

Committee: **Lead Member for Transport and Environment**

Date: **22 January 2018**

Report By: **Director of Communities, Economy and Transport**

Title of Report: **Bus Stop Clearway – Lexden Drive, Seaford**

Purpose of Report: **To consider the comments received in response to the introduction of a Bus Stop Clearway in Lexden Drive, Seaford.**

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**RECOMMENDATION: Lead Member is recommended to:**

- (1) Note the objection to the proposed Bus Stop Clearway; and**
  - (2) Approve the implementation of the Bus Stop Clearway as advertised.**
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## **1. Background Information**

1.1 The Department for Transport recognised the importance of preventing the obstruction of bus stops and the requirement for a Traffic Regulation Order (TRO) to be made for a Bus Stop Clearway (BSC) was relaxed in 2002. Bus Stop Clearways are now introduced by notice and are provided in line with adopted County Council Policy No. PS 4/33. This policy was approved by the Lead Member for Transport and Environment on 6 November 2006 and is attached as Appendix 1.

1.2 In October 2016, planning permission (reference: LW/3322/CC) was granted by the County Planning Authority for two storey extensions to the main building at Cradle Hill Community Primary School, Seaford. This was to facilitate an increase in the capacity of the School to three form entry. A planning obligation, which forms part of this permission, requires the existing bus stop be relocated from Lexden Road opposite the junction with Lexden Drive to Lexden Drive and a clearway be introduced.

## **2. Supporting Information**

2.1 The proposal is shown in the location plan attached as Appendix 2. The bus stop relocation would allow pupils using the bus to cross Lexden Drive (a more minor road that now benefits from dropped crossing points) instead of Lexden Road, which would be an improvement in road safety terms. The proposal would also help maintain the flow of traffic on Lexden Road.

2.2 An initial consultation was sent to Compass Travel, the main bus operator in the area, who advised that they had no objections to the relocation of the bus stop and introduction of the Clearway. Residents of Lexden Road and Lexden Drive who may be affected by the proposal were consulted directly in November 2017.

2.3 During the 21 day consultation period, a notice was also placed on site detailing the length and duration times of the Clearway. This is shown in Appendix 3.

2.4 As a result of the consultation, two responses were received: one from the East Sussex County Council Passenger Transport team in support of the proposal and giving advice on construction requirements, and another from a resident of a property at the junction of Lexden Road and Lexden Drive, objecting to the proposal. Their objection is set out in full in Appendix 4. In summary, they are concerned over the loss of car parking spaces, access to an electricity sub-station, the amenity at their own property, the flow of traffic on Lexden Drive and that the Clearway will devalue their property.

2.5 As the Clearway is the relocation of an existing Clearway, there will be no net loss of on-street parking in this area. Officers have considered the concerns raised over the impact upon the access to the electricity sub-station and are confident that this will not be compromised. There is no evidence to suggest that the installation of the Clearway will have a detrimental impact on the value of residential properties in the immediate vicinity. Buses will only be expected to stop at the Clearway approximately once every 45 minutes and only between 8am and 6pm. Such an infrequent use during these hours is not deemed to create an adverse impact upon the amenity of the residents occupying the properties next to, or nearby, the Clearway.

2.6 The proposed Clearway has been discussed with the County Council's Passenger Transport Team and Compass Travel and has been proposed at a minimal length to ensure that the bus can stop in Lexden Drive rather than stopping traffic in Lexden Road. The proposal is for the Clearway to be operational from Monday to Saturday 8am – 6pm. On street parking within the Clearway would be permitted outside these hours.

### **3. Conclusion and Reason for Recommendation**

3.1 This proposal is required as part of a package of transport mitigation measures associated with the expansion of Cradle Hill Community Primary School. The Bus Stop Clearway is in response to road safety concerns, but has been designed and located to be mindful of the needs of residents' parking, which on the whole will remain unaffected. Parking currently takes place on the opposite side of Lexden Drive to that of the proposed Bus Stop Clearway and the existing junction protection markings will remain unaltered.

3.2 The Lead Member is therefore recommended, for the reasons set out in this report, to note the objection as set out in Appendix 4 and approve the implementation of the Bus Stop Clearway, as advertised.

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#### LOCAL MEMBERS

Councillor Boorman

#### BACKGROUND DOCUMENTS

None