of a Residents Parking Scheme until Civil Parking Enforcement is introduced in Wealden District.

2.7 In light of the number of objections to the proposals for Gordon Road and the infrequency of the bus service, it is recommended that these objections are upheld and further consultations with the Parish Council and local residents are carried out by formal notice with regards to the introduction of a Bus Stop Clearway.

2.8 One objection remains unresolved for the proposed 'No Waiting at Any Time' restrictions at Framfield Road (ref: site 4). This was requested some time ago to facilitate turning manoeuvres for large vehicles using the industrial area accessed from Framfield Road. The objector explained that there is no longer an industrial use for this site and the large vehicle movements in and out have ceased, therefore it is recommended that this objection is upheld.

2.9 Several letters of support were received for the extension of the double yellow lines in Church Road, (ref: site 5), around and opposite the junction with Queenstock Mews. One objection was received. Due to a printing error on the notice posted on street, only the extension to the existing double yellow lines on the west side of the road was advertised, whereas the plan shows double yellow lines proposed on both sides of the road. This has been highlighted in the objection to the proposals for this site. The objection has been withdrawn on the basis that the double yellow lines on the east side are proposed and that this part of the TRO will be re-advertised. The double yellow lines on the west side of the road will be implemented.

### **3. Conclusion and reasons for approval**

3.1 Double yellow lines around junctions will improve visibility and ease turning manoeuvres in and out of relevant junctions. The extent of these restrictions should be kept to a minimum.

3.2 It is recommended that the Planning Committee does not uphold the objection to site 1 of the draft Traffic Regulation Order, or the other objections set out in Appendix 2. In view of the level of objection from residents to the proposals for double yellow lines and a bus stop clearway, it is recommended that the objections to the measures for Gordon Road (site 3) are upheld. It is recommended that the objection to the proposed double yellow lines opposite the farm access at Site 4 are also upheld as these measures are no longer required.

3.3 It is therefore recommended that, for the reasons set out in this report, the Planning Committee recommends to the Director of Communities, Economy and Transport that the draft Order be made in part.

RUPERT CLUBB

Director of Communities, Economy and Transport

**BACKGROUND DOCUMENTS**

None