

Committee:	Regulatory Planning Committee
Date:	12 September 2018
Report by:	Director of Communities, Economy and Transport
Title of Report	Traffic Regulation Orders – Hastings Parking Review 2017-2018
Purpose of Report	To consider the objections received in response to the formal consultation on the draft Traffic Regulation Orders associated with the Hastings Parking Review
Contact Officer:	Michael Blaney -Tel. 01424 726142
Local Members:	Councillors Beaver, Charman, Clarke, Godfrey Daniel, Loe, Pragnell, Scott and Webb

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. Uphold, in part, the objections to the draft Order as set out in Appendix 2 to this report.**
- 3. Not uphold the objections to the draft Order as set out in Appendix 3 of this report.**
- 4. 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 Hastings are held on a priority ranking database, with those requests ranking high enough being progressed to consultation. Informal consultations began in March 2018 to see whether there was enough public support to introduce controls such as double yellow lines or changes to permit parking schemes in Hastings.
- 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 4) in the Hastings Observer on 6 July 2018. Notices and copies of the relevant plans

were placed on posts and lamp-columns in the affected areas. Approximately 670 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 27 July 2018.

- 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 75 items of correspondence were received. These included 44 objections and 31 items of support. One of the objections was to all proposals and one to proposals in Old Town only. Five of the objections have now been withdrawn.

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, 2 and 3. 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 withdraw the following proposal (summarised in Appendix 1):

- Bexhill Road – relocation of the existing bus stop from Nos 41/43 to Nos 31/33 and removal of the time limited bay.

Officers are satisfied that the objections received to this proposal do provide sufficient grounds to warrant its withdrawal.

- 2.3 Following consideration of the responses, it is recommended to modify the following proposals (summarised in Appendix 2):
 - Robsack Avenue – modify the proposal to reduce the length of the proposed double yellow lines on the south-west side of the short section of Robsack Avenue leading to Church Wood Drive;
 - Little Ridge Avenue – modify the proposal to remove the proposed time limited bay and double yellow lines on the north-east side.

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.

- 2.4 With regard to objections relating to Burton Way, Linton Road, Beaufort Road, All Saints Street, The Bourne, Winchelsea Lane, Hillside Road, Emmanuel Road, and Old London Road, as set out in Appendix 3, 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.

- 2.5 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, upholds in part the objections in Appendix 2, does not uphold the objections in Appendix 3, 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 Bexhill Road (Councillor Beaver)

- 1.1 The proposal at this location is to relocate the existing bus stop from Nos 41/43 to Nos 31/33 and to remove the time limited bay. The request to relocate the bus stop follows complaints made by local residents to the Passenger Transport team.
- 1.2 Thirteen objections have been received from local businesses and residents on the grounds that the relocation of the bus stop will have a detrimental effect to local business including the recently opened greengrocer at No 31/33. Objectors believe that the exhaust fumes produced by buses will affect the shop's fresh fruit and vegetable produce and will have a negative impact on the trade. Objectors also believe that the removal of double yellow lines at this location will cause loading and unloading difficulties for local businesses, and the installation of the bus stop clearway near the junction with Seaside Way will cause visibility issues for drivers pulling out onto Bexhill Road.
- 1.3 Officers are satisfied that the proposed bus stop clearway could improve safety for vehicles exiting Seaside Way by improving visibility when it is not being used. It is however recognised that the change in business to a greengrocer openly displaying fresh fruit and vegetables at the shop front is an important factor to consider.
- 1.4 Having considered all of the objections, officers are satisfied that due to change in circumstances the proposal can be withdrawn.
- 1.5 Councillor Beaver has confirmed his agreement with the recommendation.
- 1.6 **Recommendation:** To uphold the objections and to withdraw the proposal.

Appendix 2 – Proposals where objections are upheld in part

1. Site 2 Robsack Avenue (Councillor Scott)

- 1.1 The proposal at this location is to install additional No Waiting At Any Time at the junction with Church Wood Drive and along Robsack Avenue.
- 1.2 Robsack Avenue is located near Robsack Wood Primary Academy and as such is used as a regular drop off and pick up area. Ten objections have been received along with four items of support. Four of these objections have been received from local residents and six objections have been received from parents dropping off and picking up their children. The grounds for the objections are that non-residents use this area as a short term parking only and if the proposed changes to waiting restrictions are implemented these will cause further vehicle displacement to the nearby narrower roads as well as to Church Wood Drive which is a busy road with no parking restrictions. One objector is concerned about the length of the double yellow lines as the proposal would restrict them from being able to park opposite their house.
- 1.3 The proposal follows requests from local residents experiencing difficulties with accessing their driveways caused by inconsiderate parking by non-residents. The proposals were developed following the informal consultation in March 2018. The extension to double yellow lines is proposed on the north-eastern side of Robsack Avenue to keep the approach to the bend clear and prevent cars travelling south from driving on the wrong side of the road. The double yellow lines are proposed at a length that will keep the bend clear from parked vehicles. Reducing them would compromise visibility.
- 1.4 It is however recognised that the proposals can be modified slightly to allow parking on the south-east side near the junction with Church Wood Drive (to the side of No 2) while maintaining safety at the junction.
- 1.5 Councillor Scott has confirmed his agreement with the recommendation.
- 1.6 **Recommendation:** To uphold, in part, the objections and to modify the proposal.

2. Site 3 Little Ridge Avenue (Councillor Pragnell)

- 2.1 The proposal at this location is to install time limited bays and double yellow lines on both sides of Little Ridge Avenue near Tesco Express.
- 2.2 Little Ridge Avenue is a busy road located near Conquest Hospital and Little Ridge Primary Academy. The area suffers from commuter parking caused by hospital workers as well as parents dropping off and picking up their children. Two objections have been received from local residents on the grounds that the proposed time limited bays will cause vehicle displacement and will add further problems to already congested nearby roads.
- 2.3 The proposal follows a petition presented at the full Council meeting on 27 March 2018. Visitors to the area requested time limited parking bays to help them park near the doctors surgery and local shops as all day parking by staff

working at the hospital makes this difficult. Time limited bays will increase the turnover of parking spaces making it easier for visitors and shoppers to park. Extensions to existing double yellow lines were also proposed to enhance safety by making it easier to pull in and out of the lay-bys.

- 2.4 After considering the responses, officers are satisfied that the proposals can be modified so that only the proposed changes on the south-west side should be installed and to remove the proposed changes to parking controls on the north-east side of Little Ridge Avenue. This will provide around ten time-limited parking spaces for visitors to the surgery and local shops.
- 2.5 Councillor Pragnell has confirmed his agreement with the recommendation.
- 2.6 **Recommendation:** To uphold, in part, the objections and to modify the proposal.

Appendix 3 – Proposals where objections are not upheld and are proposed to be implemented as advertised

1 Site 4 Linton Road (Councillor Godfrey Daniel)

- 1.1 The proposal is to replace the existing business permit bay on the south-west side with a resident permit holder only bay and to reduce the length of the business permit bay on the north-east side.
- 1.2 One objection has been received from a business permit holder on the grounds that more parking spaces should be made available to business permit holders in this area. The objector also believes that the high kerb along the bridge needs to be lowered so vehicles can be accessed from the pavement side. The objector believes that unless the kerb is restructured, the proposed changes are unsafe and unsuitable for permit holders and their children.
- 1.3 The proposed changes follow requests from local residents experiencing difficulties with parking in the nearby Cornwallis Gardens area.
- 1.4 There are approximately twenty-five business permit only parking spaces in Linton Road with only 7 business permits currently issued. In 2017, 5 business permits were issued. This means that for the majority of the time around 18-20 parking spaces remain empty for most of the time. There is no indication that the demand for business permits will increase in the near future.

With requests for further parking bays in and around Cornwallis Gardens, the proposal will provide around 13 additional resident permit spaces while keeping 12 spaces reserved for the current business permit holders.
- 1.5 The request to lower the kerb height on the bridge has been passed to East Sussex Highways for consideration.
- 1.6 **Recommendation:** To not uphold the objection and to install the proposals as advertised.

2 Site 5 Burton Way (Councillor Webb)

- 2.1 The proposal at this location is to prevent vehicles from parking on the footway at any time on the west side of Burton Way.
- 2.2 One objection has been received on the grounds that the pavement at this location is wide enough to accommodate parked vehicles. The objector believes that this area should have never been made into a pavement and it should be converted into parking area.
- 2.3 The pavement was widened around 2007 to re-inforce the one-way system in this road. Over the past year or two people have taken to parking on the pavement (between the limits of the existing double yellow lines). Regardless of the width of the pavement, footways are for pedestrians and are not constructed for vehicles to park on.

- 2.4 At the time of writing, Councillor Webb has not confirmed whether he agrees with the recommendation.
- 2.5 **Recommendation:** To not uphold the objections and install the proposal as advertised.

3 Site 6 Beaufort Road (Councillor Clarke)

- 3.1 The proposal at this location is to reduce the length of the time limited bay in Beaufort Road.
- 3.2 One objection has been received from a resident of Beaufort Court who believes that if the proposed changes are implemented, the employees of the nearby bus depot will park outside Beaufort Court making it difficult for carers and visitors to park.
- 3.3 The proposed changes to parking restrictions in Beaufort Road follow requests from local residents to introduce a resident permit parking scheme in Vale Road, Strood Road, and Chatham Road. Parking is at a premium in this area due to the local shops and businesses and the high residential demand. Previous consultation took place in 2015 to introduce a shared parking scheme throughout the Silverhill area but there was little support for this.
- 3.4 The time limited bay outside Beaufort Court is little used and it is proposed to reduce the length of this parking bay. This would free up some long term parking space which could in turn have the effect of alleviating pressures on parking in surrounding roads. The proposals would also retain around five two-hour parking spaces for carers and visitors using Beaufort Court.
- 3.5 Councillor Clarke has confirmed his agreement to the recommendation.
- 3.6 **Recommendation:** To not uphold the objections and to install the proposals as advertised.

4 Site 7 The Bourne (Councillor Charman)

- 4.1 The proposal in this part of The Bourne is to replace the existing pay and display bays with shared use bays and to extend the operational times of bays from 9am-6pm to 9am-8pm.
- 4.2 Three objections have been received to the proposal. Two of the objections were from local business owners who park in this area in the evenings for free after 6pm. The objectors believe that the proposed changes and the parking policies in Hastings discourage visitors which has an adverse effect on local businesses and tourism. The third objection is on the grounds that the proposal will not help local residents but will increase the cost to visitors.
- 4.3 The proposals in The Bourne follow requests from Hastings Old Town Residents Association (HOTRA) to increase the amount of parking available to resident permit holders, as well as reports about parking difficulties after 6pm. The proposed changes will provide permit holders with additional

parking spaces between 6pm and 8pm while also allowing any visitors to park for payment.

- 4.4 At the time of writing, Councillor Charman has not confirmed her agreement with the proposals.

- 4.5 **Recommendation:** To not uphold the objections and to implement the proposal as advertised.

5 Site 8 All Saints Street (Councillor Charman)

- 5.1 The proposal at this location is to install a loading ban on the north-west side of All Saints Street, opposite the junction with Ebenezer Road.

- 5.2 Five objections have been received along with five items of support. The grounds of the objections are that the installation of a loading ban at this location will have a detrimental effect on the businesses that rely on double yellow lines to do their deliveries. Local residents expressed their concerns that the proposal will limit the available space currently used by residents for loading and unloading domestic items such as shopping. Some objectors are also concerned that this is a busy road and that disabled people will no longer be permitted to park in this area.

- 5.3 The proposal follows reports about the obstructive parking opposite Ebenezer Road. Vehicles parked in this area cause issues for those wishing to enter or exit Ebenezer Road. Residents have expressed their concerns about emergency vehicles being unable to access the road. Following several site visits it is felt that any vehicles parked opposite the junction could cause obstruction and can block the access. The proposed changes will prevent obstruction and will maintain access.

- 5.4 Deliveries, loading, and unloading can all take place in any of the existing permit holder bays provided that the activity is continuous and the vehicle is moved after the delivery or loading activity has taken place.

- 5.5 At the time of writing, Councillor Charman has not confirmed her agreement with the proposals.

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

6 Site 9 Winchelsea Lane (Councillor Loe)

- 6.1 The proposal at this location is to amend the Traffic Regulation Order for the existing footway and verge parking ban. This is purely a change to the wording in the TRO and there will be no physical change on site.

- 6.2 One objection has been received on the grounds that the proposed restrictions are unworkable.

- 6.3 There is an anomaly with the TRO for the current 'No stopping on footway or verge' control in Winchelsea Lane. To address this issue it has been proposed

to correct the Traffic Regulation Order. Once corrected, enforcement officers can resume enforcement in this area.

6.4 At the time of writing, Councillor Loe has not confirmed his agreement with the recommendation.

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

7 Site 10 Hillside Road (Councillor Pragnell)

7.1 The proposals in the Hillside Road area are to install sections of double yellow lines along Hillside Road as well as at the junctions with Grange Road and Parkstone Road. It is also proposed to extend the existing single yellow line outside Nos 252-254 and to install a bus stop clearway outside No 220.

7.2 Six objections have been received along with sixteen items of support. The grounds of the objections are that the proposed changes to waiting restrictions will cause vehicle displacement, further restrictions should be implemented in Chanctonbury Drive and Ranmore Close and that if the proposals are installed as advertised vehicles will park in unrestricted areas causing obstruction to through traffic including buses and emergency vehicles as well as difficulties to access driveways.

7.3 The proposed changes follow numerous requests from local residents to introduce new restrictions in the area to address problems caused by all day commuter parking, to prevent obstruction to through traffic and to maintain visibility at junctions. Any new restrictions are likely to cause vehicle displacement.

7.4 The informal consultation proposed single yellow line restrictions (no waiting Monday to Friday 10am to 11am) in the surrounding roads to prevent all day parking. Feedback from the consultation showed that there was no general support from local residents for this proposal. There was however a consistency in responses to introduce double yellow lines in Hillside Road, to fill the 'gap' in the access road between Chanctonbury Drive and Hillside Road, to provide double yellow lines at the entrances to Clover Lea, St Helens Wood Road, and between Parkstone Road and Grange Road.

7.5 The formal proposals were amended to reflect the comments received from local residents and will maintain access for large vehicles, prevent obstruction to through traffic and maintain visibility at junctions.

7.6 Two of the objectors also feel that the existing double yellow lines in Little Ridge Avenue should be extended and that footway or verge ban needs to be installed in Hillside Road. They have been advised that additional controls cannot be introduced at this stage of the process.

7.7 Councillor Pragnell has confirmed his agreement with the recommendation.

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

8 Site 11 Emmanuel Road (Councillor Charman)

- 8.1 The proposal is to formalise the existing disabled bay outside Nos 48-52 and to extend it by approximately 1 metre to meet the standard size of 6.6 metres.
- 8.2 One objection has been received on the grounds that the bay is rarely used due to the applicant not owning a vehicle. The objector is a local resident who feels that the bay is currently large enough for the applicant to use. The objector expressed his concerns that the blue badge is never displayed in the vehicle and that the bay is used incorrectly. The resident also reported aggressive behaviour of the driver and lack of consideration to the blue badge holder who is under the driver's care.
- 8.3 The disabled bay in Emmanuel Road has been provided following a successful application from a resident who has met all of the Council's criteria for providing a disabled bay. The Blue Badge team are also aware of the allegation of blue badge misuse and have not found grounds for further investigation. The extension by 1 metre has been proposed to meet the Department for Transport's minimum requirement of 6.6 metres for each individual disabled persons parking place. The bay is currently advisory therefore no enforcement action can be taken if a vehicle parks without displaying a valid blue badge.
- 8.4 At the time of writing, Councillor Charman has not confirmed her agreement with the recommendation.
- 8.5 **Recommendation:** To not uphold the objection and to install the proposal as advertised.

9 Site 12 Old London Road (Councillor Loe)

- 9.1 The proposal is to introduce a loading ban at any time in Old London Road, Saxon Road, Fairlight Road and Victoria Avenue.
- 9.2 One objection has been received on the grounds that Tesco Express should not have been granted permission to open in Old London Road and increasing parking restrictions will only make things worse. The objector has also raised his concerns about the enforcement of current restrictions.
- 9.3 The proposal in this area follows reports about dangerous, obstructive and inconsiderate parking outside the peak time loading hours and are designed to address this. Parking pressures have increased since the store opened and the introduction of a loading ban at all times will help prevent dangerous parking as well as improving traffic flow and general road safety in the area.
- 9.4 At the time of writing, Councillor Loe has not confirmed his agreement with the recommendation.
- 9.5 **Recommendation:** To not uphold the objection and to install the proposals as advertised.

Appendix 4 – 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 (BOROUGH OF HASTINGS) (TRAFFIC REGULATION) (CONSOLIDATION) ORDER 2013 (VARIOUS ROADS) 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, 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:-

1. When this Order comes into effect

- (a) The East Sussex (Borough of Hastings) (Traffic Regulation) (Consolidation) Order 2013, as amended, shall have effect except as hereinafter contained.

(i) Schedule One, Prohibition of Waiting At Any Time, that this Schedule be amended as follows:

1. Delete items 85 (b) 1 and 85 (c) 1 and insert item 85 (b) 1 as follows:

85	Chanctonbury Drive	(b)	North and West Side	1	From its junction with Hillside Road, eastwards then northwards along the kerbline to a point 4 metres north of the rear boundary of Nos. 242/244 Hillside Road.
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2. Insert item 112 (c) 3 as follows:

112	Cornwallis Terrace	(c)	South Side	3	From its junction with Cornwallis Gardens, eastwards for a distance of 12 metres.
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3. Delete item 180 (b) 1 and insert items 180 (a) 3, (b) 1, (b) 2 and (c) 2 as follows:

180	Grange Road	(a)	Both Sides	3	From its junction with Hillside Road, north-westwards for a distance of 10 metres.
180	Grange Road	(b)	North-west Side	1	From a point 25 metres south-west of its junction with Wrotham Close, north-eastwards to its junction with The Ridge.

180	Grange Road	(b)	North-west Side	2	From a point 10 metres south-west of its junction with Clover Lea, north-eastwards to a point 10 metres north-east of its junction with Clover Lea.
180	Grange Road	(c)	South-east Side	2	From a point 10 metres south-west of its junction with St Helens Wood Road, north-eastwards to a point 10 metres north-east of its junction with St Helens Wood Road.

4. Delete item 206 (a) 2, and insert items 206 (a) 2, 3, and (b) 4 as follows:

206	Hillside Road	(a)	North-east Side	2	From a point 7 metres north-west of the boundary of Nos. 244/246, south-eastwards to a point 15 metres south-east of its junction with Parkstone Road.
206	Hillside Road	(a)	North-east Side	3	From a point 10 metres north-west of its junction with Grange Road, south-eastwards to a point 10 metres south-east of its junction with Grange Road.
206	Hillside Road	(b)	South-west Side	4	From the boundary of Nos. 201/203, south-eastwards to a point 6 metres north-west of the boundary of Nos. 179/181.

5. Insert items 222 (a) 2 and 222 (e) 1 as follows:

222	Kenilworth Road	(a)	North-east Side	2	From a point 10 metres north-west of its junction with Rothsay Road, south-eastwards to a point 10 metres south-east of its junction with Rothsay Road.
222	Kenilworth Road	(e)	Both Sides	1	From its junction with Pevensy Road, south-eastwards for a distance of 10 metres.

6. Delete items 234 (a) 4, (b) 7, and (b) 9 and insert items 234 (a) 4 and (b) 7 as follows:

234	Little Ridge Avenue	(a)	South Side	4	From a point 7 metres east of the prolongation of the eastern kerbline of Chalvington Drive, eastwards to a point 16 metres east of its junction with Highlea Close.
234	Little Ridge Avenue	(b)	North side	7	From a point 15 metres east of its junction with Harvest Way, north-westwards to the western rear boundary of No. 4 The Meadows.

7. Insert item 262 (a) 2 as follows:

262	Middle Road	(a)	North-west Side	2	From a point 10 metres north-east of its junction with Old Top Road, south-westwards to a point 8.5 metres south-west of its junction with Old Top Road.
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8. Insert item 272 (d) 1 as follows:

272	Nelson Road	(d)	North-east Side	1	From a point 0.5 metre north-west of the northern boundary of No. 18, south-eastwards for a distance of 13.5 metres.
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9. Insert item 290 (a) 2 as follows:

290	Old Top Road	(a)	Both Sides	2	From its junction with Middle Road, north-westwards for a distance of 10 metres.
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10. Insert item 295 (c) 1 as follows:

295	Parkstone Road	(c)	Both Sides	1	From its junction with Hillside Road, westwards for a distance of 12.5 metres.
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11. Delete item 301 (d) 1 and insert items 301 (d) 1 and (e) 1 as follows:

301	Pevensey Road	(d)	South Side	1	From a point 10 metres west of its junction with Upper Maze Hill, eastwards to a point 18 metres east of its junction with Kenilworth Road.
301	Pevensey Road	(e)	North Side	1	From a point 8 metres west of its junction with Upper Maze Hill, eastwards to a point 20 metres east of its junction with Upper Maze Hill.

12. Delete item 325.5 (a) 1 and insert items 325.5 (a) 1, 325.5 (c) 1 and 325 (d) 1 as follows:

325.5	Robsack Avenue	(a)	North-east Side	1	From a point 7 metres south-west of the boundary of Nos. 17/19, westwards and north-westwards for a distance of 102 metres.
325.5	Robsack Avenue	(c)	South-east Side	1	From its junction with Church Wood Drive, north-eastwards then south-eastwards to a point 7 metres north-west of the boundary of Nos. 2/4.

325.5	Robsack Avenue	(d)	North-west Side	1	From its junction with Church Wood Drive, north-eastwards for a distance of 10 metres.
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13. Insert item 329.5 as follows:

329.5	Rothsay Road	(a)	Both Sides	1	From its junction with Kenilworth Road, north-eastwards for a distance of 10 metres.
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14. Insert items 355.5 as follows:

355.5	Silvan Road	(a)	Both Sides	1	From its junction with Church Wood Drive south-eastwards for a distance of 15 metres.
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15. Delete item 383 (b) 1 and insert item 383 (b) 1 as follows:

383	St Pauls Road	(b)	West Side	1	From its junction with Bohemia Road, northwards for a distance of 13 metres.
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16. Insert item 430 (c) as follows:

430	Upper Maze Hill	(c)	Both Sides	1	From its junction with Pevensey Road, northwards for a distance of 10 metres.
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(ii) Schedule Five, Prohibition of Waiting Between 8.00am and 6.00pm, Monday to Friday, that this Schedule be amended as follows:

1. Insert item 3.5 as follows:

3.5	Hillside Road	(a)	North-east Side	1	From the northern boundary of No. 266, southwards to a point 2 metres south-east of the boundary of Nos. 250/252.
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(iii) Schedule Ten A, Prohibition of Loading At Any Time, that this Schedule be amended as follows:

1. Insert item 0.5 as follows:

0.5	All Saints Street	(a)	North-west Side	1	From the boundary of Nos.135/136, north-eastwards for a distance of 18 metres.
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2. Insert item 0.6 as follows:

0.6	Claremont	(a)	West Side	1	From a point 2 metres north of the boundary of Nos. 11/12, northwards to a point 3 metres north of the boundary of Nos. 13/14.
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3. Insert item 0.7 as follows:

0.7	Fairlight Road	(a)	North-west Side	1	From its junction with Old London Road, north-eastwards for a distance of 21 metres.
0.7	Fairlight Road	(b)	South-east Side	1	From its junction with Old London Road, north-eastwards for a distance of 19 metres.

4. Insert item 3.3 as follows:

3.3	Old London Road	(a)	North-west Side	1	From a point 2 metres north-east of the boundary of Nos. 476/478, north-eastwards to the boundary of Nos. 490/492.
3.3	Old London Road	(b)	South-east Side	1	From its junction with Fairlight Road, north-eastwards for a distance of 12 metres.

5. Delete item 3.5 and insert item 3.5 as follows:

3.5	Queens Road	(a)	Both Sides	1	From its junction with Albert Road, south-westwards for a distance of 20 metres.
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6. Insert item 6.5 as follows:

6.5	Saxon Road	(a)	North-east Side	1	From its junction with Old London Road, south-eastwards to its junction with Offa Road.
6.5	Saxon Road	(b)	South-west Side	1	From its junction with Old London Road, south-eastwards for a distance of 20 metres.

7. Insert item 12 as follows:

12	Victoria Avenue	(a)	Both Sides	1	From its junction with Old London Road, north-westwards for a distance of 15 metres.
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(iv) Schedule Eleven, Prohibition of Loading Between 8.30am and 9.30am And Between 4.45pm and 6.00pm Monday to Saturday, that this Schedule be amended as follows:

1. Delete item 17 and insert item 17 as follows:

17	Old Road	London	(a)	South-east Side	1	From a point 15 metres south-west of its northern junction with Ashburnham Road, northwards to its junction with Fairlight Road.
17	Old Road	London	(a)	South-east Side	2	From a point 15 metres north-east of its junction with Fairlight Road, northwards to the boundary of Ore Clinic and No. 439.

2. Delete item 26 (Victoria Avenue, both sides, From its junction with Old London Road, north-westwards for a distance of 15 metres)

(v) Schedule Twelve, Residents Parking Places for Residents Permit Holders, Residents Visitors, & Business User Permit Holders Only, 9.00am to 8.00pm On All Days, that this Schedule be amended as follows:

1. Area C Cornwallis – insert item 4 as follows:

4	Linton Road	(a)	North-east Side	1	From a point 28.5 metres north-west of its junction with Cornwallis Gardens, north-westwards for a distance of 65 metres.
4	Linton Road	(b)	South-west Side	1	From a point 7 metres north-west of its junction with Holmesdale Gardens, north-westwards for a distance of 15.5 metres.

2. Area F Old Town – insert item 7.6 as follows:

7.6	Marine Parade Service Road	(a)	South Side	1	From a point 3 metres east of its western junction with Marine Parade, eastwards to a point 2 metres west of its eastern junction with Marine Parade.
7.6	Marine Parade Service Road	(b)	North Side	1	From a point 3 metres east of the western boundary of No. 6, eastwards to the boundary of Nos. 2/3.
7.6	Marine Parade Service Road	(c)	East Side	1	From a point 5 metres north of its junction with East Parade, northwards for a distance of 9 metres.

(vi) Schedule Thirteen, (Residents, Residents Visitors, & Business User Permit Holders Excepted) Waiting Area Parking Places Limited to Two Hours in any period of Four Hours, Monday to Saturday 9.00am to 6.00pm, that this Schedule be amended as follows:

1. Area G Milward - insert items 2 (a) 1 and 2 (b) 1 as follows:

2	Milward Crescent	(a)	East Side	1	From a point 2 metres south-west of the south-western boundary of No. 2, north-eastwards and north-westwards to a point 1.5 metres south-east of the boundary of Nos. 58/60.
2	Milward Crescent	(b)	West Side	1	From a point 0.5 metres north-east of the prolongation of the boundary of Nos. 2/4, north-westwards to a point 1.5 metres south-east of the prolongation of the boundary of Nos. 58/60.

2. Area G Milward - insert items 3 (a) 1, 2, 7 and 8 as follows:

3	Milward Road	(a)	East Side	1	From a point opposite a point 1 metre south-west of the boundary of Nos. 89-91, south-westwards to a point 2 metres north-east of the boundary of Nos. 58/60.
3	Milward Road	(a)	East Side	2	From a point 1 metre north-east of the boundary of Nos. 54/56, south-westwards to the boundary of Nos. 46/48.
3	Milward Road	(a)	East Side	7	From a point 3 metres north-east of the boundary of Nos. 32/34, north-eastwards for a distance of 28 metres.
3	Milward Road	(a)	East Side	8	From a point 3 metre north-east of the boundary of Nos. 30/32, south-westwards to a point opposite a point 2 metres south-west of the boundary of Nos. 9/11.

3. Area G Milward - delete item 4 (a) 4 and insert items 4 (a) 4 and 5 as follows:

4	Nelson Road	(a)	Inner Side	4	From a point 0.5 metre north-west of the northern boundary of No. 18, north-westwards to a point 6 metres north-west of the rear boundary of Nos. 26/28.
4	Nelson Road	(a)	Inner Side	5	From the south-western building line of No. 2, northwards to the boundary of Nos. 14/16.

4. Area H Braybrooke - delete item 1 (a) 2 and insert items 1 (a) 2 and 3 as follows:

1	Baldslow Road	(a)	North-east Side	2	From a point opposite a point 4.5 metres north-west of the prolongation of the boundary of Nos. 21/ 23, south-eastwards to a point 1 metre north-west of the boundary of Nos. 4/6.
1	Baldslow Road	(a)	North-east Side	3	From a point 5.5 metres south-east of the boundary of Nos. 4/6, south-eastwards to a point 15 metres north-west of its junction with Elphinstone Road.

5. Area H Braybrooke - delete item 4 (a) 1 and insert 4 (a) 1 as follows:

4	Braybrooke Road	(a)	South-east Side	1	From the boundary of Nos. 6/8, north-eastwards to the western building line of No. 82.
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6. Area H Braybrooke - delete items 9 (a) 1 and 2 and insert 9 (a) 1 as follows:

9	Stanley Road	(a)	North Side	1	From a point 11 metres north-east of its junction with Wykeham Road, north-eastwards to a point 12 metres south-west of the junction with Priory Avenue.
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7. Area H Braybrooke - remove Elphinstone Road from list of qualifying streets and insert Elphinstone Road as follows:

Elphinstone Road – Nos. 1 to 11 odd numbers and Lyndhurst and Nos. 2, 2c, 2d, 2e, 2f, 2g, 2h and Garden Flat 1, 8 Elphinstone Road.

(vii) Schedule Fifteen, Parking Places for use by Business User permit Holders Only, 9.00am to 8.00pm On All Days, that this Schedule be amended as follows:

1. Delete item 1 and insert item 1 as follows:

1	Linton Road	(a)	North-east Side	1	From the southern boundary of No. 62, south-eastwards for a distance of 60 metres
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(viii) Schedule Seventeen, On Street Pay and Display Parking Places At Hastings, Waiting Area Limited To Four Hours In Any Period of Eight Hours, 9.00am to 6.00pm On All Days, that this Schedule be amended as follows:

1. Delete item 12 (The Bourne)

(ix) Schedule Seventeen D, Permit Holder Parking (no maximum stay) or On Street Pay And Display Parking, Waiting Area Limited To Two Hours In Any Period Of Four Hours, 9.00am to 8.00pm On All Days, that this Schedule be amended as follows:

1. Insert item 3 as follows:

3	The Bourne	(a)	North-west Side	1	From a point 40 metres north east of its junction with Roebuck Street, north eastwards for a distance of 32 metres.
3	The Bourne	(a)	North-west Side	2	From a point opposite a point 8 metres south-west of the southern building line of No. 106, south-westwards for a distance of 30 metres.

(x) Schedule Eighteen, Waiting Area Limited to Two Hours in any period of Four Hours, Monday to Saturday 8.00am to 6.00pm Inclusive, that this Schedule be amended as follows:

1. Delete item 1 (b) 2 and insert item 1 (b) 2 as follows:

1	Beaufort Road	(b)	South Side	2	From a point 19 metres east of the eastern boundary of No. 40, eastwards for a distance of 25 metres.
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2. Delete item 2 (a) 2 and insert item 2 (a) 2 as follows:

2	Bexhill Road	(a)	South Side	2	From the western boundary of No. 27, eastwards to the boundary of Nos. 7/9.
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3. Insert item 3.5 as follows:

3.5	Little Ridge Avenue	(a)	South Side	1	From a point 32 metres north-west of its junction with Hare Way, north-westwards for a distance of 56 metres.
3.5	Little Ridge Avenue	(b)	North Side	1	From the western rear boundary of No. 4 The Meadows, north-westwards for a distance of 59 metres.

(xi) Schedule Nineteen, Disabled Persons Parking Places, that this Schedule be amended as follows:

1. Insert item 5 (a) 1 as follows:

5	Ashburnham Road	(a)	East Side	1	From a point 17 metres north-east of its junction with Mount Road, north-eastwards for a distance of 6.6 metres.
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2. Insert item 6 (b) 1 as follows:

6	Baldslow Road	(b)	North-east Side	1	From a point 1 metre north-west of the boundary of Nos. 4/6, south-eastwards for a distance of 6.6 metres.
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3. Insert item 9 (b) 1 as follows:

9	Beaconsfield Road	(b)	North Side	1	From the boundary of Nos. 53/55, westwards for a distance of 6.6 metres.
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4. Insert item 10.5 (a) 2 as follows:

10.5	Braybrooke Road	(a)	South-east Side	2	From the boundary of Nos. 4/6, north-eastwards for a distance of 6.6 metres.
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5. Delete item 17 (Caves Road) and insert item 17 as follows:

17	Castle Hill Road	(a)	South-east Side	1	From a point 19 metres north-east of the north-eastern boundary of No 115, north-eastwards for a distance of 6.6 metres.
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6. Insert item 28 (a) 3 as follows:

28	Edinburgh Road	(a)	East Side	3	From a point 8 metres south of the southern building line of No. 95, south-westwards for a distance of 3.4 metres.
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7. Insert item 31 (a) 1 as follows:

31	Emmanuel Road	(a)	South-east Side	1	From a point 4.5 metres south-west of the southern boundary of No. 54, south-westwards for a distance of 6.6 metres.
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8. Insert item 36 (a) 2 as follows:

36	Hardwicke Road	(a)	North-west Side	2	From the boundary of Nos. 21/23, north-eastwards for a distance of 11 metres.
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9. Insert item 38 (a) 4 as follows:

38	Hughenden Road	(a)	North Side	4	From a point 1 metre east of the boundary of Nos. 43/45, westwards for a distance of 6.6 metres.
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10. Insert item 44 (b) 1 as follows:

44	Malvern Way	(b)	South-east Side	1	From a point 0.5 metre south of the boundary of Nos. 156/158, southwards for a distance of 6.6 metres.
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11. Insert item 46 (b) 1 as follows:

46	Manor Road	(b)	North-east Side	1	From a point 19 metres south-east of its junction with Mount Pleasant Road, southwards for a distance of 6.6 metres.
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12. Delete item 47 (a) 6 as follows:

47	Marina	(a)	North Side	6	From the boundary of Nos. 127/128, westwards for a distance of 6.6 metres.
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13. Delete item 60 (a) 1 and insert item 60 (a) 1 as follows:

60	Pevensey Road	(a)	South-west Side	1	From the boundary of Nos. 21/23, south-eastwards for a distance of 6.6 metres.
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14. Insert item 70.5 (a) 1 as follows:

70.5	Saxon Street	(a)	North-west Side	1	From a point 4 metres north-east of its junction with London Road north-eastwards for a distance of 6.6 metres.
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15. Insert item 80.4 (a) 1 as follows:

80.4	Stainsby Street	(a)	North-east Side	1	From the boundary of Nos. 2/3, north-westwards to the boundary of Nos. 3/4.
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16. Delete item 76 (a) 2 as follows:

76	St George's Road	(a)	South-east Side	2	From the boundary of Nos. 122/124, south-westwards for a distance of 6.6 metres.
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17. Delete item 80.7 (a) 1 as follows:

80.7	Stanley Road	(a)	North-east Side	1	From the boundary of Nos. 4 /6, westwards for a distance of 6.6 metres.
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18. Delete item 85.5 (a) 1 as follows:

85.5	The Ridge	(a)	North-east Side	1	From a point 5 metres north-west of the south-eastern boundary of No. 806,
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					north-westwards for a distance of 6.6 metres
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19. Delete item 101 (a) 1 as follows:

101	Wilmington Road	(a)	South-east Side	1	From a point 0.8 metres south west of the boundary of Nos. 3/4, north eastwards for a distance of 6.3 metres
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(xii) Schedule Twenty-One, Police Parking Places, that this Schedule be amended as follows:

1. Insert item 1.5 (a) 1 as follows:

1.5	North Road	(a)	South Side	1	From a point 6.5 metres south-west of its junction with Bohemia Road, south-westwards for a distance of 6.6 metres.
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(xiii) Schedule Forty-Two, Prohibition of Stopping On The Footway or Verge At Any Time, that this Schedule be amended as follows:

1. Insert item 14.5 (a) 1 as follows:

14.5	Burton Way	(a)	West Side	1	For its entire length.
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2. Insert item 21.5 (a) 1 as follows:

21.5	East Beach Street	(a)	North-west Side	1	From a point 4 metres north-east of the eastern boundary of No. 3, north-eastwards to its junction with The Bourne.
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3. Insert item 23.5 (a) 1 as follows:

23.5	Eversfield Place	(a)	North-west Side	1	From its junction with Warrior Square, north-eastwards to the boundary of Nos. 4/5.
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4. Insert item 48.5 (a) 1 as follows:

48.5	Marine Parade	(a)	North Side	1	From its junction with George Street, eastwards for a distance of 43 metres.
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5. Insert item 70.5 (a) 1 as follows:

70.5	The Bourne	(a)	North-west Side	1	From its junction with East Beach Street, north-eastwards to its junction with Winding Street.
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6. Delete item 72.5 (a) 1 and insert item 72.5 (a) 1 as follows:

72.5	Winchelsea Lane	(a)	East Side	1	From its junction with Churchill Avenue, northwards to the southern boundary of No. 16.
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(xiv) Schedule Fifty-Three, Cycle Lanes, that this Schedule be amended as follows:

1. Insert item 0.5 (a) 1 as follows:

0.5	East Beach Street	(a)	North-west Side	1	From a point 8.5 metres east of the eastern boundary of No. 3, north-eastwards for a distance of 23 metres.
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(xv) Schedule Fifty-Five, No Stopping Between 8.00am and 9.30am and Between 2.30pm and 4.00pm Monday to Friday On School Entrance Markings During School Term Time, that this Schedule be amended as follows:

1. Insert item 3.5 (a) 1 as follows:

3.5	Brightling Avenue	(a)	North-west Side	1	From its junction with Middle Road, north-eastwards for a distance of 17 metres.
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2. Insert item 12.5 (a) 1 as follows:

12.5	Middle Road	(a)	North-west Side	1	From its junction with Brightling Avenue, south-westwards to a point 1 metre south-west of the boundary of Nos. 1/2.
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This Order may be cited as "The East Sussex (Borough of Hastings) (Traffic Regulation) (Consolidation) Order 2013 (Various Roads) Amendment Order 201* No. *" and shall come into effect on xx xxxx xxxx

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

H & T Ctte. 2.4.74 - para 4.2 joint report of Director
of Legal & Community Services & County
Engineer - para 4.