
PROPOSED WAITING RESTRICTIONS HIRST GROVE - OBJECTION

Responsible Cabinet Member – Councillor Nick Wallis, Transport Portfolio

Responsible Director – Ian Williams, Director of Economic Growth

SUMMARY REPORT

Purpose of the Report

1. To advise Members of an objection received to a proposal to introduce waiting restrictions at the junction of Hirst Grove with Harris Street and to seek a decision on whether to proceed with the proposal.

Summary

2. A request was received from a resident of Hirst Grove to introduce waiting restrictions, to improve road safety at the junction of Hirst Grove and Harris Street by preventing obstructive parking by parents of St Teresa's school.
3. An objection has been received to the proposal from a resident of Hirst Grove (please see para 10 for details).
4. Officers recommend setting the objection aside and proceed to introduce the waiting restrictions around the junction.

Recommendation

5. It is recommended that Members consider the objection and set it aside and authorise officers to proceed with the proposal to introduce double yellow lines around the junction as advertised:

Reasons

6. The recommendation is supported to prevent obstructive parking at the junction of Hirst Grove and Harris Street.

**Ian Williams
Director of Economic Growth**

Background Papers

No Background papers were used in the preparation of this report

Brenda Bowles : Extension 6708

S17 Crime and Disorder	There are no direct implications
Health and Well Being	There are no direct implications
Carbon Impact	There are no significant carbon impact implications in this report
Diversity	There are no direct implications
Wards Affected	Eastbourne
Groups Affected	All
Budget and Policy Framework	This decision does not represent a change to the budget and policy framework
Key Decision	This is not a key decision.
Urgent Decision	This is not an urgent decision.
One Darlington: Perfectly Placed	No significant implications.
Efficiency	The proposal will prevent obstructive parking

MAIN REPORT

Information and Analysis

7. Waiting restrictions were introduced at the junction of Lynton Gardens and Harris Street during the summer of 2016 to prevent obstructive parking and improve visibility.
8. Following the introduction of the restrictions at Lynton Gardens a resident of Hirst Grove contacted us to ask that we consider introducing similar waiting restrictions at the junction of Hirst Grove and Harris Street to improve road safety. The proposed restrictions are at the junction and shown at **Appendix A**.
9. The reason for this request is that parents from St Teresa's School park around the junction at school times causing obstruction and visibility problems.
10. A resident has objected to the proposal because he considers that the proposed restrictions will merely move cars further into Hirst Grove and these drivers may also park on the verges causing damage. He considers that having non-residents parking in this narrow street will cause gridlock and would prefer to have residents' parking rather than the proposed waiting restrictions. He also quotes that no car should be parked within 15 feet of a junction therefore the parking at the junction can be enforced without the introduction of waiting restrictions.
11. The resident has been informed that the Council will not consider a residents' parking scheme for an individual street that does not suffer from long term commuter parking and there is guidance in the Highway Code that vehicles should

not park within 10m of a junction at night without having their lights switched on but Council wardens cannot enforce without the presence of waiting restrictions.

12. The resident has been given opportunity to withdraw his objection but he is upholding the objection because he considers the street too narrow to permit parking on both sides and there will be a possibility of residents' cars and the verges getting damaged. He considers the proposal will penalise residents because of the transgressions of non-residents.
13. No other resident has made an objection but one resident did say they had concerns about drives being obstructed. If this does occur we can introduce white keep clear lines across drives.
14. Local Councillors have been consulted on the proposal and hold no objections.

Financial Implications

15. The proposal will be funded from the traffic management budget.

Legal Implications

16. The traffic orders have been statutorily advertised for the required period.

Consultation

17. Officers have consulted all the residents of Hirst Grove and the local Councillors with the proposed waiting restrictions. The proposal has also been statutorily advertised in the press, following delegated authority to progress a traffic order.

Outcome of Consultation

18. One resident of Hirst Grove has objected as he considers the proposal will merely move non-resident cars further into Hirst Grove.
19. See officer recommendation in the Information and Analysis section above.

