

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

1. Site 1 St Johns Road/School Lane (Councillor Whetstone)

1.1 The proposal is for double yellow lines on either side of the School Lane junction.

1.2 One objection has been received from a resident who would like to see limited waiting introduced along the length of the road to restrict parents parking for the nearby school, which would enable easier access to and from private properties.

1.3 The proposed change follows requests from residents of the area concerned with visibility on exiting the junction.

2. Site 2 Elim Court Gardens/London Road (Councillor Stogdon)

2.1 The proposal is for double yellow lines in Elim Court Gardens and extending into London Road to aid visibility.

2.2 One objection was received from a resident whose property fronts the proposed section of double yellow lines. The objector feels that the proposal will not aid visibility on exiting the junction and will restrict parking for residents of the area.

2.3 The proposed length of line was agreed with by the Traffic Manager of Sussex Police and the Senior Traffic and Safety Officer. As the objector points out in their letter, residents try to avoid parking in the area anyway, so any displacement of parking will be minimal.

3. Site 3 Batchelors Field/A26 junction (Councillor Stogdon)

3.1 The proposal at this site is to provide a short length of no waiting at any time to aid movements in and out of the cul de sac.

3.2 One objection has been received from a resident who would like to see an extension to the proposed no waiting at any time further into Batchelors Crescent on the south side to aid turning movements in and out of private driveways.

3.3 The proposed change follows requests from local residents experiencing difficulties with parking in Batchelors Crescent and nearby High Cross Fields.

4. Site 4 Beacon Gardens (Councillor Tidy)

4.1 No Waiting at Any Time is proposed around the sharp bend and the junction with Highlands Close to keep the bend free of parked cars.

4.2 One objection has been received from a member of the public who is concerned that No Waiting at Any Time has been proposed in the wrong place as they were never aware of an issue with parking on the bend. The objector feels that

the No Waiting at Any Time should be at the junction with St Johns Road and Fairview Lane.

4.3 The proposed change follows a request from the Town Council who have received reports from residents in the area of parking on the bend.

5. Site 5 Goldsmiths Avenue/A26 junction (Councillor Tidy)

5.1 No Waiting at Any Time is proposed at the junction of Goldsmiths Avenue and the A26 to aid safe movements in and out of the road.

5.2 One objection was received for this proposal. The objector would like the proposal extended as far as the entrance to Hookstead House.

5.3 The proposed change follows a request from local residents who were concerned about turning into the junction from the A26.

6. Site 9 Gladstone Road/South Street (Councillor Tidy)

6.1 No waiting at any time is proposed around the junction of Gladstone Road and South Street to aid visibility and turning movements.

6.2 One objection was received from a resident who feels that the proposal is not required, but that the junction of Gladstone Road and Whitehill Road should be considered instead.

6.3 At this point it is too late to consider further sites. The proposal as it stands follows requests from local residents.

7. Site 10 Blackness Road/Huntingdon Road junction (Councillor Tidy)

7.1 No Waiting at Any Time is proposed around the junction of Huntingdon Road and Blackness Road to aid turning movements in and out and to improve visibility when exiting the junction.

7.1 One objection was received for this site. The objector would like to see No Waiting at Any Time also proposed opposite the junction.

7.2 The proposed change follows several requests from local residents concerned about the narrow junction.

7.3 There are a number of wide accesses opposite the junction in Blackness Road. It is considered that it is unlikely other residents would park across these accesses as in doing so, they would be obstructing private access points. When officers have visited the site, there have been no vehicles parked on the north side of the road.

8 Site 11 Windsor Road/Windsor Place junction (Councillor Stogdon)

8.1 No Waiting at Any Time is proposed around the junction of Windsor Place with Windsor Road to aid movements in and out of the junction and improve visibility when exiting the junction.

8.2 One objection was received from a resident of the area who commented that the restrictions extend too far across 1 Windsor Road and that instead they would like to see a Residents Parking Scheme implemented in the area.

8.3 The proposed change is a result of continued complaints about commuter parking in the area. Whilst officers cannot prohibit commuter parking, consideration has been given to road safety at the junction.

8.4 The minimum length of 10 metres has been proposed. Any residents' parking scheme would need to be fully self-funding. This means that as well as funding implementation, the cost of parking permits would need to cover the administration, long term enforcement and maintenance of all the lines and signs as and when required. As such, a scheme like this would need to be looked at for the area as a whole and not just for a few roads in isolation. There are no plans to consider new residents' parking schemes in this area at the present time

9 Entire scheme (Councillor Stogdon, Councillor Tidy, Councillor Whetstone)

9.1 Three objections were received to the entire scheme on the basis that the objectors felt that given the lack of enforcement of the existing parking restrictions in the Wealden area, the proposals were a waste of time and money. One objector felt that the money could be better spent on addressing parking and congestion in Western Road, Jarvis Brook.

9.2 The proposals were initially discussed with the Traffic Manager for Sussex Police. Whilst the resources that they can offer to the enforcement of restrictions are limited, Sussex Police were in favour of the proposals which have been kept to the minimum length possible in the hope that road users will see a reason for their placement and respect the restrictions.

9.3 The majority of these proposals have been based on complaints received over parking in the town over a number of years.

10 Further site Montargis Way/Cornfield Close (Councillor Stogdon)

10.1 One comment was received which did not relate to any of the sites where restrictions have been proposed, but suggesting that the junction of Cornfield Close and Montargis Way should be included.

10.2 This is a site that has not been brought to the attention of the Traffic and Safety team previously and at the stage of public advertisement it was too late to assess the site for possible inclusion in this review. The site has been added to a list of sites to be considered should parking in Wealden District be reviewed in order to introduce a Civil Parking Scheme in the District.