

## **Appendix 1 – Proposals where objections are recommended to be upheld in part**

### **1. Junction of Arthur Road/ Piltdown Close/ Downlands Avenue (Cllr Nuala Geary)**

1.1 The proposal at this location to install new double yellow lines at the junction of Arthur Road, Piltdown Close and Downlands Avenue.

1.2 The proposal advertised included 69m of restrictions on the northern side of Arthur Road, 108.6m on the southern side of Arthur Road and Downlands Avenue, and 66.3m on the southern side of Piltdown Close into the northern side of Downlands Avenue.

1.3 36 items of correspondence have been received from residents, of which 33 object on several grounds, 2 support, and one objects in part and supports in part.

1.4 27 objections received are on the grounds of reducing parking for residents and pushing parking onto neighbouring roads. Ten raise concerns around the impact on house prices. Six are on the grounds that not enough cyclists use this road to justify the level of disruption. Five mention this is a waste of public money which could be better spent elsewhere. Three raise concerns about how it will be enforced. Six object due to impact on access to local businesses. Five raise concerns about the impact of reducing parking for residents with accessibility needs. Seven object to the routing of the cycle and walking route and have suggested alternative options. Five are concerned about whether reducing parking will increase the speed of vehicles on the road. Four are concerned about the environmental impact of residents changing front gardens to paved driveways in response to the restrictions. One objector raised that it should be a dedicated cycle lane rather than on-carriageway route proposed.

1.5 While not formally submitted to East Sussex County Council for review, it should be noted that one objector included a link to a petition, which at the time of submission had over 100 signatures.

1.6 Three items of support have been received. Two support the proposal due to it currently being difficult for cars to pass through the junctions, including emergency service vehicles. One is concerned cars currently block visibility and supports the proposals to improve safety for drivers and pedestrians.

1.7 Officers have considered all responses received. The parking restrictions have been proposed to address the risk of head-on-collision, caused by parked vehicles at the bend reducing visibility and forcing cyclists to the centre of the carriageway. This risk was identified during a road safety audit and the mitigation

proposed was to introduce the parking restriction on both sides of the Piltdown Close/Downlands Avenue junctions and at the sharp bend on Downlands Avenue.

1.8 The carriageway on residential streets is part of the local highway network, which is controlled by the local Highway Authority. The public highway is open to all road users, and no one has the exclusive right to park in a specific space, even outside their own home. The Highway Authority is responsible for maintaining the highway network in a condition that is safe for users. When considering whether restrictions may be put in place or amended in order to do so, the value of neighbouring properties is not a criterion that can be considered.

1.9 The parking restrictions proposed are double yellow lines, with no waiting at any time. This does not prevent loading and unloading where safe to do so, including for residents unloading shopping and delivery drivers. Blue Badge holders can also park on double yellow lines for up to 3 hours.

1.10 There is no additional enforcement planned for the introduction of new parking restrictions. These will continue to be enforced as all other restrictions within the town.

1.11 Having considered all the objections, officers are satisfied that there are sufficient grounds to modify the proposal. Parking restrictions at this junction are considered necessary to aid cyclist visibility, it is however recognised that the proposals can be modified. Officers and scheme designers have concluded that the restrictions could be reduced by 20.6m on each side of the Arthur Road on the western side of the junction while still providing 31m visibility based on an average speed of 25mph. This review has also concluded the proposed restrictions on the southern side of Piltdown Close could be reduced by 11m.

1.12 **Recommendation:** To uphold, in part, the objections and to modify the proposal by reducing the no waiting at any time restriction on both sides of Arthur Road by 20.6m and the southern side of Piltdown Close by 11m.