

Committee:	<b>Regulatory Planning Committee</b>
Date:	<b>19 January 2022</b>
Report by:	<b>Director of Communities, Economy and Transport</b>
Title of Report	<b>Traffic Regulation Orders – Hastings Parking Review 2020-2021</b>
Purpose of Report	<b>To consider the objections received in response to the formal consultation on the draft Traffic Regulation Orders associated with the Hastings Parking Review</b>
Contact Officer:	<b>Michael Blaney - Tel. 01424 726142</b>
Local Members:	<b>Councillor Scott, Councillor Marlow-Eastwood, Councillor Daniel, Councillor Webb, Councillor Hay, Councillor Pragnell, Councillor Beaver, Councillor Hilton</b>

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## **RECOMMENDATION**

**The Planning Committee is recommended to:**

- 1. Not uphold the objections to the draft Order as set out in Appendix 1 of this report.**
  - 2. Recommend to the Director of Communities, Economy and Transport that the Traffic Regulation Order be made as advertised with a minor modification to the written description as per paragraph 2.3.**
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## **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 May 2021 to see whether there was enough public support to introduce new or make changes to the existing parking controls in a number of locations in the borough.
- 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 included in Appendix 2) in the Hastings Observer on 8 October 2021. Notices and copies of the relevant plans were placed on posts and lamp-columns in the affected areas. Approximately 1325 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 29 October 2021.

- 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 70 items of correspondence were received. These included 37 objections, 32 items of support and one observation. Two of the objectors did not make any comments or provide any grounds whilst four made comments unrelated to this consultation. Four of the objections were to all proposals.
- 1.5 Six of the respondents who initially objected have since withdrawn their objections, one of the respondents also changed their response from 'objecting to all proposals' to 'objecting to all except those for disabled parking'. All of these are included in this report for completeness.

## **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 Appendix 1. Plans and photographs showing the areas objected to are included in the Additional Information Pack.
- 2.2 With regard to objections relating to Blackman Avenue, Burry Road, Castle Hill Road, Dane Road, Fellows Road, Hare Way, Harley Shute Road, Holmesdale Gardens, Hughenden Road, Mount Pleasant Road, Sedlescombe Road North, South Street, St Margaret's Road, Stone Street and White Rock Road as set out in Appendix 1, 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 and effective use of parking space. It is considered that these objections should not be upheld.
- 2.3 Following consideration of the responses, it is recommended to modify the written TRO description for the proposal in South Street as follows:

358	South Street	(c)	South-east and south-west Sides	1	<p><del>From a point 1 metre north-east of the rear boundary of Nos. 21/23 Norman Road, southwards, north-westwards then south-westwards to its junction with London Road.</del></p> <p>From a point 1 metre north-east of the south-western boundary of Nos. 15-17 South Street, westwards along the kerbline, including the entire cul-de-sac end to the rear of 15 London Road, northwards and then westwards again to its junction with London Road.</p>
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- 2.4 It is recognised that some of the respondents are seeking additional restrictions, or significant variations to the advertised restrictions. Additional restrictions cannot be introduced by means of an amendment to this Order without further consultation. The Planning Committee can only consider the original proposals, and although minor

modifications can be allowed, the Committee cannot redesign the schemes to include additional restrictions, as this may adversely impact residents or road users without them being made aware of the changes.

- 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. It is felt for highway and road safety reasons that the objections should not be upheld and the proposals in these areas should proceed as per the draft TRO as advertised with a minor modification to the written description as per paragraph 2.3.
- 3.2 It is therefore recommended for the reasons set out in this report, that the Planning Committee does not uphold the objections in Appendix 1, and to recommend to the Director of Communities, Economy, and Transport that the Order be made as advertised with a minor modification to the written description as per paragraph 2.3.

RUPERT CLUBB  
Director of Communities, Economy and Transport

### **BACKGROUND DOCUMENTS**

## **Appendix 1 – Proposals where objections are recommended to not be upheld and are proposed to be implemented as advertised**

### **1. Site 1 Blackman Avenue (Councillor Scott)**

- 1.1 The proposal at this location is to formalise two existing disabled parking bays.
- 1.2 One objection has been received with no comments. The objector has been contacted and asked to provide grounds for their objection but no further item of correspondence has been received at the time of writing the report.
- 1.3 The proposal follows reports of misuse by non-blue badge holders. The disabled parking bays are currently advisory therefore no enforcement action can be taken if a vehicle parks without displaying a valid blue badge.
- 1.4 Officers are satisfied that there are not sufficient grounds for the proposal to be withdrawn.
- 1.5 Councillor Scott has confirmed his agreement with the recommendation.
- 1.6 **Recommendation:** To not uphold the objection and install the proposals as advertised.

### **2. Site 2 Burry Road (Councillor Marlow-Eastwood)**

- 2.1 The proposal at this location is to formalise the existing disabled parking bay.
- 2.2 One objection has been received along with one item of support. The objection is on the grounds that the proposal would badly affect an area that already has parking issues. The objector has also commented on the applicant's misuse of the bay and eligibility for a Blue Badge.
- 2.3 The proposal follows reports of misuse by non-blue badge holders. The disabled parking bay is currently advisory therefore no enforcement action can be taken if a vehicle parks without displaying a valid blue badge.
- 2.4 The applicant meets the criteria for the provision of an on-street disabled parking bay. The objector has been advised on how to challenge the mobility component with the Department for Work and Pensions. The Blue Badge team have been made aware of the allegations made regarding the applicant's disability.
- 2.5 Having considered the objection, officers are satisfied that there are not sufficient grounds for the proposal to be withdrawn.
- 2.6 At the time of writing, Councillor Marlow-Eastwood has not replied to confirm that she agrees with the recommendation.
- 2.7 **Recommendation:** To not uphold the objection and to install the proposals as advertised.

### **3. Site 3 Castle Hill Road (Councillor Daniel)**

- 3.1 The proposal at this location is to introduce a footway parking ban on the southern side from the exit of the car park to its junction with Albert Road.
- 3.2 One objection has been received from a local resident on the grounds that they regularly park their vehicle on the pavement at that location and that the proposed changes would have a detrimental effect on their health and personal safety. The objector states they cannot afford a resident permit and even if they could, there are not many available spaces. The nearby car park is reported to be too far away to walk, especially during nights or when carrying shopping. The objector also states that the area is unsafe, and parking their vehicle here blocks the entrance to their courtyard preventing drug use and burglaries.
- 3.3 The proposal follows reports of vehicles parking behind the bus stop clearway and blocking the pavement for pedestrians and passengers alighting and boarding the buses. Following the feedback from previous informal consultation which took place in May 2021, the footway ban is also being proposed on the opposite side, near the exit to the car park. This followed reports of loading and unloading by delivery vehicles on the footway which forces pedestrians onto the main carriageway.
- 3.4 There is no vehicular access at this location, driving over a pavement or verge without an authorised vehicle access is unlawful. The continuous driving over pavements can lead to the footway being damaged creating uneven surfaces and potential trip hazards.
- 3.5 Concerns about drug use and possible burglaries should be reported to the Police on their non-emergency number 101.
- 3.6 Having considered the objection, officers are satisfied that there are not sufficient grounds for the proposals to be withdrawn.
- 3.7 Councillor Daniel has confirmed his agreement with the recommendation.
- 3.8 **Recommendation:** To not uphold the objection and install the proposals as advertised.

### **4. Site 4 Dane Road (Councillor Webb)**

- 4.1 The proposal at this location is to remove the existing buses only bay.
- 4.2 Two objections have been received along with one item of support. One of the objectors states they park their coach there every day during school term and at weekends, they also say they know of another coach that parks there every fortnight. The objector lives locally and reported that the presence of the bay makes it possible to do their work in Hastings serving local colleges. The objector also notes that when students start returning from Europe to learn English, many of their coach drivers are housed in the area and park their coaches in this space, bringing income into Hastings.

The other objection has been made on the grounds that prior to the coaches using the

bay, the objector had problems with a coach parking in front of their house making it difficult to leave their driveway safely due to a reduced visibility. The objector also states that the existing parking bay is clear of any residential property and so it does not present any hazard in contrast to the coaches parking outside houses.

- 4.3 The buses only bay in Dane Road was originally provided for the Embassy Language School which is now closed. East Sussex Highways were due to refresh the faded bay markings last year as part of their regular maintenance works but were approached by a number of residents reporting that the bay is no longer needed.
- 4.4 Due to its size, parking a coach out of school times in residential areas can cause a nuisance for local residents. There are buses only bays in Falaise Road, any buses or coaches wishing to stay for any length of time could park there. In addition, ESCC's Passenger Transport team have confirmed that although there is no specific legislation banning or preventing buses from being parked in residential areas, they do not encourage this activity.
- 4.5 Having considered the objections and the feedback from ESCC's Passenger Transport team, officers are satisfied that there are not sufficient grounds for the proposals to be withdrawn.
- 4.6 **Recommendation:** To not uphold the objections and to remove the bay as advertised.

## **5. Site 5 Fellows Road (Councillor Hay)**

- 5.1 The proposal at this location is to extend and formalise three existing disabled parking bays.
- 5.2 Three objections have been received from local residents. The grounds for the objections are that the three existing disabled bays are currently of adequate size and that their extensions will further reduce the already limited on-street parking. The objectors are concerned there will be nowhere for visitors to park and proposals will cause vehicle displacement contributing to road safety issues. Vehicles have been reported to park either side of the existing bays and concerns have been expressed about access for the emergency services including fire engines as a result of parking in the disabled bays. Due to the narrowness of the road, two of the objectors have also reported it is difficult to access their drives when vehicles are parked on the opposite side of the road. One of the objectors does not believe the reports of misuse to be true and have expressed their concerns that they had not been notified by hand delivered letters when the advisory bay was installed opposite their property. The presence of the bay on the north-eastern side is also reported to cause a hazard as cars drive fast between the gaps.

The objectors are also concerned that the new housing development at the bottom of Fellows Road will create more parking problems. There has also been more traffic since the housing development has been taking place and with more demand for parking, builders are reported to already park on the verges and pathways to the roundabout. One of the objectors states the nearby nursery compounds the problems.

Another one of the objectors reports the road to have been damaged by the lorries

transferring materials and this has been left with no obvious plans to repair.

- 5.3 The proposal follows reports of misuse by non-blue badge holders. The disabled parking bays in Fellows Road are currently advisory only and therefore no enforcement action can be taken if a vehicle parks without displaying a valid blue badge. To introduce a TRO, the bays need to be extended by 1.1 metres each to meet the Department for Transport's minimum requirement of 6.6 metres for an enforceable disabled parking bay.
  - 5.4 One of the applicants has recently confirmed that the misuse continues to take place often and there have been several incidents where they had to park further away and walk a longer distance than comfortable.
  - 5.5 When considering the installation and positioning of the bays, the natural pattern of parking was taken into account and it was ensured there was enough clearance for larger vehicles such as emergency vehicles, including fire engines. Properties directly in front of the bays were consulted prior to the provision of the bays, which initially were installed at the minimum length possible to maximise the available space for other road users. The current pattern of parking acts as a chicane and naturally slows vehicles down, if vehicles park in front of the bay on the north-eastern side and in such a way that the road is blocked then this should be reported to the Police on their non-emergency number 101.
  - 5.6 The overall condition of the highway is the responsibility of the East Sussex Highways team and is not a matter that can be considered as part of this parking review. The team undertakes repairs and pothole works on a regular basis, the objector has been advised how to contact the East Sussex Highways team,
  - 5.7 It is recognised that it is often difficult to satisfy the needs of all road users and with a limited amount of kerbside space available, there needs to be a balance between the conflicting demands on that space. Parking controls are continually being reviewed to make sure they meet the changing demands of local communities. Any new controls are monitored to see if further changes need to be made. Should the proposals cause any vehicle displacement affecting the road safety in this area, this will be addressed as part of the future parking reviews.
  - 5.8 Having considered the objections, officers are satisfied that there are not sufficient grounds for the proposals to be withdrawn.
  - 5.9 At the time of writing, Councillor Hay has not replied to confirm that he agrees with the recommendation.
  - 5.10 **Recommendation:** To not uphold the objections and install the proposal as advertised.
- 6. Site 6 Hare Way (Councillor Pragnell)**
- 6.1 The proposal at this location is to install double yellow lines and school keep clear markings on the western side of Hare Way near the school entrance (Ark Little Ridge Primary Academy).

- 6.2 One objection has been received along with one item of support. The objection is on the grounds that there is no parking for parents and grandparents while picking up children.
- 6.3 The new parking controls are being proposed following reports of dangerous and inconsiderate parking near the school during drop off and pick up times.
- 6.4 The areas of on-street parking surrounding Ark Little Ridge Primary Academy are primarily unrestricted, with some controls at the junctions or near school entrances. There are therefore many areas where people can park whilst dropping off or picking up children albeit these may not be immediately next to the entrance to the school.
- 6.5 Officers are satisfied that there are not sufficient grounds for the proposal to be withdrawn.
- 6.6 Councillor Pragnell has confirmed his agreement with the recommendation.

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

## **7. Site 7 Harley Shute Road (Councillor Beaver)**

- 7.1 The proposal at this location is to install a short section of double yellow lines near the junction with Field Way by the pedestrian crossing.
- 7.2 Two objections have been received, one was anonymous and had no comments or contact details. Four items of support have been received. The grounds for the objection are that parking is very limited and the proposed removal of the unrestricted space will add to the parking problems and will result in higher speeds. The objector states they park at that location to slow the traffic down ahead of the zebra crossing as there are no other calming traffic measures. The objector states that due to the close proximity of three schools it is difficult for residents to park near their homes, the objector requests a consultation in a local setting with the schools and all the residents as well as a better plan. The objector also believes the existing parking restrictions to be adequate, however is of the view that there is little to no enforcement of the current restrictions.
- 7.3 The proposed double yellow lines follow requests for parking restrictions due to reports that parked vehicles are causing safety issues and restrict traffic to one lane.
- 7.4 Parked vehicles at this location obscure the visibility and sight lines for pedestrians attempting to cross the road at the nearby crossing point. Removing the single space by the pedestrian crossing is expected to increase road safety by providing pedestrians and children with an unobstructed view of the road in front of them.
- 7.5 On-street parking can act as natural traffic calming but controls are only installed where necessary to maintain the safe movement of traffic. It is the driver's responsibility to proceed with caution and vehicles approaching pedestrian crossings should look out for pedestrians waiting to cross and should be ready to slow down or stop to let them cross. A parked vehicle by the pedestrian crossing forces other

vehicles out into the opposite side of carriageway and into the path of oncoming traffic. Due to its close proximity to the junction, this also increases the potential for major congestion and accidents.

- 7.6 This area is a part of the school watch program but given the number of schools in the borough, Civil Enforcement Officers (CEOs) are unable to attend all schools each day at drop off and pick up times. Nevertheless, the safety of pupils and others around the schools at drop off and pick up times is a high priority and, therefore, visits to schools always feature highly in the County Council's enforcement plans.
- 7.7 A full consultation has taken place with an informal consultation with residents and key stakeholders being carried out in May and June this year. Feedback from the earlier consultation has been used to draw up the proposals included in this round of formal consultation. During the informal consultation multiple items of support were received for the proposed double yellow lines, including from the County Council's Road Safety team as well as local residents.
- 7.8 Officers are satisfied that there are not sufficient grounds for the proposal to be withdrawn.
- 7.9 At the time of writing, Councillor Beaver has not replied to confirm whether he agrees with the recommendation.

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

## **8. Site 8 Holmesdale Gardens (Councillor Daniel)**

- 8.1 The proposal at this location is to install double yellow lines around the inner side of the bend.
- 8.2 One objection has been received along with one item of support. The objector stated that there is not enough parking in Hastings.
- 8.3 The proposal follows reports of regular obstructions caused to the waste collection vehicles and have been requested by Hastings Borough Council Waste and Street Scene Services.
- 8.4 The proposed double yellow lines in Holmesdale Gardens would keep the bend clear of parked vehicles, thus ensuring the traffic flow and allowing through access for larger vehicles such as waste collection and emergency vehicles. It is recognised that it is often difficult to satisfy the needs of all road users and with a limited amount of kerbside space available, there needs to be a balance between the conflicting demands on that space. The proposal will ensure a safe passage of traffic while maintaining as much parking for residents and other road users as safely possible.
- 8.5 Officers are satisfied that there are not sufficient grounds for the proposal to be withdrawn.
- 8.6 Councillor Daniel has confirmed his agreement with the recommendation.

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

**9. Site 9 Hughenden Road (Councillor Daniel)**

- 9.1 The proposal at this location is to install a new disabled bay outside no. 111 Hughenden Road for a local resident.
- 9.2 One objection has been received to the introduction of the new disabled parking bay on the grounds that parking is limited and an additional bay will worsen the issue. The objector also reports vehicles to be parking in contravention during nights which caused damage to their vehicle. It was also requested to install a one-way system and remove double yellow lines.
- 9.3 Disabled bays in residential roads are installed to assist disabled residents to park close to their homes where there is a heavy demand for parking. On-street disabled bays are only provided when residents are regularly unable to park near their property and are installed on receipt of qualifying applications. In this instance, the applicant met all the criteria for provision of an on-street disabled parking bay and it is proposed to proceed with a formal bay due to the previous reports of non-compliance in other nearby existing disabled bays.
- 9.4 Comments about vehicles parking in contravention during the night have been passed to the enforcement contractor NSL. The Road Safety team advised there are currently no plans to introduce a one-way system in this area.
- 9.5 It is appreciated that parking is in high demand but there will be no net loss in space as the applicant is a resident of the street who currently parks in the area.
- 9.6 Officers are satisfied that there are not sufficient grounds for the proposal to be withdrawn.
- 9.7 Councillor Daniel has confirmed his agreement with the recommendation.
- 9.8 **Recommendation:** To not uphold the objection and install the proposals as advertised.

**10. Site 10 Hughenden Road (Councillor Daniel)**

- 10.1 The proposal at this location is to formalise the existing disabled bay outside no. 4 Hughenden Road.
- 10.2 Three objections have been received, one of which is considered to be irrelevant as it requests a single yellow line. The other grounds for the objection are that parking is limited and the disabled bay often remains empty whilst the applicant is not home. The objectors state that the applicant is mobile and as there are double yellow lines which could be used for a pick up or a drop off, the bay is not needed.

- 10.3 The proposal follows reports of misuse by non-blue badge holders. The disabled parking bay is currently advisory only and therefore no enforcement action can be taken if a vehicle parks without displaying a valid blue badge.
- 10.4 The applicant meets the criteria for the provision of an on-street disabled parking bay. A mobility assessment has been carried out by the Blue Badge team which recommends that a bay is installed and the bay is at the most appropriate location for the needs of the applicant. There are double yellow lines nearby which are often used by local businesses and visitors for loading.
- 10.5 Officers are satisfied that there are not sufficient grounds for the proposal to be withdrawn.
- 10.6 Councillor Daniel has confirmed his agreement with the recommendation.
- 10.7 **Recommendation:** To not uphold the objections and install the proposals as advertised.

## **11. Site 11 Mount Pleasant Road (Councillor Hilton)**

- 11.1 The proposal at this location is to formalise and extend two existing disabled bays.
- 11.2 Three objections have been received, one of which has now been withdrawn. The grounds for the objection from one of the respondents are that one of the blue badge holders has a second vehicle, whilst the other objector overall supported the formalisation and extension of the two bays but also requested a further formal disabled bay and that the bays should be personalised as there are many Blue Badge holders in the area.
- 11.3 The proposal follows reports of misuse by non-blue badge holders and bays being too small to manoeuvre when vehicles park in front of the bay on double yellow lines. The disabled parking bays are currently advisory and therefore no enforcement action can be taken if a vehicle parks without displaying a valid blue badge. The enforcement contractor has been made aware of the issues with vehicles parking on double yellow lines and visits have been increased to ensure compliance.
- 11.4 There are currently three advisory disabled parking bays at this location. These were installed as advisory bays following applications from three local residents who all met criteria for disabled parking bays. Prior to their provision, local consultation took place with affected residents and due to the concerns raised over limited parking, the bays were installed at the minimum length possible to maximise the available space for all road users.
- 11.5 One of the original applicants has since moved from the area, meaning there are only two qualifying applications from local residents. The current total length of the three advisory bays is 16.5 metres. The total length of the two proposed 6.6 metre bays is 13.2 metres. This will mean the remaining length of the current bay marking for the third advisory bay (3.3 metres) will be removed.

- 11.6 ESCC do not install disabled bays for the sole use of one individual. Disabled parking bays can be used by any Blue Badge holders although in line with the ESCC policy, bays in residential areas are only installed on receipt of qualifying applications.
- 11.7 There is no limit to the number of vehicles a household can own, this is regardless whether they have a Blue Badge but only one bay will be provided for each applicant. If another application is received, it will be assessed accordingly and if it meets the criteria, a further bay will be installed.
- 11.8 One of the objectors has since sent further correspondence which has been made available for Members to read.
- 11.9 Officers are satisfied that there are not sufficient grounds for the proposal to be withdrawn.
- 11.10 At the time of writing, Councillor Hilton has not replied to confirm whether she agrees with the recommendation.

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

## **12. Site 12 Sedlescombe Road North (Councillor Marlow-Eastwood)**

- 12.1 The proposal at this location is to replace the current taxi bay with a time limited bay.
- 12.2 One objection has been received along with two items of support. The objection is on the grounds that changes do not go far enough and the loading bay should be replaced with a further time limited bay.
- 12.3 The layby in Sedlescombe Road North currently accommodates a loading bay and a taxi bay. The taxi bay was introduced following a request from the local taxi association on the grounds that there are no taxi bays in this area of St Leonards. However, the taxi bay is not being used by taxis and it is proposed to replace it with a time limited bay available for shoppers and visitors to the area.
- 12.4 The request for further changes to the loading bay cannot take place as part of these proposals.
- 12.5 Officers are satisfied that there are not sufficient grounds for the proposal to be withdrawn.
- 12.6 At the time of writing, Councillor Marlow-Eastwood has not replied to confirm whether she agrees with the recommendation.
- 12.7 **Recommendation:** To not uphold the objection and install the proposals as advertised.

## **13. Site 13 South Street (Councillor Webb)**

- 13.1 The proposal at this location is to install double yellow lines in and around the cul-de-sac end.
- 13.2 Three objections have been received, one of which has been withdrawn. The grounds for the objections are that parking is limited.

One of the objectors is a local business who states that the area of the proposal is mainly used for loading. The objector does not see the need for the double yellow lines and stated that there is always a space for the Waste Collection vehicles to collect the rubbish. As the objector works night shifts and carries cash, they are concerned to park further away and having to walk through the alleyways where they allege that drugs are being sold and dealt.

Other comments included the need to amend the proposed written TRO description for this location as per paragraph 2.3 of this report.

- 13.3 The proposed double yellow lines follow reports of regular obstructions caused to the waste collection vehicles and have been requested by Hastings Borough Council Waste and Street Scene Services. The double yellow lines are being proposed to allow access to the bins which are located around the cul-de-sac end. Parked vehicles are blocking the access which means bins cannot be emptied or wheeled out to the refuse lorries.
- 13.4 Vehicles are allowed to stop on yellow lines to drop off or collect passengers, as well as to load or unload. Any vehicles stopped on yellow lines must ensure they do not cause an obstruction and there is no loading restriction in place. The loading or unloading must be continuous and the vehicle must be moved as soon as the loading has finished.
- 13.5 It is recognised that it is often difficult to satisfy the needs of all road users and with a limited amount of kerbside space available, there needs to be a balance between the conflicting demands on that space.
- 13.6 Officers are satisfied that there are not sufficient grounds for the proposal to be withdrawn.
- 13.7 Having reviewed the written TRO description, officers believe a minor adjustment is necessary to ensure accuracy.
- 13.8 **Recommendation:** To not uphold the objections to the physical proposals, and for officers to modify the proposed written TRO description.

#### **14. Site 14 St Margaret's Road and White Rock Road (Councillor Daniel)**

- 14.1 The proposal at this location is to change the current pay and display only bays (9am-6pm, maximum stay 4 hours, no return within 4 hours) to permit holders or pay and display (9am-8pm, maximum stay 4 hours, no return within 4 hours).
- 14.2 Nine objections have been received, two of which have been withdrawn. There have also been 2 items of support. The grounds for the objections are that parking is limited

and expensive, extending operational times is likely to deter people from using this part of the town in the evenings and will therefore have a detrimental effect on local businesses that bring a lot of footfall and revenue to the town.

- 14.3 The objectors state that the proposed charging until 8pm will mean that visitors to the theatre will now have to pay to park to be able to see a show and therefore the operational times should terminate at 6pm to encourage the night time economy, this should apply across the town centre where shops, pubs and restaurants operate. The objectors also state that due to the permit holders the reduced number of spaces that will be available will have a knock on effect on local businesses. Other grounds for the objection are that the proposed changes will make it harder for staff, exceptions should be made for workers as well as residents, and that visitors are unable to park for longer than 4 hours. One of the objectors states that the proposal seems to be a money making scheme as there are never any issues for parking at any time of the day and therefore the installation of permits and extending the operational times seems counterproductive. Another objector also states that too many houses have been built to accommodate residents' needs for parking and that if planning permissions are granted without enough parking spaces that is down to the council. Other grounds for the objection are that there does not seem to be any or many vehicles parked in this area overnight or early morning which shows there are no issues with parking on that road.
- 14.4 The proposals in St Margaret's Road and White Rock Road have been designed to increase parking availability for permit holders due to the very high demand for resident permits in this area. There is currently a waiting list for permit applications in parking zone A.
- 14.5 In May and June this year an informal consultation was carried out on these proposals to gauge the level of support or objection from local addresses. The feedback from local residents was that it is difficult to find parking spaces in the evenings. As the other permit parking places in zones A and B finish at 8pm, the proposed operational times would reflect the other controls in these two zones.
- 14.6 There are currently no proposals to change the maximum stay of four hours as this was introduced to ensure the turnover of parking spaces thus making it easier for visitors to find a parking space.
- 14.7 The impact of developments on the surrounding areas is considered through the planning process, which is primarily the consideration and determination of applications by the Borough Council.. Details of the planning applications and approvals are available on the Hastings Borough Council website.
- 14.8 Officers are satisfied that there are not sufficient grounds for the proposals to be withdrawn.
- 14.9 Councillor Daniel has confirmed his agreement with the recommendation.
- 14.10 **Recommendation:** To not uphold the objections and install the proposals as advertised.

## **15. Site 15 Stone Street (Councillor Daniel)**

- 15.1 The proposal at this location is to replace the existing disabled parking bay with a permit holders only bay.
- 15.2 One objection has been received along with one item of support. The objection is on the grounds that there are many Blue Badge holders but not enough parking spaces.
- 15.3 The proposed removal of the disabled bay in Stone Street follows reports that the bay is no longer required by the original applicant. This has been confirmed. Previous consultations have been carried out with local residents, and the feedback received indicated that there were no other Blue Badge holders who live in this area and would use the bay on a regular basis. Resident parking in this area is at a premium, visitors to the area who are in receipt of a Blue Badge can park on yellow lines up to three hours as long as they do not cause an obstruction and loading restrictions are not in force. Residents in receipt of Blue Badges can apply for a designated bay, subject to meeting qualifying criteria.
- 15.4 Officers are satisfied that there are not sufficient grounds for the proposal to be withdrawn.
- 15.5 Councillor Daniel has confirmed his agreement with the recommendation.
- 15.6 **Recommendation:** To not uphold the objection and install the proposals as advertised.

## **16. All proposals**

- 16.1 Four objections have been received, two have been withdrawn fully and one in part. The grounds for the objection are that parking charges in Hastings and St Leonards are too expensive, putting off shoppers and tourists alike. Other grounds for the objections are that without an integrated public transport system that caters for all, parking restrictions limit the only way to access the amenities, workplaces, shops and businesses that Hastings has to offer. One of the objectors requested that all parking restrictions apart from those for Blue badge holders should be removed from Hastings and Bexhill so people can park where they like without fear of fines, and the objector believes, based on their previous experience, there is not a process for considering the health, safety and environmental impacts of the proposals.
- 16.2 Officers are satisfied that these concerns and/or views are not sufficient grounds for all proposals to be withdrawn.
- 16.3 **Recommendation:** To not uphold the objections to all of the proposals and to install as advertised subject to the recommendations in Appendix 1.

## **Appendix 2 – 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 202\* 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) In Article 1 Interpretation, the following changes shall take place:**

1. Before the definition of “carriageway”, insert the following definition for business user permits:

“business user permit” means a permit issued to a business under the provisions of this Order for the leaving of a vehicle in a parking space to which the permit relates, subject to the following conditions:

- (a) any business may apply to the Council for the issue of minimum of five Business User Parking Permits per application, each valid for a period of either five hours or ten hours for a goods vehicle, passenger vehicle, dual purpose vehicle, a motor cycle, where the gross vehicle weight does not exceed 3500 kilograms, or which has been constructed or adapted to carry not more than sixteen seated passengers (in addition to the driver), or is not more than 6.5 metres in length, or not more than 3.2 metres in height.

2. Delete the definition of “resident’s permit” from the Interpretation and replace with the following definition:

“resident’s permit” means a permit issued under the provisions of this Order for the leaving of a vehicle in a parking space to which the permit relates, subject to the following additional conditions:

- (a) Where a resident’s permit has been issued for a vehicle, should the vehicle subsequently be re-registered with a different vehicle registration

- mark (VRM), the permit will become invalid if the registered keeper does not notify East Sussex County Council of the new VRM within seven days of the re-registration.
- (b) The maximum length of a vehicle for which a resident's permit may be issued shall not be more than 6.5 metres in length.
  - (c) The maximum height of a vehicle for which a resident's permit may be issued shall not be more than 3.2 metres in height.
3. Before the definition of "school day", insert the following definition for resident's visitors permits:

"resident's visitors permits" means a permit issued under the provisions of this Order for the leaving of a vehicle in a parking place to which the permit relates, subject to the following conditions:

- (a) Any resident or proprietor of a guest house or hotel may apply to the Council for the issue of five, or books of ten Resident's Visitor's Parking Permits, for a Passenger Vehicle, Dual Purpose Vehicle, a motor cycle, where the gross Vehicle weight does not exceed 3500 kilograms, or which has been constructed or adapted to carry not more than sixteen seated passengers (in addition to the Driver),
  - (b) The maximum length of a vehicle for which a resident's visitors permit may be issued shall not be more than 6.5 metres in length.
  - (c) The maximum height of a vehicle for which a resident's visitors permit may be issued shall not be more than 3.2 metres in height.
4. Delete all references to the maximum length and height of vehicles from The East Sussex (Borough of Hastings)(Traffic Regulation)(Consolidation) Order 2013 (as amended) insofar as they relate to resident's permits, business user permits, and resident's visitors permits.

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

1. Insert item 59 (b) 1 as follows:

59	Brightling Avenue	(b)	South-east Side	1	From the north-eastern boundary of No. 66 Middle Road, north-eastwards for a distance of 35.5 metres.
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2. Insert item 95 (d) 1 as follows:

95	Churchill Avenue	(d)	South-east Side	1	From a point 10 metres south-west of its junction with Montgomery Road, north-eastwards to a point 10 metres north-east of its junction with Montgomery Road.
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3. Insert item 104 (d) 1 as follows:

104	Collier Road	(d)	South-east and south-west Sides	1	From a point 18.5 metres south-east of its junction with Priory Road, south-eastwards then north-eastwards for a distance of 11.5 metres.
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4. Delete item 189 (a) 1 and insert items 189 (b) 1 and 189 (c) 1 as follows:

189	Hare Way	(b)	South-east Side	1	From its western junction with Little Ridge Avenue, south-westwards for a distance of 16 metres.
189	Hare Way	(c)	North-west Side	1	From its western junction with Little Ridge Avenue, south-westwards for a distance of 45.5 metres.

5. Insert item 191 (b) 2 as follows:

191	Harley Shute Road	(b)	South-east Side	2	From a point 1 metre south-west from the southern-western boundary of Nos. 13/15 Edinburgh Road, south-westwards for a distance of 7 metres.
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6. Insert item 210 (a) 4 as follows:

210	Holmesdale Gardens	(a)	Inner Side	4	From a point 13.5 metres south-east from the south-eastern boundary of No. 6, south-eastwards then north-eastwards for a distance of 18 metres.
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7. Delete item 214 (b) 2 and insert item 214 (b) 2 as follows:

214	Hughenden Road	(b)	North Side	2	From its junction with Parker Road, westwards for a distance of 14.5 metres.
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8. Delete item 238 (a) 4 and insert item 238 (a) 4 as follows:

238	Lower Park Road	(a)	North-east Side	4	From a point 3 metres south-east of the prolongation of the boundary of Nos. 50/51, north-westwards to the prolongation of the boundary of Nos. 61/62.
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9. Delete item 262 (a) 2 and insert item 262 (a) 2 as follows:

262	Middle Road	(a)	North-west Side	2	From a point 8 metres south-west of its junction with Old Top Road, north-eastwards to the boundary of Nos. 1/2.
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10. Insert item 267 (b) 1 as follows:

267	Montgomery Road	(b)	Both Sides	1	From its junction with Churchill Avenue, south-eastwards for a distance of 10 metres.
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11. Insert item 344 (a) 3 as follows:

344	Sea Road	(a)	North Side	3	From a point 15.5 metres east of the eastern boundary of 1-19 Wilton House, eastwards for a distance of 4.5 metres.
344	Sea Road	(b)	South Side	2	From a point 20.5 metres east of the eastern boundary of 1-19 Wilton House, southwards then eastwards for a distance of 8 metres.
344	Sea Road	(b)	South Side	3	From a point 54 metres east of the eastern boundary of 1-19 Wilton House, eastwards for a distance of 2 metres.
344	Sea Road	(b)	South Side	4	From a point 132 metres east of the eastern boundary of 1-19 Wilton House, eastwards for a distance of 2.5 metres.
344	Sea Road	(b)	South Side	5	From a point 99 metres west of its junction with Marina, southwards then westwards for a distance of 6 metres.

12. Delete item 358 (c) 1 and insert item 358 (c) 1 as follows:

358	South Street	(c)	South-east and south-west Sides	1	From a point 1 metre north-east of the rear boundary of Nos. 21/23 Norman Road, southwards, north-westwards then south-westwards to its junction with London Road.
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**(iii) 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 B Robertson – delete item 1 (a) 1 and insert item 1 (a) 1 as follows:

1	Dorset Place	(a)	South-east Side	1	From the boundary of Nos. 19/21, north-eastwards to the boundary of Nos. 17/19.
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2. Area D Wellington – delete item 6 (a) 1 and insert item 6 (a) 1 as follows:

6	Stone Street	(a)	North Side	1	From a point 20 metres east of its junction with Queens Road, eastwards to a point 14 metres west of its junction with Stonefield Road.
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3. Area F Old Town – delete item 2 (a) 1 and insert item 2 (a) 1 as follows:

2	Croft Road	(a)	North-west and South-west Side	1	From a point 6.3 metres south-west of the north-eastern boundary of No. 59, south-westwards then south-eastwards to a point 1 metre south-east of the boundary of Nos. 51/53.
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4. Area F Old Town – insert item 4 (a) 2 as follows:

4	East Parade	(a)	North-west Side	2	From its junction with Cutter Lane, eastwards to its junction with Sun Lane.
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**(iv) Schedule Twelve A, Residents Parking Places for Residents Permit Holders, Residents Visitors, & Business User Permit Holders Only, 11.00am to 1.00pm Monday to Friday, that this Schedule be amended as follows:**

1. Area S Southwater – delete items 1 (a) 3 and 1 (a) 4 and insert item 1 (a) 3 as follows:

1	Alexandra Road	(a)	East Side	3	From a point 10 metres north-west of its junction with Hatherley Road, north-westwards to a point 6.6 metres south-east of the boundary of Nos. 76/78.
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**(v) 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 Becket Mews/ Old School Path to the list of qualifying streets.

2. Area H Braybrooke – insert Stanley Gardens to the list of qualifying streets.

3. Area L Holmesdale – delete item 1 (a) 2 and insert items 1 (a) 2 and 1 (a) 3 as follows:

1	Holmesdale Gardens	(a)	Inner Side	2	From a point 13.5 metres south-east from the south-eastern boundary of No. 6, north-westwards to a point 16 metres north-west of the boundary of Nos. 24/26.
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1	Holmesdale Gardens	(a)	Inner Side	3	From a point 12 metres west of its southern junction with Cornwallis Gardens, south-westwards for a distance of 56 metres.
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**(vi) Schedule Thirteen A (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 4.00pm, that this Schedule be amended as follows:**

1. Area H Braybrooke – delete item 1 (a) 1 and insert item 1 (a) 1 as follows:

1	Lower Park Road	(a)	North east Side	1	From a point 3 metres south-east of the prolongation of the boundary of Nos. 50/51, south-eastwards to a point 4 metres north-west of the prolongation of the boundary of Nos 47/48.
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**(vii) Schedule Thirteen C (Residents Permit Holders, Residents Visitors, and Business User Permit Holders Excepted), Waiting Area Parking Places 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. Parking places for use by Area F permit holders only, or for up to two hours waiting by non-permit holders – delete item 1 (a) 1 and insert item 1 (b) 1 as follows:

1	Old London Road	(b)	South east Side	1	From the north-eastern building line of No. 41, north-eastwards for a distance of 39 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 10 (a) 1 as follows:

10	St Margaret's Road	(a)	North Side	1	From a point 13 metres east of its junction with Falaise Road eastwards to a point 15 metres west of the prolongation of its junction with Schwerte Way.
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**(ix) Schedule Seventeen B, Parking Places At Hastings For Cars Light Vans And Motorcycles Only At Any Time On All Days; On Street Pay And Display Parking 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 items 2 (a) 1 and 2 (b) 1 as follows:

2	White Rock Road	(a)	North-west Side	1	From a point 42 metres north-east of the prolongation of its junction with Schwerte Way north eastwards for a distance of 69.5 metres.
2	White Rock Road	(b)	South-east Side	1	From a point 65 metres north east of its junction with Schwerte Way north eastwards to a point 12 metres south west of its junction with White Rock Gardens.

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

1. Insert items 2 (a) 1, 3 (a) 1 and 3 (b) 1 as follows:

2	St Margaret's Road	(a)	North Side	1	From a point 13 metres east of its junction with Falaise Road, eastwards to a point 15 metres west of the prolongation of its junction with Schwerte Way.
3	White Rock Road	(a)	North-west Side	1	From a point 42 metres north-east of the prolongation of its junction with Schwerte Way north eastwards for a distance of 69.5 metres.
3	White Rock Road	(b)	South-east Side	1	From a point 65 metres north east of its junction with Schwerte Way north eastwards to a point 12 metres south west of its junction with White Rock Gardens.

**(xi) 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. Delete item 1 (a) 1 and insert item 1 (a) 1 as follows:

1	Wellington Square	(a)	Outer Side	1	From a point 4.5 metres north-east of the boundary of Nos. 33/34, south-westwards to the southern boundary of No. 47.
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**(xii) Schedule Eighteen C, Waiting Area Limited to One Hour in any period of Three Hours Monday to Saturday 8.00am to 6.00pm Inclusive, that this Schedule be amended as follows:**

1. Insert item 5.5 (a) 1 as follows:

5.5	Sedlescombe Road North	(a)	East side of the eastern slip road at Silverhill junction	1	From a point 15 metres south of the boundary of Nos. 1/3, southwards for a distance of 10 metres.
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**(xiii) Schedule Nineteen, Disabled Persons Parking Places, that this Schedule be amended as follows:**

1. Delete item 1 (a) 2 as follows:

1	Alexandra Road	(a)	North-east Side	2	From the boundary of Nos. 68/70, southwards for a distance of 6.6 metres.
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2. Delete items 5 (a) 1 and 5 (c) 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.
5	Ashburnham Road	(c)	South-east Side	1	From the boundary of Nos. 110/112, north-eastwards for a distance of 6.6 metres.

3. Insert item 10.1 (a) 1 and 10.1 (b) 1 as follows:

10.1	Blackman Avenue	(a)	North-east Side	1	From a point 6 metres north-west of its junction with Blackman Avenue, north-westwards for a distance of 5 metres.
10.1	Blackman Avenue	(b)	North-west Side	1	From a point 11.5 metres north-east of the building line of No. 50, north-eastwards for a distance of 6.6 metres.

4. Insert item 13 (b) 1 as follows:

13	Burry Road	(b)	North-east Side	1	From the boundary of Nos. 55/56, south-eastwards to the boundary of Nos. 56/57.
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5. Delete item 22.5 (a) 1 as follows:

22.5	Cranbrook Road	(a)	South-west Side	1	From a point 1 metre north-west of the boundary of Nos. 10/11, south-eastwards for a distance of 6.6 metres.
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6. Delete item 22.6 (a) 1 as follows:

22.6	Croft Road	(a)	North-west Side	1	From a point 6.3 metres south-west of the north-eastern boundary of No. 59, south-westwards to a point 0.5 metres north-east of the boundary of Nos. 55/57.
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7. Delete item 24 (a) 1 and insert item 24 (a) 1 as follows:

24	Dorset Place	(a)	East Side	1	From a point 2 metres south west from the boundary of Nos. 11/13, southwards for a distance of 5 metres.
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8. Insert item 25 (a) 2 as follows:

25	Duke Road	(a)	North Side	2	From a point 0.7 metres west of the boundary of Nos. 28/30, eastwards for a distance of 6.6 metres.
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9. Insert item 32.5 (a) 1, 32.5 (b) 1 and 32.5 (b) 2 as follows:

32.5	Fellows Road	(a)	North-east Side	1	From the boundary of Nos. 31/33, north-westwards for a distance of 6.6 metres.
32.5	Fellows Road	(b)	South-west Side	1	From the boundary of Nos. 38/40, south-eastwards for a distance of 6.6 metres.
32.5	Fellows Road	(b)	South-west Side	2	From a point 0.5 metres south-east of the south-eastern boundary of No. 44, south-eastwards for a distance of 6.6 metres.

10. Insert item 32.6 (a) 1 as follows:

32.6	Gordon Road	(a)	North-east Side	1	From a point 1.5 metres north-west of the boundary of Nos. 1/2, north-westwards for a distance of 11 metres.
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11. Delete item 36 (1) 2 and insert 36 (a) 2 as follows:

36	Hardwicke Road	(a)	North-west Side	2	From the boundary of Nos. 23/25, north-eastwards for a distance of 6.6 metres.
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12. Delete items 38 (a) 1, 38 (a) 3, 38 (a) 4 and insert items 38 (a) 1, 38 (a) 3, 38 (a) 4 and 38 (c) 1 as follows:

38	Hughenden Road	(a)	North Side	1	From a point 0.5 metres west of the western boundary of No. 123, eastwards for a distance of 6.6 metres.
38	Hughenden Road	(a)	North Side	3	From a point 14.5 metres west of its junction with Parker Road, westwards for a distance of 7 metres.
38	Hughenden Road	(a)	North Side	4	From a point 1 metre west of the boundary of Nos. 109/111, eastwards for a distance of 6.6 metres.
38	Hughenden Road	(c)	South-east Side	1	From the north-eastern boundary of No. 4, south-westwards for a distance of 6.6 metres.

13. Delete items 39 (a) 1 and 39 (a) 2 as follows

39	Kenilworth Road	(a)	North-east Side	1	From the boundary of Nos. 10/11, north-westwards for a distance of 6.6 metres.
39	Kenilworth Road	(a)	North-east Side	2	From the boundary of Nos. 13/14 north-westwards for a distance of 6.6 metres.

14. Delete item 51 (a) 1 and insert item 51 (a) 1 as follows:

51	Mount Pleasant Road	(a)	South Side	1	From the boundary of Nos. 194/196, south-westwards for a distance of 13.2 metres.
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15. Delete item 53 (a) 3 as follows:

53	Newgate Road	(a)	South-east Side	3	From a point 1 metre south-west of the boundary of Nos. 6/8, north-eastwards for a distance of 6.6 metres.
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16. Insert item 57.5 (a) 1 as follows:

57.5	Pennine Rise	(a)	North-west Side	1	From a point 19 metres south-west of its junction with Malvern Way, south-westwards for a distance of 6.6 metres.
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17. Delete item 67 (a) 1 as follows:

67	Rye Road	(a)	South-east Side	1	From a point 10 metres south-west of its junction with that part of Rye Road serving Nos. 130-136 Rye Road, south-westwards for a distance of 6.6 metres.
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18. Insert item 67.5 (a) 1 as follows:

67.5	Rymill Road	(a)	North-east Side	1	From its southern cul-de-sac end, north-westwards for a distance of 6.6 metres.
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19. Delete item 79 (a) 1 as follows:

79	St Paul's Road	(a)	North-west Side	1	From a point 1 metre south-west of the boundary of Nos. 19/20, north-eastwards for a distance of 6.6 metres.
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20. Delete item 80.7 (a) 1 as follows:

80.7	Stone Street	(a)	North Side	1	From a point 14 metres west of its junction with Stonefield Road, north-westwards for a distance of 6.6 metres.
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21. Delete item 86 (b) 2 as follows:

86	The Slides	(b)	South-west Side	2	From a point 2.4 metres north of the boundary of Nos. 22/23 southwards for a distance of 6.6 metres.
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**(xiv) Insert a new Section and Schedule Nineteen C as follows:**

**Section Nineteen C  
Disabled Persons' Parking Places At All Times with  
Waiting Limited to Four Hours in any period of Eight Hours between  
8am and 6pm On All Days**

1	Those lengths of road specified in the Schedule to this Section, which have a width throughout of 2.7 metres, and designated by the word 'disabled' marked on the carriageway adjacent to the bay, bounded on one side by the edge of the carriageway and defined by line markings on the other three sides, or where a different width or position is stated in which vehicles are obliged to wait, are hereby authorised to be used individually, subject to the provisions of this Section, as parking places (hereinafter referred to as 'the parking places') by any disabled person's vehicle which:-
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	(a)	clearly and continuously displays a disabled person's badge such that;	
		(i)	In the case of a vehicle fitted with a dashboard or facia panel, the badge is exhibited thereon so that Part 1 of the badge is legible from the outside of the vehicle; or
		(ii)	In the case of a vehicle not fitted with a dashboard or facia panel, the badge is exhibited in a conspicuous position on the vehicle so that Part 1 of the badge is legible from the outside of the vehicle; and
	(b)	clearly and continuously displays a special parking disc (clock) set at time of arrival, and	
	(c)	is waiting in a disabled persons' parking place in such a position that every part of the vehicle is within the limits of the said parking place and by no other vehicles or in other positions.	
2	(a)	Save as provided by this Section, no person shall cause or permit any vehicle, other than a disabled person's vehicle, to wait at any time in any of the parking places.	
	(b)	Save as permitted by this Section, no person shall cause or permit any disabled person's vehicle to wait in any of the lengths specified in the Schedule to this Section between the hours 8am and 6pm on all days.	
		(i)	for a period longer than four hours, or
		(ii)	if a period of less than four hours has elapsed since the termination of the last period of waiting (if any) by that vehicle in that length of road.
3	The Council shall -		
	(a)	cause the limits of the parking places to be indicated on the carriageway by placing and maintaining thereof the appropriate traffic signs;	
	(b)	place and maintain on or in the vicinity of each parking place appropriate traffic signs for indicating that such parking places may be used for the leaving of vehicles; and	
	(c)	carry out such other work as is reasonably required for the purposes of the satisfactory operation of a parking place.	
4	(a)	Any person duly authorised by East Sussex County Council may suspend the use of the parking space or any part thereof whenever that person considers such suspension reasonably necessary:	
		(i)	for the purpose of facilitating the movement of traffic or promoting its safety;
		(ii)	for the purpose of enabling a bus or public service vehicle to wait there; or

		(iii)	for the purpose of maintenance improvement or reconstruction of the road or the cleansing of gullies in or adjacent to the parking place, the laying, erection, alteration, removal or repair in or adjacent to the parking place of any sewer or of any main, pipe or apparatus or supply of gas, water or electricity or of any apparatus as defined in the Communications Act 2003 or the placing, maintenance or removal of any traffic sign, or a vehicle (other than a passenger vehicle) in the service of a local authority which is being used in pursuance of statutory powers or duties;
	(b)		Any person duly authorised by the Council may suspend for not longer than twenty four hours the use of a parking place or any part thereof whenever he considers such suspension reasonably necessary:
		(i)	for any purpose referred to in sub-paragraphs (i), (ii) or (iii) of paragraph (a) of this Article;
		(ii)	for the convenience of occupiers of premises adjacent to the parking place on any occasion of the removal of furniture to or from one office or dwelling house adjacent to the parking place from or to a depository, another office or dwelling house;
		(iii)	on any occasion for preventing obstruction of the streets, by Order on the occasion of any public procession, rejoicing or illumination, or where it is likely by reason of some special attraction that the streets are thronged or liable to be obstructed, to close any or all of the parking places other special occasions.
	(c)		A duly authorised person suspending the use of a parking place or any part thereof in accordance with the provisions of paragraph (a) or, as the case may be, paragraph (b) of this Article shall thereupon place or cause to be placed in or adjacent to that parking place, or as the case may be, that part thereof and the use of which is suspended a traffic sign indicating that waiting by vehicles is prohibited.
	(d)		Save as provided by Article 7 (b) (i), (ii), (iii) or (iv), and to anything done with the permission of the person suspending the use of the parking place or part thereof in pursuance of paragraph (a) of this Article, the provisions of Article 8 will apply to any person who causes or permits a vehicle to wait in any part of a parking place during such period as there is in or adjacent to that part of the parking place a traffic sign placed in pursuance of paragraph (c) of this Article.
5			Where a traffic sign indicating the suspension of a parking place or any part thereof has been left in accordance with the provision of paragraph (c) of Article 4 of this Section, no person except a Civil Enforcement Officer or other person duly authorised by the Council shall remove that sign.
6	(a)		While any vehicle is in a parking place, no person shall use the vehicle;

		(i)	so as unreasonably to prevent access to any premises adjoining the road, or the use of the road by other persons, or so as to be a nuisance;
		(ii)	when for preventing obstructions of the streets East Sussex County Council have by Order made on the occasion of any such public procession, rejoicing, illumination or when the streets are thronged or liable to be obstructed, have closed any or all of the parking places and exhibited notice of such closing on or near each parking place;
		(iii)	to carry out or permit the carrying out of any repairs or other work to the vehicle except such as may be necessary to enable the vehicle to be moved from its parking place; or
		(iv)	in connection with the sale of any article to any person in or near the parking place or in connection with the selling or offering for sale of his skill or services;
	(b)		The driver of a vehicle using a parking place shall stop the engine of the vehicle as soon as the vehicle is in the proper position in the parking place and shall not start the engine except when about the change the position of the vehicle in or to depart from the parking place.
7	(a)		Notwithstanding the foregoing provisions of this Section, any vehicle may wait in any of the parking places specified in the Schedule to this Section (other than a parking place or part of a parking place the use of which has been suspended under Article 4 of this Section), if the vehicle is waiting for any of the reasons referred to in paragraphs (b) and (c) of this Article below;
	(b)		Nothing in respect of paragraph (a) above shall apply to any vehicle in any parking place or on any length of carriageway specified in this Section (other than in a parking place or part of a parking place the use of which has been suspended under Article 4 of this Section) for so long as may be necessary to enable:
		(i)	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;
		(ii)	a vehicle to be used for emergency vehicle purposes;
		(iii)	a vehicle to wait while it is used in connection with the removal of any obstruction to traffic;
		(iv)	a vehicle of (and bearing a livery used by) a universal service provider within the meaning ascribed by the Postal Services Act 2000 to be used for the purpose of delivering or collecting postal packets in the course of the provisions of a universal postal service as defined in that Act or, to any vehicle being used in connection with the servicing or cleaning of telephone kiosks;

		(v)	a person to board or alight from a vehicle;
		(vi)	a vehicle (not being a passenger vehicle) to wait to enable it to be used for any purpose specified in Article 4 (a) (iii) of this Section, whether or not the parking place has been suspended;
		(vii)	the vehicle (not being a passenger vehicle) is in actual use in connection with the removal of furniture from one office or dwelling house adjacent to the parking place, to another office or dwelling house, or the removal of furniture from such premises adjacent to the parking place or length of carriageway in which the vehicle is waiting;
		(viii)	the vehicle is waiting to enable it to be used in connection with posting or removing advertising materials in the form of posters on or from, or cleaning windows or chimneys in, premises adjacent to the parking place or length of carriageway in which the vehicle is waiting;
	(c)		Nothing in respect of paragraph (a) above shall apply to any vehicle waiting in any parking place or on any length of carriageway specified in this Section (other than in a parking place or part of a parking place the use of which has been suspended in Article 5 of this Section) which displays in a relevant position a Waiver Certificate.
8			Where a vehicle is left in a parking place in contravention of any of the provisions contained within this Section, and a Civil Enforcement Officer has reason to believe that a penalty charge is payable, he may:-
	(a)		fix a penalty charge notice to the vehicle; or
	(b)		give such a notice to the person appearing to him to be in charge of the vehicle; and
	(c)		arrange for the vehicle to be removed from the parking place by any person duly authorised by East Sussex County Council, who shall provide for the safe custody of the vehicle where it is so removed; or
	(d)		cause to be altered the position of the vehicle in order that its position shall comply with those provisions; or
	(e)		in the case of an emergency cause to be moved any vehicle left in a parking place to any place he thinks fit.

**Schedule Nineteen C**  
**Disabled Persons' Parking Places At All Times with**  
**Waiting Limited to Four Hours in any period of Eight Hours between**  
**8am and 6pm On All Days**

1	Denmark Place	(a)	North Side	1	From a point 36 metres east of its junction with Harold Place, eastwards to a point 30 metres west of its junction with Albert Road.
2	Middle Street	(a)	North-east Side	1	From the north-west boundary of the car park on the north-west side of No.57, north-westwards for a distance of 7 metres.
2	Middle Street	(a)	North-east Side	2	From a point 5 metres northwest of its south-west to north-east turning head section, north-westwards for a distance of 20 metres.
3	Pelham Street	(a)	North-west Side	1	From a point 5 metres north-east of its junction with Harold Place, north-eastwards for a distance of 8 metres (perpendicular to the carriageway).
3	Pelham Street	(b)	South-east Side	1	From a point 4 metres north-east of its junction with Harold Place, north-eastwards for a distance of 8 metres (perpendicular to the carriageway).
4	Robertson Terrace	(a)	North Side	1	From a point 11 metres east of the eastern boundary of Albany Court, eastwards for a distance of 7 metres.
5	Russell Street	(a)	North-west Side	1	From a point 6.5 metres south-west of its junction with Castle Hill Passage, south-westwards for a distance of 13 metres.
6	Waldegrave Street	(a)	South-west Side	1	From a point 5 metres south-east of the south-eastern boundary of No. 30, north-westwards to the boundary of Nos. 27/28.
7	Wellington Square	(a)	North-west Side	1	From the southern boundary of No. 47, south-westwards for a distance of 15 metres.

**(xv) Schedule Twenty, Doctors' Parking Places, that this Schedule be amended as follows:**

1. Delete item 4 (a) 1 as follows:

4	Wellington Square	(a)	North-west Side	1	From a point 2 metres north-east of the boundary of Nos.46/47, south-westwards for a distance of 17 metres.
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**(xvi) Schedule Twenty-Two A, No Stopping Except for Licensed Taxis, 8.00am – 6.00pm On All Days, that this Schedule be amended as follows:**

1. Delete item 1 (a) 1 as follows:

1	Sedlescombe Road North	(a)	East side of the eastern slip road at Silverhill junction	1	From a point 15 metres south of the boundary of Nos. 1/3 southwards for a distance of 15 metres.
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**(xvii) Schedule Twenty-Five A, Bus/Public Service Vehicle Parking Places Between the Hours of 8.00 am and 6.00 pm On All Days, that this Schedule be amended as follows:**

1. Delete item 2 (a) 1 as follows:

2	Dane Road	(a)	North-east Side	1	From a point 2 metres north-west of the prolongation of the rear boundary of Nos 14/16 Pevensey Road, north-westwards for a distance of 32 metres.
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**(xviii) Schedule Twenty-Six A, Parking Places At Hastings for Buses and Public Service Vehicles Only, Waiting Area Limited To Thirty Minutes In Any Period Of Two Hours and Thirty Minutes, 8.00am to 6.00pm On All Days, that this Schedule be amended as follows:**

1. Delete item 1 (a) 1 as follows:

1	East Parade	(a)	North-west Side	1	From its junction with Cutter Lane, eastwards to its junction with Sun Lane.
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**(xix) Section Twenty-Eight, Loading Bay 8.00am to 6.00pm On All Days, that this Schedule be amended as follows:**

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

1.5	Collier Road	(a)	South-west Side	1	From a point 11.5 metres south-east of its junction with Priory Road, south-eastwards for a distance of 7 metres.
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**(xx) Schedule Forty-Two, Prohibition of Stopping On The Footway or Verge At Any Time, that this Schedule be amended as follows:**

1. Delete items 38.6 (a) 1 and 38.6 (b) 1 and insert items 38.6 (a) 1, 38.6 (a) 2 and 38.6 (b) 1 as follows:

38.6	Harley Shute Road	(a)	East Side	1	From a point 26 metres north of the rear boundary of Nos. 24/25 Kite Close, northwards for a distance of 104 metres.
38.6	Harley Shute Road	(a)	East Side	2	From its junction with Edinburgh Road, north-eastwards to the rear boundary of Nos. 28/29 Kite Close.
38.6	Harley Shute Road	(b)	West Side	1	From its junction with Edinburgh Road, northwards to a point 134 metres north of the rear boundary of Nos. 24/25 Kite Close.

**(xxi) Schedule Forty-Two A, Prohibition of Stopping On The Footway At Any Time, that this Schedule be amended as follows:**

1. Insert item 0.1 (a) 1 as follows:

0.1	Brightling Avenue	(a)	Both sides	1	From its junction with Middle Road, north-eastwards to its junction with Crowborough Road.
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2. Insert item 0.2 (a) 1 as follows:

0.2	Castle Hill Road	(a)	South-east Side	1	From its junction with Albert Road, north-eastwards to a point 1.5 metre south-west of the rear boundary of Nos. 2/3 Wellington Square.
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3. Insert items 3.5 (a) 1 and 3.5 (b) 1 as follows:

3.5	Middle Road	(b)	North-west Side	1	From its junction with Granger Way, north-eastwards to its junction with Brightling Avenue.
3.5	Middle Road	(a)	South-east Side	1	From the boundary of Nos. 44a/46, north-eastwards to its junction with Brightling Avenue.

**(xxii) Schedule Forty-Three, Loading Bays All Hours On All Days, that this Schedule be amended as follows:**

1. Delete item 1 (a) 1 as follows:

1	Collier Road	(a)	South-west and south-east side	1	From a point 12 metres south-east of its junction with Priory Road, south-eastwards and north-eastwards to a point 54.5 metres south-west of the boundary of Nos. 17/19.
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(xxiii) Insert a new Section and Schedule Fifty-Five A as follows:

**Section Fifty-Five A**  
**No Stopping Between 8.00am and 9.30am**  
**And Between 2.30pm and 4.00pm Monday to Friday**  
**On School Entrance Markings Except August**

1	Save as provided in Article 2 below, no person shall cause or permit any vehicle to stop between the hours of 8.00am and 9.30am and between the hours of 2.30pm and 4.00pm Monday to Friday Except August in the lengths of road specified in the Schedule to this Section, as indicated by:-	
	(a)	Road marking No.1027.1 as prescribed in the Traffic Signs Regulations and General Directions 2016;
	(b)	Signs to Diagram No. 642.2 of the Traffic Signs Regulations and General Directions 2016.
2	Nothing in Article 1 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;
3	Where any vehicle is waiting in contravention of any of the provisions contained within this Section and a Civil Enforcement Officer has reason to believe that a penalty charge is payable, he may:	
	(a)	Fix a penalty charge notice to the vehicle; or
	(b)	Give such a notice to the person appearing to him to be in charge of the vehicle; and
	(c)	Arrange for the vehicle to be removed from the parking place by any person duly authorised by East Sussex County Council, who shall provide for the safe custody of the vehicle where it is so removed; or
	(d)	Cause to be altered the position of the vehicle in order that its position shall comply with those provisions; or
	(e)	In the case of an emergency cause to be moved any vehicle left in a parking place to any place he thinks fit.

**Schedule Fifty-Five A**  
**No Stopping Between 8.00am and 9.30am**  
**And Between 2.30pm and 4.00pm Monday to Friday**  
**On School Entrance Markings Except August**

1. Insert item 1 (a) 1 and 1 (b) 1 as follows:

1	Hare Way	(a)	West Side	1	From a point 45.5 metres south of its western junction with Little Ridge Avenue, southwards for a distance of 43.5 metres.
1	Hare Way	(b)	East Side	1	From a point 42 metres south of its western junction with Little Ridge Avenue, southwards for a distance of 43.5 metres.

5. This Order may be cited as "The East Sussex (Borough of Hastings) (Traffic Regulation) (Consolidation) Order 2013 (Various Roads) Amendment Order 202\* No. \*\*" and shall come into effect on xx xxxx xxxx

THE COMMON SEAL of )  
EAST SUSSEX COUNTY COUNCIL )  
was affixed hereto )  
on the xx<sup>th</sup> day of xxxx )  
Two Thousand and )  
in the presence of:- )

AUTHORISED SIGNATORY

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