

Lewes Town Parking Review 2015 – Statement of Reasons

- In order to maintain access, to prevent obstruction to through traffic and to maintain visibility at junctions, it is necessary to propose new No Waiting At Any Time restrictions in these roads:

Montacute Road, North Way and Windover Crescent

- In order to introduce new disabled bays, relocation of existing bays and to make existing advisory bays enforceable, changes to Disabled Persons Parking Places are proposed in these roads:

St Peters Place, Southover Road and the High Street

- In order to maintain access and to prevent daytime congestion and obstruction, new No Waiting At Any Time restrictions between 8am and 6pm are proposed in these roads:

North Way

- In order to improve safety and maintain traffic flow at a narrow part of the road, an extension to existing No Waiting At Any Time restriction is proposed in this road:

Priory Street

- In order to better utilise existing parking space, changes to Permit Parking and to Shared Parking (Permit Holders and Pay and Display) are proposed in the following roads:

Grange Road and Priory Street

- In order to better utilise existing road space, changes to No Waiting restrictions, Permit Parking, Shared Parking (Permit Holders and Pay and Display) are proposed in the following roads:

Grange Road

- In order to prevent obstruction to through traffic at school pick up and drop off times, it is necessary to introduce a loading ban in the following roads:

High Street

- In order to improve safety for passengers with mobility difficulties and parents with pushchairs to board and alight buses at the bus stop and maintain traffic flow an extension to the existing bus stop clearway is proposed in the following roads:

High Street

- In order to reduce the amount of signage while maintaining enforceability it is proposed to extend the existing permit holder only parking bay. This will have the effect of shortening the blue badge holder's bay to 6.6 metres in the following roads:

Eastport Lane

Further changes have been proposed which will ratify some of the provisions in the Traffic Regulation Order and which will have no physical change on site.