

Hastings Parking Review 2015 SOR by site

HS1516 001 The proposals to make the existing advisory disabled bays in the layby outside Nos.13 & 15 Edinburgh Road formal are part of the wider parking review for the area. We are proposing a number of changes in the area to encourage appropriate and safer parking in connection with the school traffic. We want to ensure that these spaces are reserved for users who really need them and are entitled to use the bays.

HS1516 002 To reduce obstruction during school drop-off and pick-up times, the introduction of prohibition of waiting between 8.00am and 9.30am and between 2.30pm and 4.00pm has been proposed in Field Way. No waiting at any time restrictions are proposed in Field Way at its adjoining closes to maintain visibility at the junctions and around the bend where forward visibility is reduced.

HS1516 003 To reduce obstruction during school drop-off and pick-up times, the introduction of prohibition of waiting between 8.00am and 9.30am and between 2.30pm and 4.00pm has been proposed in Edinburgh Road adjacent to the playground.

The current parking on the western side causes congestion in this section of road particularly when buses or pupil transporter vehicles are attempting to pass. Parked vehicles in this area reduce the effective road width so that traffic may only pass in a single direction. This results in conflict between traffic travelling in opposing directions. As the road bends where it joins the mini-roundabout at Harley Shute Road forward visibility to oncoming traffic is restricted until a driver approaches a point where they are not able to pull in safely to allow traffic to pass.

We are proposing restricting parking on the west side of Edinburgh Road between the existing no waiting at any time restrictions at its junction with Harley Shute Road and the access road to St Leonards and Saxon Mount Academies to facilitate safe access to the two sites and safe passage for all road users.

The proposals in the turning section at the school entrances are also to prevent obstruction and provide a safe passage of traffic at this location.

HS1516 004 No waiting at any time restrictions are proposed at the junction of Fernside Avenue and Gillsmans Park to prevent obstructive parking at the junction. The restrictions will ensure visibility is maintained at the junction and prevent vehicles parking in front of the designated pedestrian path that runs both sides of the junction parallel to Fernside Avenue.

HS1516 005 We are proposing no waiting at any time restrictions at the junction of Tile Barn Road and Howlett Close extending into Howlett Close up to where the road widens covering the designated pedestrian crossing point. The restrictions are proposed to extend in Tile Barn Road to the south of its junction with Howlett Close to account for the curve in the road. The restrictions will maintain visibility at the

junction and extend across the designated pedestrian crossing points. Parking across dropped kerbs can cause considerable difficulty for pedestrians particularly for those with push chairs, wheel chairs or visual impairments.

HS1516 006 To reduce obstruction during school drop-off and pick-up times, the introduction of no waiting at any time restrictions at Bodiam Drive and Mayfield Lane are proposed. This will maintain visibility at the junctions and around the bend where forward visibility is reduced. The restrictions will facilitate the movement of buses passing the traffic island on this designated route.

HS1516 007 To reduce obstruction during school drop-off and pick-up times, the introduction of prohibition of waiting between 8.00am and 9.30am and between 2.30pm and 4.00pm has been proposed in Icklesham Drive. The problem is evident only when traffic volumes are exceptionally high during peak periods and the road is parked solidly on both sides. This reduces the available carriageway width to allow traffic to pass in a single direction which causes particular issues when a bus is trying to pass on this designated route.

No waiting at any time restrictions are proposed at the junctions of Whatlington Way, Bodiam Drive, Icklesham Drive, Wittersham Rise, Warwick Place and Northiam Rise to maintain visibility at the junctions.

It is also proposed to introduce a ban on parking on the footway and verge as this can cause considerable difficulty for pedestrians particularly for those with push chairs, wheel chairs or visual impairments.

HS1516 008 No waiting at any time restrictions are proposed east of the build out in Bodiam Drive to prevent parking which currently obstructs traffic flow on this designated bus route.

Due to the narrow width of carriageway and obstructive parking during school drop-off and pick-up times, the introduction of no waiting at any time restrictions has been proposed in Beckley Close and at its junction with Whatlington Way to maintain visibility at the junction.

HS1516 009 No waiting at any time restrictions are proposed at the bend in Robsack Avenue to prevent obstructive parking where forward visibility is restricted to allow vehicles to safely negotiate the bend.

HS1516 010 No waiting at any time restrictions are proposed in Highfield Drive and at its junction with Sidney Little Road to facilitate large vehicles turning safely at this junction and at the access to the bakery. Additional restrictions have been proposed at the junction of Wainwright Close as it is anticipated that the proposals are likely to create displacement resulting in potential problems arising at the junctions to the north of Highfield Drive.

HS1516 011 No waiting at any time restrictions are proposed at Churchwood Drive, Highfield Drive and Brunel Road to maintain visibility at the junctions. It is anticipated that the proposals at the western end of Highfield Drive are likely to cause displacement to the east.

HS1516 012 No waiting at any time restrictions are proposed in Upper Glen Road at its junction with Battle Road to prevent obstructive parking maintaining visibility at the junction following the opening of the new store here.

HS1516 013 Following complaints from local residents and in order to improve the local environment it is proposed to introduce a ban on motor caravans parking in this area.

HS1516 014 An extension to the existing no waiting at any time restrictions on Sedlescombe Road North at its junction with Briers Avenue is being proposed to maintain visibility at the junction for vehicles joining this busy main road.

HS1516 015 Following localised consultation it was established that the disabled bays in Burry Road at its junction with Sedlescombe Road North were no longer needed and they were removed from site. This proposal will amend the traffic regulation order to reflect this.

HS1516 016 Due to problems with vehicles parking on the footway obstructing pedestrians and visibility at the junction of London Road and Lower South Road it is proposed to extend the existing no stopping on footway or verge restriction in London Road to cover this junction. Parking on footways can cause considerable difficulty for pedestrians particularly for those with push chairs, wheel chairs or visual impairments.

The proposal to install a bay for police vehicles follows a request from the police to provide a bay for vehicles on active duty near the ANPR camera in Bohemia Road

HS1516 17 To prevent non-blue badge holders obstructing the existing disabled parking bay in St Peters Road it is proposed to make this bay enforceable.

HS1516 18 To prevent non-blue badge holders obstructing the existing disabled parking bay in Kenilworth Road it is proposed to make this bay enforceable.

HS1516 19 No waiting at any time restrictions are proposed in Church Road to facilitate large deliveries vehicles manoeuvring at the access to the superstore. The restrictions will prevent obstruction and subsequent congestion on Church Road leading to its junction with Bohemia Road.

HS1516 020 No waiting at any time restrictions are proposed at the junction of Bohemia Road and Upper South Road to ensure visibility is maintained at the junction and not obstructed by parked vehicles.

HS1516 021 To prevent non-blue badge holders obstructing the existing disabled parking bay in Salisbury Road it is proposed to make this bay enforceable.

HS1516 022 An extension to the existing no waiting at any time restrictions is proposed at Ledsham Avenue where forward visibility is restricted by obstructive parking. The road geometry means the proposal needs to extend westwards to include the junction with Ledsham Close.

HS1516 023 No waiting at any time restrictions are proposed at Farmlands Close at its junction with Chalvington Drive where forward visibility is restricted by obstructive parking due to close proximity to primary school and the road geometry.

HS1516 024 An extension to the existing no waiting at any time restrictions is proposed in Elphinstone Road to prevent obstructive parking by school traffic which results in congestion at this busy junction.

HS1516 025 No waiting at any time restrictions are proposed at the junction of Parkwood Road and The Ridge to maintain visibility at the junction.

HS1516 026 The no stopping on footway and verge restrictions were previously installed as part of parking restriction changes associated with the Hastings Academy development. Due to difficulties in placing of signs here it is necessary to amend the traffic regulation order to reflect a shorter restriction than was originally advertised.

HS1516 027 No waiting at any time restrictions are proposed at Fairlight Avenue and Canute Road where forward visibility is restricted by obstructive parking and the road geometry.

HS1516 028 Disabled parking bays are only provided in residential streets where the resident is a valid Blue Badge Holder. Following localised consultation it was established that the disabled bay in Percy Road is no longer needed by a Blue Badge Holder and it is proposed that this bay is removed.

HS1516 029 An extension to the existing no waiting at any time restrictions are proposed at Alfred Road and Old London Road to allow vehicles to pass the traffic island here safely where forward visibility is restricted by obstructive parking and the junction geometry.

HS1516 030 No waiting at any time restrictions are proposed at the junction of Halton Place and Priory Rd to maintain visibility at the junction and to facilitate safe manoeuvres at this busy junction.

HS1516 031 Following localised consultation it was established that the disabled bay in St Georges Road is no longer needed it is therefore proposed that this bay is removed.

HS1516 032 In 2002 the requirement to make a traffic regulation order for introduction or amendment to bus stop clearways was relaxed. The times for the clearways in Manor Road have been amended by notice to reflect the times that the service here operates. The existing traffic regulation order for these stops now needs to be removed.

HS1516 033 The proposals have been put forward in response to a number of concerns relating to the current parking on both sides of Pilot Road restricting access for the emergency services.

When Hastings Borough Council (HBC) originally proposed the removal of the double yellow lines here in 2011 in response to a petition from residents, there were strong concerns raised by East Sussex Fire and Rescue Service (ESFRS). ESFRS stated that although it may be possible for their crews to access the area if the proposed removal of the double yellow lines went ahead it could be difficult or impossible to dismount the appliance should an incident occur. Based on this the recommendation of the officers was not to remove the double yellow lines. HBC's Traffic Management Committee recommended to proceed with the removal at that time.

While we are aware that there is likely to be strong support for both removing and retaining the double yellow lines, based on the advice received from the ESFRS we are proposing that the lines are reinstated on safety grounds.

Regulations state that there should be access for a pumping appliance within 45 metres of a property. Access to Sovereign Close from The Ridge is unsuitable as the road is un-adopted and poorly maintained. During multiple visits by ESFRS's lead road risk officer, (mainly carried out during the evening) it was reported that it was difficult to pass Pilot Road north of Ochiltree Road driving a response car. An appliance was requested to attempt access to Sovereign Close and whilst they did get through, it was not easy and would have delayed their attendance at an incident by some time despite the fact that there were less cars parked than there had been on other nights the risk officer had attended.

ESFRS support the proposals to reinstate the double yellow lines at this location and it is believed the proposed measures would improve response times which will potentially lead to better outcomes in the event of an emergency.

HS1516 034 To prevent non-blue badge holders obstructing the existing double disabled parking bay in Hughenden Road it is proposed to make this bay enforceable.

HS1516 035 No waiting at any time restrictions are proposed at the junction of Saxon Road and the unadopted section of Harold Road to maintain visibility at the junction.

HS1516 036 Following localised consultation it was established that the disabled bay in Quarry Hill near its junction with West Hill Road is no longer needed. Due to development works the bay was removed from site. As the bay was formal we are proposing to amend the traffic regulation order to reflect this change.

HS1516 037 No waiting at any time restrictions are proposed at the junction of Undercliff and West Ascent to prevent obstructive parking to maintain visibility at the junction.

HS1516 038 No waiting at any time restrictions are proposed at the junction of Grosvenor Gardens and Seaside Road to maintain visibility at the junction and facilitate safe turning manoeuvres.

HS1516 039 WITHDRAWN

HS1516 040 Relocation of an existing formal disabled parking bay in Barley Lane is proposed. Should the proposals go ahead the current location of the disabled bay near the junction of Harold Road will be converted back to unrestricted parking so there is no change to the number of available parking spaces in this section of Barley Lane.

The disabled bay provision is for a qualifying resident in Harold Road where no alternative parking is available. Adult Social Care has assessed the location to ensure that it is suitable for the applicant. The existing disabled bay provision at the south western end of Barley Lane results in the disabled person having to exit the vehicle directly onto the verge which presents a hazard in poor weather conditions.

HS1516 041 No waiting at any time restrictions are being proposed in order to prevent damage to the verges and obstruction by parked vehicles.

HS1516 042 To prevent non-blue badge holders obstructing the existing disabled parking bays in Offa Road, it is proposed to make these bays enforceable. It is also proposed to change the two-hour waiting bays to one hour maximum stay in order to increase the turnover of parking spaces in Old London Road.

HS1516 043, 044, 045 Stonefield Road, Milward Road, Milwards Crescent
Following requests from residents of Zone D that they were finding it difficult to find places to park in their zone we arranged for some surveys to be undertaken in the surrounding roads to see if there was scope for extending the zone to the neighbouring roads.

The results from the surveys showed that several of the parking bays in Zone G were under-utilised during the daytime.

In December 2015 we carried out informal consultation on changing the bays in this area from Zone G to Zone D (exclusively for permit holders with no 2 hour free period, and with the operational times increased from 9am-6pm to 9am-8pm).

Concerns were raised from local residents during the informal consultation period that there would no longer be the 2 hours free parking period for visitors and tradesmen. Other concerns raised were that the price of the permit would increase and that the main problems with parking availability in this area happened after 6pm.

We have considered these responses and have revised the proposals so that the bays in this area will allow parking by both Zone D and Zone G permit holders. The revised proposals will also retain the 2 hours free parking period, allowing short term parking by visitors and tradesmen without the need to purchase a visitor's permit. An additional benefit is that the operational times will be extended to 8pm, which should help those permit holders who arrive home after 6pm.

Please note there will be no increase in the cost of permits as part of this proposal, residents will still be able to use their current permit if the proposals go ahead.

HS1516 046 To prevent non-blue badge holders obstructing the existing disabled parking bay outside 13 Warrior Gardens, it is proposed to make this bay enforceable.

HS1516 047 Vehicles are often parked overnight beside the entrance to Addams and Jarret's car park. This restricts delivery lorries arriving before 8.00am from accessing the car park. It is proposed to change the operational times of the no waiting restriction so that it is enforceable from 6am to 6pm Monday to Saturday.

HS1516 048 To prevent obstruction caused by parked vehicles, a daytime loading ban is proposed in Norman Road at its junction with London Road. It is also proposed to introduce a 1-hour maximum stay in the loading bay in London Road to increase the availability of this bay.

HS1516 049 It is proposed to introduce a 1-hour maximum stay in the loading bays in Kings Road in order to increase the availability and turnover of these spaces.

HS1516 050 To prevent non-blue badge holders obstructing the existing disabled parking bay outside 6 Stanley Road, it is proposed to make this bay enforceable.

HS1516 051 To increase the number of parking spaces available to local resident permit holders, it is proposed to change the pay and display bays in Wellington Square to Pay and Display or Permit Holders. This will also see the operational hours extended to 8pm, making the bays available for permit holders arriving home after 6pm. The bays will also be available for anyone wishing to pay and display up until 8pm.

HS1516 052 To increase the number of parking spaces available to zone F permit holders, it is proposed to change the limited waiting parking bays in Old London Road (Monday to Saturday 8am to 6pm) to limited waiting or zone F permit holders (9am to 8pm on all days)

HS1516 053 Complaints have been made that taxis cannot access this bay in Sturdee Place due to vehicles parked here not being moved before the 11pm. It is proposed to change the operational times for taxis changes from 11pm-3am to 6pm-8am.

HS1516 054 Disabled parking bays are only provided in residential streets where the resident is a valid Blue Badge Holder. Following localised consultation it was established that the disabled bays outside 41-42 Eversfield Place are no longer needed and it is proposed that the bays are changed to resident permit holder only bays.

HS1516 055 It is proposed to reduce the length of the permit holder parking bay in East Beach Street following the installation of a dropped-kerb providing access to and from Winkle Island.

HS1516 056 No waiting at any time restrictions are proposed at the junction of King Edward Close, King Edward Avenue, and Normandy Road to prevent obstructive parking at this junction.

HS1516 057 To prevent obstructive parking near the access to 11 Cockcrow Wood, it is proposed to extend the existing restrictions to cover this access.

HS1516 058 In order to improve access to local properties, no waiting at any time restrictions are proposed opposite numbers 41-43 Caves Road.

HS1516 059 To prevent obstructive parking at the entrance to the car park serving the nursery, it is proposed to install a no loading at any time restriction in Hollington Old Lane

HS1516 060 Following localised consultation it was established that the disabled bays outside 35 High Street are no longer needed and it is proposed that the bays are removed and replaced with no waiting at any time. To prevent obstructive parking near the entrance to The Bourne car park, a no loading at any time restriction is proposed.

HS1516 061 To help improve the environment and local amenity, it is proposed to install a no stopping on the footway or verge restriction to prevent further damage by cars parking on the verges in this part of Harley Shute Road

HS1516 062 To introduce the option of sharing cars, it is proposed to replace one permit holder parking space with a car club bay.

HS1516 063 It is proposed to formalise the parking laybys at the top end of Croft Road to prevent obstructive parking by vehicles being parked diagonally in the bays.

HS1516 064 To prevent non-blue badge holders obstructing the existing disabled parking bays outside 22-23 Dane Road, it is proposed to make these bays enforceable.

HS1516 065 To prevent non-blue badge holders obstructing the existing disabled parking bay outside 77 Edmund Road, it is proposed to make this bay enforceable. To comply with legislation the bay will also need to be extended by one metre (towards number 79)

HS1516 066 Following localised consultation it was established that the disabled bays outside 2 and 8 Essenden Road are no longer needed and it is proposed that the bays are removed.

HS1516 067 Following localised consultation it was established that the disabled bay outside 299/301 London Road is no longer needed and it is proposed that the bay is removed.

HS1516 068 Following localised consultation it was established that the disabled bay outside 123 Marina is no longer needed and it is proposed that the bay is removed.

HS1516 069 Following localised consultation it was established that the disabled bay outside 86 Milward Road is no longer needed and it is proposed that the bay is removed.

HS1516 070 Following an application from a local resident, a new disabled persons parking bay is proposed outside 60-64 Mount Road. Legislation requires the bay to be 6.6 metres long.

HS1516 071 To prevent obstructive parking at the entrance to the bollard-controlled pedestrianised area of Queens Road, a loading ban is proposed at this location.

HS1516 072 Following an application from a local resident, a new disabled persons parking bay is proposed outside 2-4 Stone Street. Legislation requires the bay to be 6.6 metres long and for a sign to be installed. Installing the bay at this location means an existing post can be used for the sign.

HS1516 073 To prevent non-blue badge holders obstructing the existing disabled parking bays outside 2 Warrior Square, it is proposed to make this bay enforceable.

HS1516 074 Following localised consultation it was established that the disabled bay outside 10-16 Willingdon Road no longer needed and it is proposed that the bay is removed.

HS1516 075 To prevent non-blue badge holders obstructing the existing disabled parking bay outside 133 Wishing Tree Road, it is proposed to make this bay enforceable. To comply with legislation the bay will also need to be extended by 1.1 metres (towards number 135)

HS1516 076 To prevent obstruction by vehicles parked at this bend, no waiting at any time is proposed in Eversley Crescent.

HS1516 077 To prevent non-blue badge holders obstructing the existing disabled parking bay to the side of 9 Seven Acre Close, it is proposed to make this bay enforceable.