

Committee:	Regulatory Planning Committee
Date:	21 June 2017
Report by:	Director of Communities, Economy and Transport
Title of Report	Traffic Regulation Orders – Eastbourne Parking Review 2016/17
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 Members:	Councillors Belsey, Elkin, Rodohan, Taylor, Tutt, Ungar and Wallis

RECOMMENDATION

The Planning Committee is recommended to:

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

CONSIDERATION BY DIRECTOR OF COMMUNITIES, ECONOMY AND TRANSPORT.

1. Introduction

1.1 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 October 2016 to see whether there was enough public support to introduce controls such as double yellow lines or changes to permit parking schemes in Eastbourne.

1.2 Feedback from the consultations led to formal proposals being developed. These formal proposals were advertised, together with the draft Traffic Regulation Order (TRO) (a copy of which is attached at Appendix 3) in the Eastbourne Herald on 27 January 2017. Notices and copies of the relevant plans were placed on posts and lamp-columns in the affected areas. Approximately 1870 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 period for representations to be made ended on 17 February 2017.

1.3 Copies of the formal proposals were sent to relevant Borough Councillors, County Councillors and statutory consultees including the emergency services. Copies of all supporting correspondence are available in the Members' Room.

1.4 During the formal consultation 87 items of correspondence were received. These include 62 objections and 25 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 1 and 2. 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 1):

- Milton Road – modify the proposal to reduce the double yellow lines at the junction with Shortdean Place
- Alder Close – modify the proposal to remove the proposed double yellow lines at the fenced in area outside 12a/12b
- Brede Close, Wartling Road – withdraw the proposals
- Dursley Road – modify the proposals so that only one disabled bay of 6.6 metres is installed
- Martinique Way, St Kitts Drive – modify the proposals so that double yellow lines are installed only at the junction.
- Chatham Green – modify the proposal so that double yellow lines are installed only at the junction of Admiralty Way and Pacific Drive

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 Ivy Lane, Saffrons Road, Michel Grove, Latimer Road, Langney Road, Pashley Road, Baldwin Avenue, Milton Road, Geat Cliffe Road, Prioy Road, Dalton Road, Grand Parade, Rutland Close, Kings Drive, Park Avenue, Beatty Road, Prince William Parade, Atlantic Drive, and Eugene Way, it is not considered 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. Appendix 2 provides further rationale for these recommendations.

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 upheld 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 therefore recommended for the reasons set out in this report, that the Planning Committee upholds the objections in Appendix 1, does not uphold the objections in Appendix 2, and to recommend 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

Appendix 1 – Proposals where objections are upheld

1. Site 1 Milton Road (Councillor Ungar)

- 1.1 The proposal at this location is to install double yellow lines (no waiting at any time) at the junction of Milton Road and Shortdean Place, and also along the south-east side of Shortdean Place in order to prevent vehicles being parked at the junction and to ensure the safe passage of traffic along Shortdean Place.
- 1.2 Three objections have been received along with one item of support. The reasons for the objections are that the proposals will cause additional parking problems in the area, that there are no issues with parking outside nos 77, 83, and 87 Milton Road, that the issues only occur during school pick-up and drop-off times, and that the proposals should be extended further into Shortdean Place. Other comments have been made that regular enforcement should take place.
- 1.3 The proposals follow concerns raised by residents that vehicles were being left in a potentially unsafe position. The proposed double yellow lines will keep the junction clear of inconsiderate parking, improve driver and pedestrian visibility, and allow the safe passage of traffic along Shortdean Place. The installation of double yellow lines will allow Civil Enforcement Officers to issue penalty charge notices to those vehicles parking dangerously or in an obstructive manner.
- 1.4 The Highway Code states that drivers should not park at or within 10 metres of a junction at any time. Installing measures which would only control parking during school pick-up and drop-off times at the junction would be in conflict with the Highway Code guidance.
- 1.5 Officers are satisfied that the proposals can be reduced slightly to 10 metres in Milton Road on each side or Shortdean Place. This reduction will still protect the junction.
- 1.6 **Recommendation:** To uphold the objections and to modify the proposals.

2. Site 2 Alder Close (Councillor Tutt)

- 2.1 The proposal in Alder Close is to install double yellow lines in order to maintain access for Heavy Goods Vehicles (HGV) and other large vehicles entering and leaving the industrial units in this area.
- 2.2 One objection has been received from the lease-holders of 12a and 12b Alder Close. The grounds for their objection is that the previous entrance to units 12a and 12b has been permanently fenced off and is now used for parking for three vehicles. The area is not used as a turning area and parked vehicles do not obstruct the pavement.
- 2.3 Officers are satisfied that the proposals can be reduced so that the area outside the previous entrance to 12a and 12b remains unrestricted.

2.4 **Recommendation:** To uphold the objections and to modify the proposal.

3. Site 3 Brede Close, Wartling Road (Councillor Wallis)

3.1 The proposal to install double yellow lines along the north side of Wartling Road follows complaints from a local resident that cars displaced from Groombridge Avenue are now parking in this road. Groombridge Avenue is a private development and the developers have installed double yellow lines in the road. The proposal in Brede Close was made in anticipation of displaced vehicles being parked in Brede Close, causing problems to traffic movements in the close.

3.2 Four objections have been received on the grounds that visitors need somewhere to park, obstruction to through traffic is not relevant, there are no problems with access as visitors tend to park on the verge opposite the houses in Wartling Road, that the proposals will cause serious inconvenience to properties in Wartling Road as the residents do not have off-street parking, and that some of the disabled residents have difficulty walking any distance. One objection refers to the extension of the disabled parking bay in Wartling Road, and another states that no vehicles have ever parked in Brede Close in the area where controls are proposed.

3.3 Having considered the proposals, officers believe this location should be monitored further before deciding whether any formal controls are installed in this area.

3.4 **Recommendation:** To uphold the objections and withdraw this proposal.

4. Site 4 Dursley Road (Councillor Wallis)

4.1 There are two unenforceable advisory disabled parking bays outside numbers 6 and 8 Dursley Road. Reports have been received that these bays are being abused by non-Blue Badge holders. The proposal was to make these bays formal so that only vehicles displaying Blue Badges can park here.

4.2 One objection was received from a local resident on the grounds that the bays are not used by disabled drivers. The objector says he finds it frustrating when he cannot park near his home when these spaces remain empty.

4.3 The Blue Badge team have confirmed that one of the residents is a registered blue badge holder and officers are satisfied that one parking space should remain. Legislation says Disabled Persons Parking place must be a minimum of 6.6 metres in length.

4.4 **Recommendation:** To uphold the objection in part and to modify the proposal, so only one bay is installed to a length of 6.6 metres.

5. Site 5 Martinique Way, St Kitts Drive (Councillor Elkin)

5.1 The proposed double yellow lines in Martinique Way and St Kitts Drive follow complaints from residents that non-residents are parking in these roads to avoid the nearby seafront pay and display car park. The complaints are that

this is causing obstruction to through traffic and problems for residents who find it difficult to find parking spaces.

- 5.2 5 objections have been received on the grounds that there are no problems in this area, there have been no accidents in the last 2 years, parking does not restrict access for emergency vehicles, it is not a bus route, and there are no local schools. Other comments received refer to the planning permission granted for development, which the objectors say does not make any provision for parking.
- 5.3 Some of the objections state that the problems lie with beach users not using the pay and display car park, that all of the dropped kerbs should have white lines (access protection markings) and that the proposals are a waste of money.
- 5.4 It is natural behaviour for drivers to seek free parking rather than have to pay for parking and this is one of the nearest free parking areas for visitors to the beach. The area does get heavily parked but apart from complaints about non-residents using this area there has been no desire to introduce a residents permit parking scheme.
- 5.5 Access protection markings can be provided for residential driveways if the resident applies for an APM (at a cost to the resident of £46).
- 5.6 Officers believe the proposals should be reduced so that only the junctions should be protected (thereby providing appropriate visibility), and will monitor the area to see if any further problems occur.
- 5.7 **Recommendation:** To uphold the objections and to modify the proposals so that only junction protection is provided at the junction of Kitts Way and Atlantic Drive.

6. Site 6 Chatham Green (Councillor Elkin)

- 6.1 The proposed double yellow lines follow requests received from local residents that vehicles parked in the turning head areas and on the bend in Chatham Green were blocking access and causing visibility issues.
- 6.2 Six objections have been received on the grounds that parking has never been a problem here, that there is not enough parking for local residents, visitors, or guests and the proposals would deny basic human rights. One objector says the proposals should be extended further around the corner of No 1 Chatham Green and that speed restrictions should be imposed.
- 6.3 Officers believe that this area should be monitored further before introducing any measures. The request to extend the proposals and introduce a speed limit cannot take place as part of these proposals and would require further assessment.
- 6.4 **Recommendation:** To withdraw the proposals in this area apart from the extension to the junction protection at Admiralty Way and Pacific Drive.

Appendix 2 – Proposals where objections are not upheld and are proposed to be implemented as advertised

7 Site 7 Ivy Lane (Councillor Rodohan)

- 7.1 The proposal in Ivy Lane is to extend the existing double yellow lines (on both sides) to the full length of the lane. This follows complaints of damage to Glenthorne Cottage by high sided vehicles due to parked cars reducing the width of the lane.
- 7.2 One objection has been received from the owner of one of the flats in Glenthorne House. The owner does not live in Eastbourne and uses the flat as a holiday home. The grounds for their objection are that loading and unloading can at times be a nightmare if there is nowhere nearby to park and they have asked that a residents only parking sign be installed.
- 7.3 Loading and unloading is permitted on double yellow lines as long as the vehicle is actively loading and unloading. There are no current proposals to install residents parking in this area.
- 7.4 **Recommendation:** To not uphold the objection and install the proposals as advertised.

8 Site 8 Saffrons Road (Councillor Rodohan)

- 8.1 The proposal is to install double yellow lines on the south side to maintain access to the park. This follows a request from the resident on the north side to have an access protection marking (APM) installed outside their garage in place of the then existing double yellow lines.
- 8.2 One objection has been received from a local resident who supports the proposal to have double yellow lines on the south side. The objector does not support the replacement of double yellow lines on the north side with an APM but does agree that the access should be kept clear and would like to see greater enforcement. The objector also states that the garage to the rear of 40 Saffrons Road has been converted to a room.
- 8.3 The double yellow lines on the north side have been replaced with an APM. The provision of the APM and the proposed double yellow lines will keep this area clear for access.
- 8.4 **Recommendation:** To not uphold the objection and install the proposal as advertised

9 Site 9 Michel Grove (Councillor Rodohan)

- 9.1 The proposal in Michel Grove is to install double yellow lines at the western end of the cul-de-sac to ensure larger vehicles, such as refuse collection lorries, can safely negotiate the mini-roundabout at this end.
- 9.2 Two objections have been received to the proposals. These were on the grounds that the current restrictions are adequate, there is no through traffic, and there are no issues around access. One of the objectors states that the

refuse lorry still cuts across the grass on the mini-roundabout when no vehicles are parked, and to restrict parking at all times for a weekly refuse collection will be of no benefit to residents. The objector also says that they need parking in Michel Grove for residents, visitors, trades and emergency vehicles, and visiting care givers.

9.3 The proposals follow complaints from the refuse collection service who say they are unable to get around the mini-roundabout if vehicles are parked here. Officers have contacted Eastbourne Borough Council to highlight the issue with vehicles driving over the grassed area and have been assured this matter will be addressed. Any lorries making deliveries or accessing Michel Grove at any time can be obstructed by parked vehicles at the mini-roundabout.

9.4 Recommendation: To not uphold the objections and to install the proposals as advertised.

10 Site 10 Latimer Road (Councillor Wallis)

10.1 The proposal in this part of Latimer Road is to formalise the two existing disabled bays and to extend them by 1 metre each to meet the standard size of 6.6 metres.

10.2 One item of support (signed by five residents of Suffolk Court) was received along with one objection. The objection was on the grounds that the objector believes the applicants do not merit a disabled parking bay, that the bays should be within the grounds of Suffolk Court, parking in Latimer Road is impossible due to the yellow lines, and the disabled bays should not be extended in length.

10.3 Officers have checked the applications made for the disabled bays and are satisfied the applicants meet the Council's criteria for providing disabled parking bays on the highway. The extension by 1.1 metre to 6.6 metres meets the Department for Transport's minimum requirement of 6.6 metres for each individual disabled persons parking place.

10.4 Recommendation: To not uphold the objection and to implement the proposal as advertised.

11 Site 11 Langney Road (Councillor Wallis)

11.1 The proposal in Langney Road is to install a disabled bay for a local resident.

11.2 One objection has been received on the grounds that the permit parking scheme was introduced to provide residents with a better chance of parking near their home, that too many permits have been issued exceeding the number of parking spaces available, and that setting aside a parking space for exclusive use would decrease the objector's chance of finding a parking space near their home.

11.3 The number of permits that can be issued is at a ratio of 1.5 permits per parking space. This is based on an average 5.5 metres for each parking space. Langney Road is in Zone A which currently has 319 available parking spaces. The number of permits currently issued is 405, giving a ratio of approximately 1.3 permits per bay, falling within the Council's permitted ratio.

The disabled bay is being provided for a resident who meets all the criteria for the provision for such a bay.

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

12 Site 12 Pashley Road (Councillor Ungar)

- 12.1** The proposal in Pashley Road is to extend the existing double yellow lines to ensure visibility and maintain safety at its junction with Summerdown Road.

- 12.2** One objection was received on the grounds that parking has already been reduced significantly by the introduction of two access points (on the corner of Pashley Road and Summerdown Road) and obstruction and visibility will not be improved as vehicles already park further up the road and there are existing double yellow lines at the junction.

- 12.3** The proposed double yellow lines will ensure vehicles are not parked close to this junction, removing the obstruction and increasing visibility at the junction.

- 12.4 Recommendation:** To not uphold the objection and to implement the proposal as advertised.

13 Site 13 Baldwin Avenue, Milton Road (Councillor Ungar)

- 13.1** The proposal at this junction is to extend the existing double yellow lines to improve safety at the junction.

- 13.2** Two objections have been received on the grounds that the proposals will push more traffic into Newick Road and Avard Crescent, making them far more dangerous, and that the whole area should be looked at. Other grounds are that the existing restrictions are already adequate and parking is needed for local residents, businesses, and parents taking children to school.

- 13.3** Due to the layout of this junction, the existing double yellow lines need to be extended to increase safety and visibility.

- 13.4 Recommendation:** To not uphold the objections and to install the proposals as advertised.

14 Site 14 Courtlands Road (Councillor Tutt)

- 14.1** The proposal in Courtlands Road is to install double yellow lines at the junction and a loading ban in Courtlands Road at its junction with Ringwood Road.

- 14.2** One objection has been received on the grounds that there is a lack of unloading space available for deliveries to be made to the businesses on the retail industrial estate which require HGV lorries. The objector says allocated space should be made available for deliveries so these can be carried out safely. The objector also says that they asked for a loading bay but this was declined previously, and that if the proposals are installed the business will be affected and the HGVs will have no option but to continue in to the residential area of Ringwood Road.

14.3 Vehicles should not park at, or opposite a junction and the proposals are designed to reinforce this measure. Although this may displace the vehicles to Ringwood Road, any driver should ensure they park up in a safe and unobstructive manner. There is inadequate road width to provide a loading bay big enough for HGVs without further engineering measures taking place (such as reconstructing the footway).

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

15 Site 15 Great Cliffe Road/Priory Road (Councillor Tutt)

15.1 The proposal at this location is to install double yellow lines at the junction of Great Cliffe Road and Priory Road to keep the junction clear of parked vehicles.

15.2 Three objections have been received on the grounds that the proposals will cause displacement, residents will not be able to park outside their own homes and their driveways are inadequate for the parking space they need. One objector states that they and their daughter may be at personal risk if forced to park elsewhere. Concerns have also been raised that they will not be able to load and unload and will not be able to have deliveries. One objector also states they have no dropped kerb access to their driveway and asks if the Council will be proposing to install a dropped kerb at no cost to allow parking in their garden. The same objector also asks if the Council will move a telegraph pole to allow them to have a driveway put in.

15.3 The proposals are to address safety issues associated with vehicles parking at this junction. It is inevitable that any yellow lines installed will cause displacement.

15.4 The objector expressing concerns over their safety and asking if the Council will re-site the telegraph pole has an existing gated dropped kerb access and driveway to the side of their property. The decision to apply for a dropped kerb at the front of their property lies with the resident.

15.5 Loading and unloading and deliveries are permitted on double yellow lines as long as the vehicle is actively loading and unloading.

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

16 Site 16 Dalton Road (Councillor Taylor)

16.1 The proposal in Dalton Road is to extend the current permit parking zone in this area and to introduce double yellow lines to protect accesses and the junction with Milnthorpe Road.

16.2 Three objections have been received. The grounds for objection are that there are minimal problems with parking in this road and that customers to the businesses in Meads Street need parking for longer than two hours. Two of the objectors live in flats at 8 Milnthorpe Road and say that their driveway does not provide enough parking space for all the flats. They ask that because

their main entrance is in Dalton Road, if the scheme is installed they should be eligible for permits. One of the objectors also asks if the businesses in Meads Street were consulted.

16.3 The proposals follow a previous review in the Meads area where requests were made to extend the scheme to Dalton Road. The Federation of Small Businesses was included in the consultation, although no response was received from them. Occupants of the flats at 8 Milnthorpe Road will be able to apply for permits if the extension to the scheme is approved.

16.4 Recommendation: To not uphold the objections and install the proposals as advertised.

17 Site 17 Grand Parade (Councillor Taylor)

17.1 The proposal in Grand Parade is to replace the pay and display bay outside the Chatsworth Hotel with a loading bay limited to a maximum time of 30 minutes.

17.2 Two objections have been received on the grounds that the Chatsworth Hotel is closed, no-one would benefit apart from the owners of the hotel, that the hotel will probably not open until 2018, and that there is a considerable demand for parking spaces along the seafront. One objector asks if it would not be better to ban white vans from this area.

17.3 The proposed loading bay will not be restricted to the exclusive use of the Chatsworth Hotel. Any local business, trader, or other member of public will be able to use the loading bay for a maximum duration of 30 minutes.

17.4 There is no current legislation which allows the banning of white vans.

17.5 Recommendation: To not uphold the objections and to install the proposal as advertised.

18 Site 18 Rutland Close (Councillor Belsey)

18.1 The proposal at this location is to install proposed no waiting between 10am and 11am from Monday to Friday. This was in response to a request from local residents to prevent all-day parking in the road by staff and visitors to the nearby District General Hospital.

18.2 Three objections have been received. One of these is from a resident of Rutland Close who asks for the restriction to be amended slightly so that an unrestricted parking place is left outside No 2 as the number of cars in their family would mean they may experience difficulties at certain times of the year. The other two objections come from residents of nearby Yielding Close who support the proposals but think they should be extended to Yielding Close.

18.3 Amending the proposal to leave the area outside No 2 Rutland Close unrestricted would not guarantee the objector could park at this location and the reported problems would still occur.

18.4 At this stage of the TRO process, the restrictions cannot be increased to include Yielding Close. The requests to extend the proposals to Yielding Close will be considered during the next review in the area.

18.5 Recommendation: To not uphold the objections and to install the proposals as advertised.

19 Site 19 Kings Drive, Park Avenue (Councillor Belsey)

19.1 The proposals in this area are to introduce a ban on parking on the footway and verge. This follows a request from the local councillor who has received complaints about vehicles parking on the verges in this area.

19.2 Four objections have been received along with three items of support. The grounds for objection are that the proposals will only displace parking to other areas such as Regents Place, that speed limits should be introduced and the bus stop should be relocated towards the Willingdon roundabout, that damage is done by delivery vehicles, and that the verge is sufficiently wide enough for vehicles to park on.

19.3 It is inevitable that displacement will occur when new controls are introduced. Verges and footways are not designed for parking. Vehicles parked on verges and pavements can and will cause damage to the verge and pavement, as well as causing an obstruction to pedestrians.

19.4 Recommendation: To not uphold the objections and to install the proposals as advertised.

20 Site 20 Beatty Road (Councillor Elkin)

20.1 The proposal in Beatty Road is to introduce double yellow lines to maintain traffic flow and to protect the junction with Hardy Drive. A bus stop clearway is also being proposed as vehicles often park at the bus stop, impeding the ability of buses to stop along the kerbside.

20.2 Two objections have been received. The grounds for the objection are that residents are finding it increasingly difficult to find parking places on-street and people parking on the existing double yellow lines are narrowing the road, reducing the flow of traffic. One objector believes this will keep happening on the proposed restrictions and the proposals will do nothing to improve traffic flow.

20.3 The proposals will ensure buses can properly align with the kerb edge at the bus stop. The proposed double yellow lines will increase visibility at the junction and will also help maintain the safe passage of traffic along the road. Our enforcement contractor (NSL) will issue a penalty charge notice to any vehicle seen parked in contravention.

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

21 Site 21 Prince William Parade (Councillor Elkin)

- 21.1** The proposal in Prince William Parade is to extend the existing double yellow lines west of its junction with Blakes Way by approximately 8 metres.
- 21.2** Three objections have been received, although one of these has now been withdrawn. The grounds for the objections are that the lines need to be longer to increase visibility, that dog walkers and visitors to local residents park at this location and would be displaced to nearby residential roads, and that the charges in the nearby seafront car park should be reduced to encourage people to park in the car park.
- 21.3** The car park is managed by Eastbourne Borough Council and the charging structure is not something which can be addressed in this review. It is inevitable that some displacement will occur if new parking restrictions are installed, but this will be minimal and limited to a maximum displacement of two vehicles as the proposed extension is 8 metres.
- 21.4** The proposal will increase safety at this junction by extending the visibility splay for drivers both exiting and approaching the junction.
- 21.5** **Recommendation:** To not uphold the objections and to install the proposals as advertised.

22 **Site 22 Atlantic Drive (Councillor Elkin)**

- 22.1** The proposal at this location is to install double yellow lines and two bus stop clearways to protect the junctions from obstructively parked vehicles, and to maintain the safe flow of traffic through this area.
- 22.2** Two objections have been received on the grounds that the bus stop clearways were not included in the original draft proposals and are too long, the proposals at the junction of Madeira Way should be shortened to allow parking outside No 2, parking pressures are difficult and will only cause further displacement when parents need to park nearby during school pick-up and drop-off times, and that the restrictions should be reduced so they are not operational between 8.15-9.00am and 3.00-3.45 pm.
- 22.3** When carrying out the parking reviews officers undertake an informal consultation before making formal Traffic Regulation Order (TRO) proposals. This ensures officers can amend the proposals where appropriate before formally advertising the TRO. The bus company contacted us in response to the informal consultation and asked if the bus stop clearways could be included as they were experiencing difficulties at this location. The length of the bus stop clearways will ensure buses can properly align with the kerb edge at the bus stops.
- 22.4** Reducing the proposals in Madeira Way to less than 10 metres would not meet with the Highway Code guidance that vehicles should not park within 10 metres of a junction.
- 22.5** **Recommendation:** To not uphold the objections and to install the proposals as advertised.

23 **Site 23 Eugene Way (Councillor Elkin)**

- 23.1** The proposals in Eugene Way are to extend the existing double yellow lines at its junction with Pacific Drive to a total length of 10 metres.
- 23.2** One objection has been received on the grounds that this is a Close and there is no through traffic. The objector states that the existing yellow lines are adequate and any vehicle should be able to enter the junction. They say that if the request came from a delivery company with oversized vehicles then they need to re-invest in smaller vehicles. The objector says that the proposals will only serve to reduce parking in the area.
- 23.3** The proposals will extend the double yellow lines at the junction to 10 metres, in line with guidance from the Highway code.
- 23.4** **Recommendation:** To not uphold the objection and to install the proposals as advertised.

24 All proposals

- 24.1** Five objections have been made to all proposals in this review.
- 24.2** The grounds for objection are that some areas have not been included in this review, there are not enough parking spaces for people, the Borough Council continue to allow development for multiple occupancy housing, and that the proposed restrictions in this review are simply designed to increase revenue for the Council.
- 24.3** The review follows requests received from local residents, businesses, and Councillors. Officers review and assess each request and each location is assessed on its own merits. Many of the issues raised in the five objections to all proposals go beyond the scope of issues that can be taken into consideration when deciding whether or not to uphold objections to the draft Order. Following consultation, officers report objections to the East Sussex County Council Planning Committee and make recommendations. Any proposals which are to be modified or withdrawn are included in appendix 1, and proposals where it is not felt the objections are substantial enough to be modified or withdrawn are reported in appendix 2. Other sites which have received no objections are recommended to be installed as advertised.
- 24.4** **Recommendation:** To not uphold the objections to all of the proposals and to install as advertised subject to the recommendations in appendices 1 and 2.

Appendix 3 – Proposed Traffic Regulation Order (TRO)

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 as amended 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 or 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 kerblines 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 as amended is hereby amended as follows:
4. Under Interpretation the following expression and the meanings assigned to them are inserted or substituted as appropriate in the appropriate alphabetical.

“footway” has the same meaning as defined in Section 329 (1) of the Highways Act 1980 or any re-enactment or modification thereof from time to time in force.

“Penalty Charge” and “Reduced Penalty charge” means a charge set by East Sussex County Council in accordance with the provisions of Section 77 and Schedule 9 of the Traffic Management Act 2004 and Regulations made thereunder and in accordance with and any guidance given by the Secretary of State, following the issue of a penalty charge notice.

“Penalty Charge notice” means a notice issued by a Civil Enforcement Officer pursuant to the provisions of Section 78 of the Traffic Management Act 2004 and any Regulations made thereunder.

"verge" means any part of a highway which is not a carriageway or footway;

5. Article 9.5 shall be inserted as follows:

No stopping on entrance markings

9.5	Save as provided in Article 9.5.1 below, no person shall cause or permit any vehicle to stop on any of the lengths of road and on such days during the permitted hours as specified in Schedule 14 , as indicated by:-	
	(a)	Road marking No.1027.1 as prescribed in the Traffic Signs Regulations and General Directions 2016;
	(b)	Signs to Schedule 4, Part 3 item 10 of the Traffic Signs Regulations and General Directions 2016
9.5.1	Nothing in Article 9.5 of this Section shall render it unlawful to cause or permit any vehicle to wait in the length or road referred to in that Article for so long as may be necessary to enable:-	
	(a)	The vehicle to be used for emergency services purposes;
	(b)	A vehicle to wait owing to the driver being prevented from proceeding by circumstances beyond his control or to such waiting being necessary in order to avoid accident;

6. Article 9.6 shall be inserted as follows:

No Stopping On The Footway or Verge

9.6	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 20.	
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7. Article 11 (2) shall be amended to:-

11	(2)	Save as authorised by Article 19(5)(b) each parking place referred to in Schedules 2, 3, 4, 16 and 17 may be used, subject to the provisions of this Order, for the leaving at any time of vehicles of the following classes, that is to say, passenger vehicles or goods carrying vehicles the gross weight of which does not exceed 5 tonnes, the height of which is not more than 2.08 metres (6 feet 10 inches) and the overall length of which does not exceed 5.49 metres (18 feet), motor cycles or invalid carriages.
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8. Article 11 (8) (i) shall be amended to:

11	(8)	(i)	Those lengths of road specified in Schedules 6B, 6C, and 6D, 6J designated by the words “Loading Only” marked on the carriageway adjacent to the bay, are hereby authorised to be used, subject to the provisions of this Order, as Loading Bay(s) for the purpose of loading and unloading only.
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9. Article 11 (17) shall be amended to:-

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 21 to this Order
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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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10. Article 11 (19) shall be inserted as follows:-

11	(19)	Save as authorised by Article 19(5)(b) each parking place referred to in Schedule 16 (Time Limited Waiting), for the leaving during the permitted hours of such vehicles of the class specified in paragraph (2) of this Article
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11. Article 11 (20) shall be inserted as follows:-

11	(20)	Save as authorised by Article 19(5)(b) each parking place referred to in Schedule 17 (Permit Holders or Time Limited Waiting), for the leaving during the permitted hours of such vehicles of the class specified in paragraph (2) of this Article as displayed in the manner specified in Article 12(4) either a valid resident's, business, voluntary sector worker or day permit in respect of that vehicle under the provisions of this Order.
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12. Article 12 (4) shall be amended to:-

12	(4)	During the time in which a vehicle is left in a parking place referred to in Schedule 4 (Shared Use (Permit Holder and Pay and Display) Parking Places), Part B of Schedule 7 (Coach Parking Bays), Schedule 16 (Time Limited Waiting), Schedule 17 (Permit Holders or Time Limited Waiting), during the permitted hours, the driver shall cause to be displayed at all times, for it's entire length of stay, on the front or nearside of the vehicle, either a valid residents, business, voluntary or sector worker or day permit or a valid ticket issued in respect of that vehicle in accordance with the provisions of this Order, so that all the particulars on that permit or on that ticket, as the case may be, are readily visible from the front or nearside of the vehicle.
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13. Article 13.1 (d) shall inserted as follows:-

13.1	(d)	No person shall cause or permit any vehicle to stop in any street or length of street specified in the Schedules to this Order as having a 'No Stopping' restriction.
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14. Article 26 (3) shall be amended to:-

26	(3)	Subject to the number of permits issued to a single household normally being limited to 2 on receipt of an application made under the provisions of this Article and on receipt of the relevant charge specified in Schedule 15, the Council or authorised agent, upon being satisfied that the applicant is a resident and is the registered keeper of the vehicle in respect of which the application is made and the vehicle is of the class specified in Article 11(2) and that no other permit which remains valid has been issued under the provisions of this Order in respect of that vehicle, -or; if in the planning application process for the development of the premises of which the applicant for a permit is or will be a resident (hereafter "the Premises"), or if either as part of the process of the local planning authority considering whether prior approval under the Town and Country Planning (General Permitted Development) Order 1995 is required in respect of the Premises or in any document which specifies whether prior approval under the order is required in relation to the Premises, the local planning authority has and/or the Council in any
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		consultation or other discussion with the planning authority has stated that no permit or a single permit will be issued in respect of the property. shall issue to the applicant
	(a)	one resident's permit for the leaving during the permitted hours in a parking place referred to in Schedules 2 and 4 inclusive of the vehicle to which such resident's permit relates by the resident's permit holder or by any person using such vehicle with the consent of the resident's permit holder, other than a person to whom such vehicle has been let for hire or reward; and

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

Item 131	Cul-de-sac opposite No.8 Burton Road	east side	from its junction with the northern kerbline of the cul-de-sac to a point opposite the rear boundary of Nos.7/9 Rodmill Drive.
Item 248	Lullington Close	north side	from its junction with Selmeston Road for a distance of 10 metres in a westerly direction
Item 293	Selmeston Road	north side	from its junction with Lullington Close for a distance of 10 metres in a westerly direction.

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

1701	Abbotts Close	both sides	From the junction of Stansted Road north-westwards for a distance of 8 metres
1702	Admiralty Way	both sides	From its junction with Pacific Drive north-eastwards for a distance of 10 metres
1703	Admiralty Way	north side	From its junction with Chatham Green westwards for a distance of 6 metres
1704	Admiralty Way	north-east side	From its junction with Chatham Green eastwards, southwards and north-westwards to a point 5.5 metres southeast of the south-eastern boundary of no.26 Admiralty Way
1705	Alder Close	east side	From its junction with Birch Road northwards for a distance of 20 metres
1706	Alder Close	north-east side	From a point 51 metres northeast of its junction with Birch Road north-eastwards for a distance of 49 metres
1707	Alder Close	north-east side	From a point 133 metres northeast of its junction with Birch Road north-eastwards for a distance of 39 metres
1708	Alder Close	north-east side	From a point 118 metres northeast of its junction with Birch Road north-eastwards for a distance of 15 metres
1709	Alder Close	south-west side	From its junction with Birch Road northwards and north-westwards for a distance of 100 metres
1710	Alder Close	south-west side	From a point 135 metres northeast of its junction with Birch Road north-eastwards for a distance of 42.5 metres
1711	Anchorage Way	both sides	From its junction with Pacific Drive north-eastwards for a distance of 21 metres
1712	Appledore Close	south-east side	From its junction with Faversham Road north-eastwards for a distance of 15 metres

1713	Ash Close	north-east side	From a point 3 metres north-west of the boundary of nos. 18 and 20 Ash Close south-eastwards to a point 3,5 metres north-west of the north-western building line of 185 Maywood Avenue
1714	Ash Close	north-west side	From a point 3 metres northwest of the boundary of nos. 21 and 23 Ash Close south-eastwards and south-westwards to the north-eastern building line of 21 Ash Close
1715	Atlantic Drive	north-east side	From its junction with St Kitts Drive north-westwards for a distance of 15 metres
1716	Atlantic Drive	north-east side	From its junction with St Kitts Drive south-eastwards for a distance of 15 metres
1717	Atlantic Drive	north-east side	From its south-eastern junction with Santa Cruz Drive north-westwards for a distance of 15 metre
1718	Atlantic Drive	north-east side	From its south-eastern junction with Santa Cruz Drive south-eastwards for a distance of 15 metre
1719	Atlantic Drive	north-east side	From its north-western junction with Santa Cruz Drive north-westwards for a distance of 15 metre
1720	Atlantic Drive	north-east side	From its north-western junction with Santa Cruz Drive south-eastwards for a distance of 15 metre
1721	Atlantic Drive	north-west side	From its junction with Falmouth Close south-westwards for a distance of 15 metres
1722	Atlantic Drive	north-west side	From its junction with Falmouth Close north-eastwards for a distance of 17 metres
1723	Atlantic Drive	north-west side	From its junction with Plymouth Close north-eastwards for a distance of 15 metres
1724	Atlantic Drive	north-west side	From its junction with Plymouth Close south-westwards for a distance of 15 metres
1725	Atlantic Drive	north-west side	From its junction with Southampton Close south-westwards for a distance of 15 metres
1726	Atlantic Drive	north-west side	From its junction with Southampton Close north-eastwards for a distance of 15 metres
1727	Atlantic Drive	south-east side	From its junction with Maderia Way south-westwards for a distance of 19 metres
1728	Atlantic Drive	south-east side	From its junction with Maderia Way north-eastwards for a distance of 22 metres
1729	Atlantic Drive	south-east side	From its junction with Canary Quay south-westwards for a distance of 15 metres
1730	Atlantic Drive	south-east side	From its junction with Canary Quay north-eastwards for a distance of 15 metres
1731	Atlantic Drive	south-east side	From its junction with Boston Close north-westwards for a distance of 15 metres
1732	Atlantic Drive	south-east side	From its junction with Boston Close south-eastwards for a distance of 15 metres
1733	Atlantic Drive	south-west side	From its junction with Prince William Parade to a point 17 metres north-west of its junction with The Portlands
1734	Baldwin Avenue	north-east side	From its junction with Milton Road north-westwards for a distance of 15 metres
1735	Baldwin Avenue	north-west	From its junction with Milton Road north-westwards for a distance of 10 metres

1736	Barbuda Quay	east side	From a point opposite the boundary of nos.25 and 27 Barbuda Quay northwards and eastwards for a distance of 17 metres
1737	Barbuda Quay	north side	From a point 2 metres west of the eastern building line of no.59 Barbuda Quay eastwards for a distance of 11 metres
1738	Barbuda Quay	south-west side	From the northeast building line of no.27 Barbuda Quay north-eastwards for a distance of 7 metres
1739	Barrier Reef Way	both sides	From its junction with Atlantic Drive south-eastwards for a distance of 10 metres
1740	Beatty Road	south-east side	From its junction with Hardy Drive south-westwards to its junction with Benbow Avenue
1741	Beatty Road	south-east side	From its junction with Hardy Drive north-eastwards for a distance of 21 metres
1742	Beechwood Crescent	south side	From a point 0.5 northwest of the boundary of nos. 32 and 34 Beechwood Crescent south-eastwards then north-eastwards to a point opposite the boundary of nos.19 and 21
1743	Boston Close	both sides	From its junction with Atlantic Drive south-eastwards for a distance of 10 metres
1744	Brede Close	both sides	from its junction with Wartling Road for a distance of 15 metres in a north-westerly direction
1745	Brede Close	south-east side	From its junction with Wartling Road northwards and north-eastwards for a distance of 92.5 metre
1746	Burton Road	north-east side	From its junction with the northern kerbline of the cul-de-sac opposite No.8 Burton Road north-westwards, north-eastwards and south-eastwards to a point 3 metres of the north-western building line of no.7 Burton Road
1747	Canary Quay	both sides	From its junction with Atlantic Drive south-eastwards for a distance of 11 metres
1748	Carlisle Road	north-west side	From its junction with Upper Carlisle Road south-westwards for a distance of 21 metres
1749	Carlisle Road	north-west side	From its junction with Upper Carlisle Road north-eastwards for a distance of 9 metres
1750	Carlisle Road	south-east side	from a point 2 metres south-west of the boundary of Nos.103 and 105 Carlisle Road for a distance of 158 metres in a south-westerly direction
1751	Caroline Way	both sides	From its junction with Pacific Drive south-eastwards for a distance of 17 metres
1752	Caroline Way	north-east side	From a point 14.5 metres southeast of the south-eastern building line of no.17/19 Caroline Way south-eastwards and north-eastwards for a distance of 16 metres
1753	Caroline Way	south-west side	From a point 14.5 metres southeast of the south-eastern building line of no.2/4 Caroline Way south-eastwards and south-westwards for a distance of 16 metres
1754	Chamberlain Road	both sides	From its junction with Milton Road southwards for a distance of 10 metres

1755	Chatham Green	both sides	From a point 2 metres southwest of the boundary of nos.10 and 11 Chatham Green north-eastwards and south-eastwards to a point 3 metres northwest of the boundary of nos.23 and 24 Chatham Green
1756	Chatham Green	east side	From its junction with Admiralty Way northwards for a distance of 5 metres
1757	Chatham Green	north-east side	From a point 3 metres northwest of the south-eastern building line of no.27 Chatham Green south-eastwards, south-westwards and north-westwards to a point opposite the boundary of nos. 26 and 27 Chatham Green
1758	Chelworth Road	north side	From its junction with Meadowland Road eastwards for a distance of 17 metres
1759	Chelworth Road	south side	From its junction with Meadowland Road eastwards for a distance of 25.5 metres
1760	Compton Place Road	north-east side	From a point 27.5 metres northwest of its junction with Paradise Drive south-eastwards, eastwards and southwards to a point 16 metres south of the entrance to Compton Lodge
1761	Compton Place Road	south-west side	From a point 25 metres east of a point opposite the boundary of nos. 20 and 21 Compton Place Road eastwards and southwards to a point 16 metres south of the entrance to Compton Lodge
1762	Compton Place Road	south-west side	From a point 7 metres south-east of the north-western boundary of Compton Cottage north-westwards for a distance of 39 metres
1763	Courtlands Road	both sides	From its junction with Ringwood Road south-westwards for a distance of 15 metres
1764	Dalton Road	north-west side	From a point 25 metres north-east of its junction with Meads Street north-eastwards for a distance of 5 metres
1765	Dalton Road	north-west side	From a point 51 metres north-east of its junction with Meads Street north-eastwards for a distance of 6 metres
1766	Dalton Road	north-west side	From a point 3 metres north-east of the boundary of nos.2 and 2a Dalton Road north-eastwards for a distance of 12 metres
1767	Dalton Road	north-west side	From of its junction with Milnthrope Road south-eastwards for a distance of 10 metres
1768	Dalton Road	south-east side	From a point 78.5 metres southeast of its junction with Milnthrope Road south-eastwards for a distance of 7 metres
1769	Dalton Road	south-east side	From a point 50.5 metres southeast of its junction with Milnthrope Road south-eastwards for a distance of 6.5 metres
1770	Dalton Road	south-east side	From of its junction with Milnthrope Road south-eastwards for a distance of 10 metres
1771	Etchingham Road	east side	From its junction with Etchingham Road in a south westerly direction for a distance of 3.5 metres

1772	Etchingam Road	north-east	From its junction with Marsden Road south-eastwards to a point 1 metre northwest of the north-western boundary of no.26
1773	Etchingam Road	north-east	From its junction with Etchingam Road Service Road north-westwards for a distance of 16 metres
1774	Etchingam Road	north-east	From a point 20 metres from its junction with Etchingam Road Service Road 1 south-eastwards for a distance of 6 metres
1775	Etchingam Road	south side	From its junction with Etchingam Road in a north-easterly direction for a distance of 3.5 metres
1776	Etchingam Road	south-east side	From its junction with Chailey Close south-westwards for a distance of 22.5 metres
1777	Etchingam Road	south-west side	From its junction with Marsden Road south-eastwards to the boundary of nos.53 and 55 Etchingam Road
1778	Etchingam Road	south-west side	From its junction with Etchingam Road Service Road north-westwards for a distance of 27 metres
1779	Etchingam Road	south-west side	From its junction with Etchingam Road Service Road south-eastwards for a distance of 14 metres.
1780	Etchingam Road	west side	From its junction with Chailey Close southwards for a distance of 21 metres
1781	Etchingam Road	west side	From a point 49 metres south of its junction with Chailey Close southwards to its junction with Etchingam Road Service Road
1782	Etchingam Road Service Road 1	north-west side	From a point 3 metres north-east of the south-western building line of nos. 1 to 12 Warwick Court south-westwards for a distance of 33.5 metres
1783	Etchingam Road Service Road 1	south side	From its junction with Etchingam Road in a westerly direction for a distance of 35 metres.
1784	Etchingam Road Service Road 2	north-east side	From its junction with Etchingam Road Service Road 3 south-eastwards for a distance of 5 metres
1785	Etchingam Road Service Road 3	north-west side	From its junction with Etchingam Road south-westwards and north-westwards for a distance of 43.5 metres.
1786	Etchingam Road Service Road 3	south side	From its junction with Etchingam Road in a south westerly direction to its junction with Etchingam Road Service Road 2.
1787	Eugene Way	both sides	From its junction with Pacific Drive south-eastwards for a distance of 10 metres
1788	Eugene Way Service Road	both sides	From its junction with Pacific Drive south-eastwards for a distance of 15 metres
1789	Falmouth Close	south side	From its junction with Atlantic Drive north-westwards for a distance of 10 metres
1790	Faversham Road	north-east side	From its junction with Appledore Close south-eastwards for a distance of 15 metres
1791	Friday Street	north-west side	From its junction with Helvellyn Drive south-eastwards for a distance of 45 metres
1792	Golden Gate Way	both sides	From its junction with Pacific Drive north-westwards for a distance of 10 metres

1793	Great Cliffe Road	both sides	From its junction with Priory Road south-eastwards for a distance of 15 metres
1794	Grenada Close	both sides	From its junction with St Kitts Drive southwards for a distance of 5 metres
1795	Groombridge Avenue	both sides	From its junction with Wartling Road northwards for a distance of 12 metres
1796	Hardy Drive	both sides	From its junction with Betty Road south-eastwards for a distance of 27 metres
1797	Helvellyn Drive	north-west side	From its junction with Friday Street north-eastwards for a distance of 23 metres
1798	Helvellyn Drive	south-east side	From its junction with Friday Street north-eastwards for a distance of 23.5 metres
1799	Ivy Lane	Both sides	From its junction with Arundel Road south-eastwards for a distance of 59 metres
1800	King's Drive	west side	From its junction with Selmeston Road. southwards for a distance of 13.5 metres
1801	Long Beach View	both sides	From its junction with Pacific Drive north-eastwards for a distance of 12 metres
1802	Longstone Road	north-west side	From its junction with New Road north-eastwards for a distance of 3 metres
1803	Longstone Road	north-west side	From its junction with New Road south-westwards for a distance of 5 metres
1804	Lullington Close	both sides	From its junction with Selmeston Road westwards for a distance for 10 metres
1805	Madeira Way	south side	From its junction with Atlantic Drive south-eastwards for a distance of 10 metres
1806	Marsden Road	south-east side	From a point 10 metres southwest of the southwestern building line of No. 22 Marsden Road south-westwards to its junction with Etchingham Road
1807	Marsden Road	south-east side	From its junction with Etchingham Road south-westwards for a distance of 12 metres
1808	Martinique Way	north-west side	From its junction with Atlantic Drive north-eastwards for a distance of 43 metres
1809	Martinique Way	south-east side	From its junction with Atlantic Drive north-eastwards, north-westwards, north-eastwards and south-eastwards to its junction with Martinique Way
1810	Martinique Way	west side	From its junction with St Kitts Drive northwards for a distance of 5 metres
1811	Martinique Way	west side	From its junction with St Kitts Drive southwards for a distance of 7.5 metres
1812	Meadowlands Avenue	north-east side	From its junction with Clelworth Road north-westwards for a distance of 14 metres
1813	Meadowlands Avenue	north-east side	From its junction with Clelworth Road south-eastwards for a distance of 16 metres
1814	Mendip Avenue	both sides	From its junction with Pennine Way south-westwards for a distance of 10 metres
1815	Michel Grove	west sides	From a point 4 metres southeast of the northwest boundary of 27 Michel Grove northwards for a distance of 19 metres
1816	Milnthorpe Road	both sides	From its junction with St John's Road southwards for a distance of 10 metres

1817	Milnthorpe Road	east side	From its junction with St John's Road northwards for a distance of 19 metres
1818	Milnthorpe Road	west side	From its junction with St John's Road northwards for a distance of 10 metres
1819	Milnthorpe Road	west side	From its junction with Dalton Road southwards for a distance of 15 metres
1820	Milnthorpe Road	west side	From its junction with Dalton Road northwards for a distance of 15 metres
1821	Milton Road	north side	From its junction with Baldwin Avenue eastwards for a distance of 120 metres
1822	Milton Road	north side	From its junction with Baldwin Avenue westwards for a distance of 6 metres
1823	Milton Road	north-east side	From its junction with Shortdean Place north-westwards for a distance of 22 metres
1824	Milton Road	north-east side	From its junction with Shortdean Place south-eastwards for a distance of 20 metres
1825	Milton Road	south side	From its junction with Chamberlain Road westwards for a distance of 16 metres
1826	Milton Road	south side	From its junction with Chamberlain Road eastwards for a distance of 20 metres
1827	Moy Avenue	both sides	From its junction with Ringwood Road north-eastwards for a distance of 15 metres
1828	Moy Avenue	both sides	From its junction with Ringwood Road south-westwards for a distance of 15 metres
1829	New Place	east side	From its junction with Bradford Street southwards to its junction with Church Street
1830	New Place	west side	From its junction with Bradford Street southwards for a distance of 5 metres
1831	New Place	west side	From its junction with Church Street northwards for a distance of 5 metres
1833	New Road	north-west side	From a point 13 metres north-west of Longstone Road north-westwards, south-westwards and south-eastwards to a point 13 metres north-west of Longstone Road.
1834	Ocklynge Road	north-west side	From its junction with St Mary's Road south-westwards for a distance of 6 metres
1835	Pacific Drive	north-east side	From its junction with Anchorage Way north-westwards for a distance of 11.5 metres
1836	Pacific Drive	north-east side	From its junction with Samoa Way north-westwards for a distance of 15 metres
1837	Pacific Drive	south-east side	From its junction with Tasmania Way north-eastwards for a distance of 15 metres
1838	Pacific Drive	south-east side	From its junction with Tasmania Way south-westwards for a distance of 15 metres
1839	Pacific Drive	south-east side	From its junction with Barrier Reef Way north-eastwards for a distance of 52 metres
1840	Pacific Drive	south-east side	From a point 15 metres southwest of its junction with Barrier Reef Way north-eastwards for a distance of 72 metres
1841	Pacific Drive	south-east side	From its junction with Barrier Reef Way south-westwards for a distance of 15 metres

1842	Pacific Drive	south-west side	From its junction with Pacific Drive Service Road north-westwards for a distance of 15 metres
1843	Pacific Drive	south-west side	From its junction with Pacific Drive Service Road south-eastwards for a distance of 6 metres
1844	Pacific Drive Service Road	both sides	From its junction with Pacific Drive south-westwards for a distance of 10 metres
1845	Pashley Road	north-west	From its junction with Summerdown Road south-westwards for a distance of 10 metres
1846	Pashley Road	south-east side	From its junction with Summerdown Road south-westwards for a distance of 15 metres
1847	Pennine Way	south-east side	From its junction with Mendip Avenue south-westwards for a distance of 10 metres
1848	Pennine Way	south-east side	From its junction with Mendip Avenue north-eastwards for a distance of 66.5 metres
1849	Plymouth Close	both sides	From its junction with Atlantic Drive north-westwards for a distance of 10 metres
1850	Prideaux Road	north side	From its junction with King's Drive westwards for a distance of 18 metres
1851	Prideaux Road	south side	From its junction with King's Drive westwards for a distance of 28 metres
1852	Prince William Parade	north side	From a point 23 metres west of its junction with Blakes Way eastwards to a point 106.5 metres east of that junction.
1853	Priory Road	south-east side	From its junction with Great Cliffe Road north-eastwards for a distance of 15 metres
1854	Priory Road	south-east side	From its junction with Great Cliffe Road south-westwards for a distance of 15 metres
1855	Ringwood Road	both sides	From its junction with Moy Avenue north-westwards for a distance of 15 metres
1856	Ringwood Road	both sides	From its junction with Moy Avenue south-eastwards for a distance of 15 metres
1857	Ringwood Road	north side	From its junction with St Phillip's Avenue westwards for a distance of 33 metres
1858	Ringwood Road	north side	From its junction with St Phillip's Avenue eastwards for a distance of 15 metres
1859	Ringwood Road	south side	From its junction with St Phillip's Avenue westwards for a distance of 35 metres
1860	Ringwood Road	south side	From a point 1 metres east of the boundary of Nos. 85A/85 westwards to its junction with St Phillip's Avenue
1861	Ringwood Road	south-west side	From its junction with Courtlands Road south-eastwards for a distance of 13.5 metres
1862	Rusper Road	both sides	From its junction with Victoria Drive north-westwards for a distance of 15 metres
1863	Saffrons Road	south-west side	From a point 38 metres northwest of its junction with Dittons Road north-westwards and north-eastwards for distance of 25 metres
1864	Samoa Way	both sides	From its junction with Pacific Drive north-eastwards for a distance of 21 metres
1865	Santa Cruz Drive	both sides	From its north-west junction with Atlantic Drive north-eastwards for a distance of 12.5 metre
1866	Santa Cruz Drive	both sides	From its south-west junction with Atlantic Drive north-eastwards for a distance of 12.5 metre

1867	Santa Cruz Drive	north-west	From a point 32 metres north-east of its south-west junction Atlantic Drive north-eastwards and north-westwards for a distance of 20 metres
1868	Seaside	east side	From a point 14 metres south of the boundary of nos.89/91 and 93 Seaside southwards for a distance of 8 metres
1869	Selmeston Road	west side	From its junction with Lullington Close southwards to a point 10 metres south of its junction with Selmeston Road Service Road
1870	Shortdean Place	north-west side	From its junction with Milton Road north-eastwards for a distance of 10 metres
1871	Shortdean Place	south-east side	From its junction with Milton Road north-eastwards for a distance of 36 metres
1872	Southampton Close	north side	From its junction with Atlantic Drive north-westwards for a distance of 8 metres
1873	Southampton Close	south side	From its junction with Atlantic Drive north-westwards for a distance of 10 metres
1874	Stansted Road	both sides	From the junction of Abbots Close north-eastwards for a distance of 13 metres
1875	St John's Road	north side	From its junction with Milnthorpe Road westwards for a distance of 15 metres
1876	St John's Road	south side	From its junction with Milnthorpe Road westwards for a distance of 26.5 metres
1877	St Kitts Drive	north-east side	From its junction with Atlantic Drive north-eastwards, north-westwards, north-eastwards and south-eastwards to its junction with Martinique Way
1878	St Kitts Drive	south side	From its junction with Grenada Close westwards for a distance of 5 metres
1879	St Kitts Drive	south side	From its junction with Grenada Close eastwards for a distance of 5 metres
1880	St Kitts Drive	south-east side	From a point 27 metres northeast of its junction with Atlantic Drive north-eastwards and south-eastwards for a distance of 10 metres
1881	St Kitts Drive	south-east sides	From its junction with Atlantic Drive north-eastwards for a distance of 10 metres
1882	St Kitts Drive	west side	From its junction of Martinique Way westwards for a distance of 5 metres
1883	Tasmania Way	north-east side	From its junction with Pacific Drive south-eastwards for a distance of 11 metres
1884	Upper Carlisle Road	north-west side	From a point 1 metre south-west of the vehicle entrance to Moira House School north-eastwards to its junction with Carlisle Road
1885	Victoria Drive	west side	From its junction with Ruser Road southwards for a distance of 15 metres
1886	Victoria Drive	west side	From its junction with The Crescent northwards for a distance of 16 metres
1887	Victoria Drive	west side	From its junction with The Crescent southwards for a distance of 21 metres
1888	Victoria Drive	west side	From a point 4.5 metres north of the boundary of nos. 299 and 301 Victoria Drive southwards to its junction with Ruser Road
1889	Wartling Road	both sides	From its junction with Sovereign Roundabout westwards to its junction with Groomsbridge Avenue

1890	Wartling Road	north side	From its junction with Goombridge Avenue westwards to its junction with Brede Close
1891	Wartling Road	north side	From its junction with Brede Close westwards to a point 6.6 metres west of the western boundary of no. 56 Wartling Road.
1892	Wartling Road	north side	From the western boundary of no. 56 Wartling Road westwards, southwards, eastwards and northwards for a distance of 39 metres
1893	Wartling Road	south side	From its junction with Groombridge Avenue westwards to a point opposite a point 8.5 metres east of the eastern boundary of no.88 Wartling Road (Community Centre)
1894	Wartling Road	south-east side	From a point opposite a point 15 metres south-west of its junction with Brede Close to point a opposite a point 15 metres north-east of its junction with Brede Close
1895	Winston Crescent	north side	From a point 33 metres southwest of its junction with Seaside westwards for a distance of 21 metres
1896	Winston Crescent	north-west side	From its junction with Seaside south-westwards for a distance of 10 metres
1897	Winston Crescent	south-east side	From its junction with Seaside north-westwards and north-eastwards for a distance of 10 metres
1898	Winston Crescent	south-east side	From its junction with Seaside north-westwards and south-westwards for a distance of 10 metres
1899	Winston Crescent	south-west side	From a point 34 metres north of its junction with Seaside north-eastwards for a distance of 17 metres

17. Schedule 1 Part B, No waiting - 8am to 6pm Monday to Saturday inclusive, that the following items are inserted:

1701	Courtlands Road	east side	From a point 14 metres south-west of its junction with Moy Avenue to its junction a point 15 metres southwest of its junction with Ringwood Road
1702	Moy Avenue	north-west	From a point 13.5 metres south-west for a distance of 42.5 metres
1703	Moy Avenue	south-east	From a point 48.8 metres north-east of its junction with Waterworks Road for a distance of 25.9 metres in a northerly direction

18. Schedule 1 Part C, No waiting - 8am to 6pm, Monday to Friday, that the following item is inserted:

1701	King's Drive	west side	From a point 13.5 metres south of its junction with Selmeston Road southwards to a point 7 metres south of the boundary of Nos. 175/177
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19. Schedule 1 Part E, No waiting - 10am to 11am, Monday to Friday, that the following item is inserted:

1863	Rutland Close	both sides	From a point 8 metres northwest of its junction with Rodmill Drive north-westwards to the end of the close including the turning head
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20. Introduce Schedule 1 Part F, No waiting - 8am to 5pm, Monday to Friday:

1701	Beechwood Crescent	Inner side	For its entire length
1702	Beechwood Crescent	south-west side	From a point 0.5 north-west of the boundary of nos. 32 and 34 north-westwards and north-eastwards to its junction with Compton Place Road
1703	Compton Place Road	south-west side	From its junction with Beechwood Crescent (north) south-eastwards for a distance of 13.5 metres
1704	Compton Place Road	south-west side	From its junction with Beechwood Crescent (north) north-westwards for a distance of 10 metres
1705	Compton Place Road	south-west side	From its junction with Beechwood Crescent (south) north-westwards for a distance of 16 metres
1706	Compton Place Road	south-west side	From its junction with Beechwood Crescent (south) south-eastwards for a distance of 57 metres

21. Introduce Schedule 1 Part G, No Waiting - 8am-9.30am and 2.30pm-4pm, Monday to Friday:

1701	Chailey Close	north side	From a point 4 metres east of its junction with Etchingham Road eastwards to the boundary of nos. 5 and 7 Chailey Close
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22. Schedule 2 Part A, Permit Holder Parking Places, Monday to Saturday, 8am to 6pm, that the following items are deleted:

Item 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.
Item 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.
Item 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.

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

1701	Langney Road	north-west side	From the boundary of nos.59 and 61 Langney Road south-westwards to the south-western building line of No. 37 Langney Road.
1702	Langney Road	north-west side	the north-west side From a point 6.6 metres northeast of the boundary of nos.59 and 61 Langney Road north-eastwards to a point 1.5 metres north east of the boundary of Nos. 71 and 73 Langney

24. Schedule 3 - Part B - Pay and Display Parking Places 8am to 6pm Monday to Sunday inclusive, that the following item is deleted:

1701	Grand Parade	north-west side	From a point 4.5 metres north-east of the northern kerbline of Hartington Place north-eastwards for a distance of 16.5 metres
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25. Schedule 5 Part A, Disabled Persons Parking Places At Any Time, that the following items are deleted:

10	Derwent Road	(a)	West Side	1	From a point 5 metres south of the boundary of Nos. 18/20 southwards
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26. Schedule 5 Part B, Disabled Persons Parking Places At Any Time, that the following items are inserted:

1701	Ceylon Place	south-east side	from a point 14 metres northeast its junction with Bourne Street north-eastward for a distance of 95 metres
1702	Derwent Road	west side	From a point 0.5 metres north of the northern building line of No. 14 southwards to a point 0.5 metres north of the southern building line of No. 24
1703	Dursley Road	west side	Form the boundary of nos.4 and 6 Dursely Road north-eastwards to the nos.6 and 8 Dursely Road
1704	Langney Road	north-west side	From the boundary of nos.59 and 61 Langney Road north-eastwards for a distance of 6.6 metres
1705	Latimer Road	west side	From a point 5 metres northeast of its junction with Redoubt Road north-eastwards for a distance of 6.6 metres
1706	Latimer Road	west side	From a point 4.5 metres southwest of the southwestern property boundary of no.51 Latimer Road south-westwards for a distance of 6.6 metres
1707	Wartling Road	north side	From the western boundary of no. 56 Wartling Road eastwards for a distance of 6.6 metres

27. Delete Schedule 5 Part C, Disabled Persons Parking Places, 8am-6pm maximum stay 3 hours, no return within 1 hour:

Item 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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28. Introduce Schedule 5 Part C, Disabled Persons Parking Places, 8am-7pm maximum stay 3 hours, no return within 1 hour:

1701	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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29. Introduce Schedule 6J — Loading Only Bays At Any Time On All Days, 30 minutes maximum stay, no return within hour:

1701	Grand Parade	north-west	From a point 4.5 metres north-east of the northern kerbline of Hartington Place north-eastwards for a distance of 16.5 metres
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30. Schedule 7, Part C - Coach Bays At Any Time, that the following items is deleted:

Item 1	Blackwater Road	south side	from a point 24 metres east of the western boundary of the Blackwater Road playing fields for a distance of 52 metres in an easterly direction.
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31. Introduce Schedule 7, Part D - Buses Only maximum stay 2 hour, no return within 1 hour:

1701	Blackwater Road	south side	From a point 24 metres east of the western boundary of the Blackwater Road Playing Fields for a distance of 52 metres in an easterly direction
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32. Introduce Schedule 8, Part B - Bus Stops - No stopping At Any Time except Local Buses:

1701	Atlantic Drive	north-east	From a point 32 metres north-west of its northern junction with Santa Cruz Drive north-westwards for a distance of 32.5 metres
1702	Atlantic Drive	north-west side	From a point 17 metres north-east of its junction with Falmouth Close north-eastwards to a point 15 south-west of its junction with Plymouth Close
1703	Atlantic Drive	south-east side	From a point 15 metres south-west of its junction with Canary Quay south-westwards to a point 22 metres north-east of its junction with Maderia Way
1704	Atlantic Drive	south-west side	From a point 35 metres north-west of Boston Close north-westwards for a distance of 31 metres
1705	Beatty Road	North-west side	From a point 3.5 metres northeast of the boundary of nos. 41 and 43 south-westwards for a distance of 31 metres
1706	Pacific Drive	north-east side	From a point 24 metres north-east of a point opposite its junction with Tasmania Way north-eastwards for a distance of 31 metres
1707	Pacific Drive	north-east side	From a point 15 metres south-east of its junction with Samoa Way south-eastwards for a distance of 31 metres
1708	Pacific Drive	south-east side	From a point 15 metres north-east of its junction with Tasmania Way north-eastwards for a distance of 31 metres
1709	Pacific Drive	south-west side	From a point 6 metres south-east of its junction with Pacific Drive Service Road south-eastwards for a distance of 31 metres

33. Schedule 13, Taxi Bay At Any Time, that the following item is amended:

Item 9	Susan's Road	northeast side	from a point 14 metres northwest of the north-western kerbline of Seaside Road for a distance of 21 metres in a north-westerly direction
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34. Schedule 14 Part A, School Keep Clear, No Stopping on Entrance Markings, At Any Time, that the following item is inserted:

1701	Darlington Road	north side	From a point 69.5 metres east of its junction with The Hydeye eastwards for a distance of 25.5 metres
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35. Schedule 14 Part B, No Stopping on Entrance Markings, School Keep Clear, 8am-9.30am, 2.30pm-4pm, Monday to Friday (except August):

1701	Chailey Close	east side	From the boundary of nos. 5 and 7 Chailey Close north-eastwards, south-eastwards and south-westwards for a distance of 38.2 metres
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36. Schedule 16 Part B, Time Limited, Monday to Saturday 8am-6pm maximum stay 2 hour, no return within 1 hour, that the following items are inserted:

1701	Winston Crescent	north-west side	From a point 10 metres southwest of its junction with Seaside south-westwards for a distance of 23 metres
1702	Winston Crescent	south-east side	From a point 10 metres northeast of its junction with Seaside north-eastwards for a distance of 24.5 metres (10 echelon bays)
1703	Winston Crescent	south-west side	From a point 7 metres northwest of its junction with Seaside north-westwards for a distance of 27 metres

37. Introduce Schedule 16 Part F, Time Limited, Monday to Saturday 8am-6pm maximum stay 1 hour, no return within 1 hour:

1701	Seaside	east side	From the boundary of nos.89/91 and 93 Seaside southwards for a distance of 14 metres
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38. Schedule 17, Permit Holder or Time Limited Waiting - Part A — 8am to 6pm Monday to Saturday inclusive, maximum stay 2 hours, no return within 1 hour, that the following item is deleted:

Item 14	Ceylon Place	south side	From a point 19m north east of the north east boundary corner of no.65 Ceylon Place south-westwards for a distance of 93 metres
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39. Schedule 17 Part A, Permit Holders or Limited Waiting, Monday to Saturday 8am-6pm maximum stay 2 hours, no return within 1 hour, that the following items are inserted:

1701	Ceylon Place	south-east side	From a point 14 metres northeast its junction with Bourne Street for a distance of 95 metres running south west for a distance of 6.6 metres
1702	Dalton Road	north-west side	From a point 10 metres northeast of Meads Street north-eastwards for a distance of 15 metres
1703	Dalton Road	north-west side	From a point 30 metres north-east of its junction with Meads Street north-eastwards for a distance of 21 metres

1704	Dalton Road	north-west side	From a point 4 metres southwest of the boundary of nos.2 and 2a Dalton Road north-eastwards for a distance of 3 metres
1705	Dalton Road	north-west side	From a point 15 metres north-east of the boundary of nos.2 and 2a Dalton Road north-eastwards to a point 10 metres southwest of its junction with Milnthrope Road
1706	Dalton Road	south-east side	From a point 85.5 metres southeast of its junction with Milnthrope Road south-eastwards for a distance of 11 metres
1707	Dalton Road	south-east side	From a point 57 metres southeast of its junction with Milnthrope Road south-eastwards for a distance of 21.5 metres
1708	Dalton Road	south-east side	From a point 10 metres southeast of its junction with Milnthrope Road south-eastwards for a distance of 40.5 metres
1709	Derwent Road	west side	From a point 0.5 metres north of the northern building line of No. 14 southwards to a point 0.5 metres north of the southern building line of No. 24

40. Schedule 20, No Stopping on the Footway or Verge, At Any Time, that the following items are inserted:

1701	Chailey Close	both sides	For its entire length
1702	Etchingham Road	both sides	From its junction with Marden Road south-eastwards to its junction with Chailey Close
1703	Etchingham Road	east side	From its junction with Chailey Close southwards to the southern building line of nos. 1 to 15 Wiltshire Court
1704	Etchingham Road	west side	From its junction with Etchingham Road southwards to a point 3 metres south of the south-eastern building line of Community Centre
1705	King's Drive	both sides	From its junction with Crossways Roundabout south-eastwards its junction with Rodmill Roundabout
1706	Marsden Road	south-east side	From its junction with Ashgate Road (west) north-eastwards to the boundary of nos. 41 and 43 Marsden Road
1707	Marsden Road	south-east side	From its junction with Etchingham Road north-eastwards to its junction with Redford Close
1708	Marsden Road	south-east side	From its junction with Langney Rise north-eastwards to its junction with Etchingham Road
1709	Marsden Road	south-east side	From its junction with Langney Rise north-eastwards to its junction with Etchingham Road
1710	Park Avenue	both sides	For its entire length
1711	Redford Close	both sides	For its entire length including the turning head

41. Items contained within Schedule 2 Part A, School Keep Clear, At Any Time of The East Sussex (Eastbourne Town Centre) (On-Street Parking Places and Prohibition of Waiting) Order 2008 Amendment Order 2016 No 1 are removed and inserted into Schedule 14 Part A, School Keep Clear, No Stopping on Entrance Markings, At Any Time

- 42.** Items contained within Schedule 2 Part C, School Keep Clear, 8am-9.30am, 2.30pm-4pm, Monday to Friday (Except August) of The East Sussex (Eastbourne Town Centre) (On-Street Parking Places and Prohibition of Waiting) Order 2008 Amendment Order 2016 No 1 are removed and inserted into Schedule 14 Part B, School Keep Clear, No Stopping on Entrance Markings, 8am-9.30am, 2.30pm-4pm, Monday to Friday (Except August)
- 43.** Items contained within Schedule 4 Part C, Permit Holders or Limited Waiting, Monday to Saturday 8am-6pm maximum stay 2 hours, no return within 1 hour of The East Sussex (Eastbourne Town Centre) (On-Street Parking Places and Prohibition of Waiting) Order 2008 Amendment Order 2016 No 1 are removed and inserted into Schedule 17, Permit Holder or Time Limited Waiting - Part A — 8am to 6pm Monday to Saturday inclusive, maximum stay 2 hours, no return within 1 hour.
- 44.** Items contained with Schedule 4 Part J Permit Holders or Limited Waiting, Monday to Saturday 8am-6pm maximum stay 3 hours, no return within 1 hour of The East Sussex (Eastbourne Town Centre) (On-Street Parking Places and Prohibition of Waiting) Order 2008 Amendment Order 2016 No 1 are removed and inserted into Schedule 17 Part B Permit Holders or Limited Waiting, Monday to Saturday 8am-6pm maximum stay 3 hours, no return within 1 hour.
- 45.** Items contained within Schedule 4 Part K Permit Holders or Limited Waiting, Monday to Saturday 8am-6pm maximum stay 4 hours, no return within 1 hour of The East Sussex (Eastbourne Town Centre) (On-Street Parking Places and Prohibition of Waiting) Order 2008 Amendment Order 2016 No 1 are removed and inserted into Schedule 17 Part C Permit Holders or Limited Waiting, Monday to Saturday 8am-6pm maximum stay 4 hours, no return within 1 hour.
- 46.** Items contained within Schedule 4 Part L Time Limited, Monday to Saturday 8am-6pm maximum stay 2 hours, no return within 1 hour of The East Sussex (Eastbourne Town Centre) (On-Street Parking Places and Prohibition of Waiting) Order 2008 Amendment Order 2016 No 1 are removed and inserted into Schedule 16 Part B, 8am to 6pm Monday to Saturday inclusive, maximum stay 2 hours, no return within 1 hour.
- 47.** Items contained within Schedule 4 Part M, Time Limited, Monday to Saturday 8am-6pm maximum stay 4 hours, no return within 1 hour, from April to October of The East Sussex (Eastbourne Town Centre) (On-Street Parking Places and Prohibition of Waiting) Order 2008 Amendment Order 2016 No 1 are removed and inserted into Schedule 16 Part F, Time Limited, Monday to Saturday 8am-6pm maximum stay 4 hours, no return within 1 hour, from April to October
- 48.** Items contained within Schedule 4 Part N Time Limited, Monday to Friday 8am-6pm maximum stay 1 hours, no return within 1 hour of The East Sussex (Eastbourne Town Centre) (On-Street Parking Places and Prohibition of Waiting) Order 2008 Amendment Order 2016 No 1 are removed and inserted into Schedule 16 Part D, 8am to 6pm Monday to Friday, maximum stay 1 hours, no return within 1 hour.
- 49.** Items contained within Schedule 4 Part N, Time Limited, Monday to Saturday 8am-6pm maximum stay 2 hours, no return within 1 hour of The East Sussex (Eastbourne Town Centre) (On-Street Parking Places and Prohibition of Waiting) Order 2008 Amendment Order 2016 No 1 are removed and inserted into Schedule 16 Part E, Time Limited, Monday to Saturday 8am-6pm maximum stay 2 hours, no return within 1 hour
- 50.** Items contained within Schedule 5 Part A, Disabled Persons Parking Places At Any Time of The East Sussex (Eastbourne Town Centre) (On-Street Parking Places and Prohibition of Waiting) Order 2008 Amendment Order 2016 No 1 are removed and inserted into Part B - Disabled Person's Parking Places - At any time

51. Items contained within Schedule 16, No Stopping on the Footway or Verge, At Any Time of The East Sussex (Eastbourne Town Centre) (On-Street Parking Places and Prohibition of Waiting) Order 2008 Amendment Order 2016 No 1 are removed and inserted into Schedule 20, No Stopping on the Footway or Verge, At Any Time

52. Items contained within Schedule 17 Prohibition on Vehicles exceeding 5 tonnes gross weight from waiting between 6pm and 8am of The East Sussex (Eastbourne Town Centre) (On-Street Parking Places and Prohibition of Waiting) Order 2008 Amendment Order 2016 No 1 are removed and inserted into Schedule 21, Prohibition on Vehicles exceeding 5 tonnes gross weight from waiting between 6pm and 8am

Revocations

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

- Schedule 1: Prohibition of Waiting, Part A - No waiting at any time, that the following items are deleted:

Item 43	Atlantic Drive	Southwest side	from its junction with Prince William Parade northwestwards to a point 10 metres north-west of the north-western kerbline of the Portlands
Item 175	Brede Close	both sides	from its junction with Wartling Road in a northwesterly direction for a distance of 15 metres
Item 248	Carlisle Road	southeast side	from a point 2 metres southwest of the boundary of Nos. 103/105 in a south-westerly direction for a distance of 128 metres
Item 270	Chailey Close	both sides	for a distance of 1 metre at the eastern end of cul-de-sac including across the school entrance
Item 273	Chamberlain Road	both	from its junction with Milton Road southwards for a distance of 5 metres
Item 344	Compton Place Road	southwest side	from a point 27.4 metres west of its junction with Paradise Drive for a distance of 107.3 metres in an southeasterly then easterly direction
Item 483	Etchingham Road	both sides	from its junction with Chailey Close southwards for a distance of 6 metres
Item 683	Ivy Lane	both sides	From its junction with Arundel Road south-eastwards for a distance of 30 metres
Item 719	Kings Drive	West side	from a point 13.7 metres north of its junction with Selmeston Road to a point 13.7 metres south of that junction
Item 725	Kings Drive	West side	from the junction of Selmeston Road southwards to a point 7 metres south of the boundary of Nos.175/177
Item 915	Milton Road	north side	from a point 5 metres west of its junction with Badwin Avenue to a point 10 metres east of that junction
Item 917	Milton Road	south side	from a point 5 metres west of its junction with Chamberlain Road to a point 5 metres east of that junction
Item 961	New Place	both	from its junction with Bradford Street to a point 5 metres south of that junction
Item 1001	Pashley Road	both sides	From its junction with Summerdown Road westwards for a distance of 5 metres

Item 1506	Beatty Road	south-east side	from its junction with Benbow Avenue for a distance of 25 metres in a north-easterly direction
Item 1067	Ringwood Road	both	from a point 20 metres northeast of the vehicle access to Moira House School for a distance of 25 metres in a northeasterly direction for a distance of 25 metres in a northeasterly direction
Item 1068	Ringwood Road	south	from the termination point of the existing restrictions eastwards to a point 1 metre east of the boundary between Nos. 85A & 85
Item 1409	Upper Carlisle Road	Northwest side	from a point 20 metres northeast of the vehicle access to Moira House School for a distance of 25 metres in a northeasterly direction for a distance of 25 metres in a northeasterly direction
Item 1459	Victoria Drive	west side	from a point 5 metres north of the southern junction with The Crescent to a point 5 metres south of that junction
Item 1469	Wattling Road	both sides	from a point 15 metres southwest of its junction with Brede Close in a northeasterly direction to a point 15 metres northeast of its junction with Brede Close
Item 1470	Wattling Road	north side	from a point 100 metres southwest of its junction with the outer kerbline of Sovereign roundabout for a distance of 22 metres in a southwesterly direction
Item 1471	Wattling Road	South side	from a point 100 metres southwest of its junction with the outer kerbline of the Sovereign roundabout for a distance of 50 metres in a southwesterly direction

2. Schedule 1: Prohibition of Waiting, Part B - No Waiting - Monday to Saturday, 8am to 6pm, that the following items are deleted:

Item 32	Courtlands Road	east side	from its junction with Moy Avenue to its junction with and extending into Ringwood Road for a distance of 13.7 metres
Item 102	Stanstead Road	north-west side	from a point 29 metres from its junction with Waterworks Road for a distance of 41 metres in a south-westerly direction

The Eastbourne (On-Street Parking Places) (Consolidation No 2) Order 2008

1. Schedule 9 - Part A - Shared Use Parking Places Monday to Saturday, 8am to 6pm, maximum stay 2 hours within any 4 hour period, that the following items are deleted:

Item 26	Ceylon Place	southeast	from a point 13.7 metres northeast of its junction with Bourne Street to a point 13.7 metres southwest of its junction with Seaside
Item 75	Langney Road	North-west side	from a point 24 metres northeast of its junction with Susans Road in a northeasterly direction to a point 14 metres southwest of its junction with Cavendish Place

2. Schedule 9 - Part B - Limited Waiting Parking Places - Monday to Saturday 8am to 6pm
 - Maximum stay 2 hours no return within 2 hours, that the following items are deleted:

Item 20	Winston Crescent	southeast	from its south western junction with Seaside to its north eastern junction with Seaside
Item 21	Winston Crescent	west	from a point 8 metres north of its south western junction with Seaside but excluding 12 metres both sides of the road leading up to the Tollgate County Junior School entrance

The East Sussex (Various Roads, Eastbourne) (Waiting Restriction, Parking Restriction and Restriction of Loading)(Amendment No.1) Order 2009

1. Schedule One, No Waiting At Any Time, that the following items are deleted:

Alder Close	east side	From its junction with Birch Road northwards for 25 metres.
Alder Close	east side	From a point 48 metres north of its junction with Birch Road northwards for 20 metres.
Alder Close	north and southwest side	From its junction with Birch Road north and then northwestwards for 85 metres..

The East Sussex (Various Roads in Eastbourne) (Prohibition of Waiting, Prohibition of Stopping and Waiting on School Keep Clear Markings, Disabled Persons Parking Places and Goods Vehicle Only Loading Bay) Traffic Regulation Order 2016

1. Schedule 2 - No waiting at any time, that the following items are deleted:

Saffrons Road	Northern side	From a point 41.5 metres northwest of its junction with Dittons Road, north-westwards and then south-westwards for a distance of 19 metres.
Pacific Drive (Anchorage Way)	northern side	From a point 6.5 metres north of its junction with Anchorage Way, northwards for a distance of 5 metres.
Prince William Parade	northern side	From a point 15 metres west of its junction with Blakes Way, eastwards to a point 106.6 metres east of that junction.

The East Sussex (Eastbourne Town Centre) (Loading and Unloading Restriction) Traffic Regulation Order 2010 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
 Commencement and citation**

This Order may be cited as “The East Sussex ((Eastbourne Town Centre) (Loading and Unloading Restriction) Traffic Regulation Order 2010 Amendment Order 201* No * and shall come into effect on xx xxxx xxxx

The East Sussex (Eastbourne Town Centre) (Loading and Unloading Restriction) Traffic Regulation Order 2010 as amended is hereby amended as follows:

53. 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

- Schedule 1 – No Loading and Unloading – At Any Time, that the following items are deleted:

Item 304	Susan’s Road	northeast side	from the north-western kerbline of Seaside Road for a distance of 13.5 metres in a north-westerly direction
Item 311	Susan’s Road	southwest side	from the north-western kerbline of Seaside Road for a distance of 7 metres in a north-westerly direction

- Schedule 1 – No Loading and Unloading – At Any Time, that the following item is inserted:

1701	Susan's Road	both sides	From its junction with Seaside north-westwards for a distance of 10 metres
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- Schedule 2 – No Loading and Unloading – 8am to 6pm Monday to Saturday, that the following item is inserted:

1701	Courtlands Road	both sides	From its junction with Ringwood Road south-westwards for a distance of 15 metres
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THE COMMON SEAL of)
 EAST SUSSEX COUNTY COUNCIL)
 was affixed hereto)
 on the xxth day of xxxxx)
 Two Thousand and)
 in the presence of:-

AUTHORISED SIGNATORY