

Committee:	Regulatory Planning Committee
Date:	16 July 2025
Report by:	Director of Communities, Economy and Transport
Title of Report:	Eastbourne Town Centre Movement and Access Package Phase 2a Traffic Regulation Order
Purpose of Report:	To consider the objections received in response to the formal consultation on the draft Traffic Regulation Order associated with Eastbourne Town Centre Movement and Access Package Phase 2a
Contact Officer:	Isobel Kellett
Local Members:	Councillors Stephen Holt and Brett Wright

RECOMMENDATIONS:

The Planning Committee is recommended to:

- 1) not uphold the objections to the draft Order as set out in Appendix 1 of this report; and**
 - 2) recommend to the Director of Communities, Economy and Transport that the Traffic Regulation Order, as advertised, be made in part.**
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CONSIDERATION BY DIRECTOR OF COMMUNITIES, ECONOMY AND TRANSPORT.

1. Introduction

1.1 In 2014 East Sussex County Council secured Local Growth Fund (LGF) monies from the South East Local Enterprise Partnership (SELEP) towards an Eastbourne Town Centre Movement and Access Package (ETCMAP Phase 1 and Phase 2a). Phase 1 was completed in January 2020.

1.2 The objectives for Phase 2a of the Eastbourne Town Centre Movement and Access Package, which focus on the section of Terminus Road between Banker's Corner and Marks & Spencer/Millets, are to:

- Upgrading the existing Terminus Road pedestrianised area from 'Bankers Corner' (the junction of Terminus Road with Cornfield Road) through to the junction with Langney Road;
- Introduce a new pedestrianisation section of Terminus Road. This will result in the removal of the current one-way traffic movement from Bolton Road through a short section of Terminus Road and into Langney Road, by introducing a two-way traffic configuration at the lower ends of both Bolton Road and Langney Road; and
- Subject to future funding, create a new pedestrianised civic space outside Marks and Spencer that continues the character, vibrancy and palette of materials used in the Phase 1 - Eastbourne Town Centre Improvement Scheme.

1.3 A public consultation was undertaken between November and December 2019 on the principal design of the overall Phase 2a scheme. This involved consultation with members of the public, local residents, local accessibility groups, statutory bodies, local businesses, taxi operators and bus operators.

1.4 The outcome of the public consultation was presented at the Lead Member for Transport and Environment's decision-making meeting on 22 April 2020. The Lead Member resolved that the scheme should progress to detailed design and construction stages. The final detailed design was subsequently approved on 19 July 2021 at the Lead Member for Transport and Environment's decision-making meeting.

1.5 However, since the award of the LGF funding for the project in 2019, the construction sector has faced a significant rise in material costs, supply chain disruptions, and labour shortages, exacerbated by both the pandemic and the conflict in Ukraine. These factors have contributed to significant unexpected budget increases for Phase 2a of the Eastbourne Town Centre Improvement Scheme. This situation has also been experienced on similar Local Growth Funded packages being delivered by the County Council which have been reviewed and re-scoped to fit within their respective funding envelopes.

1.6 It was therefore resolved by the Lead Member for Transport and Environment in November 2024 to approve the revised scope for the scheme and move forward to construction in 2025/26 subject to final approval of the business case and project change request by the Lead Member for Strategic Management and Economic Development. The Lead Member for Strategic Management and Economic Development resolved to provide the final approval to the business case and project change request in December 2024.

1.7 The first formal advertisement of the Traffic Regulation Order (TRO) took place between 8 July and 29 July 2022. At this time 251 objections were received. Due to constraints outlined in section 1.5 of this report, the order could not be sealed within the statutory two-year time period and so the Traffic Regulation Order needed to be readvertised with the objections carried forward.

1.8 An informal consultation on the proposed Traffic Regulation Order associated with the Phase 2a scheme was carried out between 6 January to 26 January 2025 with the local Borough and County Councillors and statutory consultees; the emergency services and bus operators.

1.9 On 4 April 2025, the County Council gave notice under the relevant sections of the Road Traffic Regulation Act 1984 (as amended), that it was proposing to make a Traffic Regulation Order. A copy of the draft Traffic Regulation Order is included in Appendix 2. A copy of the advertised Notice of proposals was placed at 17 locations on and in the vicinity of Terminus Road, copies of the proposals were also placed on the County Council's Consultation website, [Eastbourne Phase 2a formal Traffic Regulation Order advertisement - East Sussex - Citizen Space](#). In addition, the Public Notice was advertised in the local newspaper (The Eastbourne Herald). Statutory Consultees were also contacted again to make them aware of the formal consultation. The formal period for representations ended on 25 April 2025.

1.10 The Phase 2a TRO proposals are as follows:

- Changes to Prohibition of Waiting At Any Time in Bolton Road, Lismore Road, Terminus Road, Langney Road.
- Changes to No Waiting At Any Time Except Taxis in Bolton Road, Langney Road
- Changes to Goods Vehicles Loading Only bays in Bolton Road, Langney Road, Terminus Road
- Changes to / Introduction of Disabled Persons Parking Places in Langney Road, Terminus Road, Lismore Road, Tideswell Road
- Removal of Pay and Display Parking Places, Monday to Saturday, 8am-6pm, maximum stay 20min, no return within 1 hour in Langney Road
- Changes to Permit Holders or Pay and Display Parking Places, Monday to Saturday, 8am-6pm, maximum stay 2 hours no return within 1 hour in Tideswell Road
- Introduction of Loading Bay, maximum stay 20min, in Langney Road
- Removal of One-Way Traffic in Bolton Road between Terminus Road and Lismore Road and Langney Road between Susans Road and Terminus Road
- Removal of No Right Turn in the following roads into Lismore Road from Bolton Road and into Langney Road from Susans Road
- Introduction of No Right Turn in the following road into Bolton Road from Lismore Road

2. Comments and Appraisal

2.1 During the first formal consultation period (8 July 2022- 29 July 2022), 223 objections were received in relation to the proposed prohibition of cycling along the scheme extent. A further 27 items of correspondence were received from residents objecting on several grounds. During the second formal consultation period (4 April 2025- 25 April 2025), an additional 10 items of correspondence were received, 9 of these were objections and 1 was in support. Full copies of the correspondence received have been made available in the Members' Room and have also been made available to Planning Committee members in electronic format.

2.2 In relation to the timing of restrictions to loading and unloading, the proposed restrictions were to apply no loading and unloading between the hours of 10am and 6pm for Heavy Goods vehicles exceeding 7.5 tonnes gross weight during this time. After considering these proposed restrictions within the context of the wider scheme, it has been decided not to progress with the restrictions to vehicular traffic within the Traffic Regulation Order at this point in time. Further consideration and discussions will take place over the coming months to determine if and how these proposed timing restrictions for loading and unloading can be taken forward. Options will include the possibility of initially trialling the restrictions through an Experimental TRO.

2.3 Consideration was also given to the loss of on street parking, which equates to approximately 51 spaces. This is made up of 6 blue badge parking bays, 10 vehicle loading bays, 28 on street parking bays and 7 taxi parking bays. Alternative parking provision can be found at the nearby Beacon multi storey car park, alongside Trinity Trees Multi Storey Car park as well as Hyde Gardens and off road parking,

2.4 Overall the level of blue badge parking in the town has increased with the extension of the multi-storey parking at The Beacon Shopping Centre. However,

because of the restricted entry height into the car park, Wheelchair Accessible Vehicles (WAV) are not able to utilise these additional spaces. Therefore, WAVs have to use on-street parking and/or surface car parks in the town.

2.5 At present, space exists for 18 blue badge vehicles in Bolton Road, Langney Road and the section of Terminus Road outside the southern entrance to The Beacon between the two roads. With the pedestrianisation of this section of Terminus Road and conversion of the remaining sections of Bolton Road and Langney Road from one-way to two-way, there will be an overall loss of 6 blue badge parking spaces in the area, however 15 spaces are being reprovisioned in alternative areas as noted in paragraphs 2.6 and 2.7.

2.6 Blue badge parking bays, loading bays and the supply of taxi bays has been recognised as essential in continuing to provide access for those with physical and hidden disabilities who do not own a vehicle or cannot use public transport to access this section of the town centre. Consequently, their provision has been prioritised at the expense of pay and display parking with 5 x 6.6m blue badge bays to be provided in Bolton Road and 5 x 6.6m bays in Langney Road.

2.7 To offset the loss, alternative locations for blue badge parking in and around the town centre have been identified in discussion with members of local disability groups. These will include 1 space in Lismore Road (former on road 'Doctors' allocated spaces for the former Bolton Road surgery) and the potential to utilise 4 spaces in Tideswell Road (to the rear of Marks & Spencer).

2.8 Careful consideration has been given to the extent of the pedestrianised area whilst also ensuring access is maintained to private parking areas off Bolton Road, ensuring any turning movements can be made safely, as well as maximising the opportunity to provide blue badge, loading and taxi bays in the area.

2.9 Objections were received in relation to deliveries for businesses and loading and unloading access for food delivery drivers. Loading bays are proposed on both Langney and Bolton Road with an additional loading bay for waiting up to 20 minutes which can be used by food delivery drivers.

2.10 Objections were also received in relation to the restriction of cycling. The proposals mean that cyclists are still welcome to cycle up to the vicinity of the scheme, dismount, and push their bicycles within the scheme extent, or make use of proposed cycle parking provided at either end of the Phase 2a pedestrianised section of Terminus Road. It is accepted that those wheelers who rely on their bikes for mobility purposes, will still be able to pass through this section of Terminus Road. There are also alternative routes in place for cyclists to travel from the station to the seafront.

2.11 These alternative routes include an on-road route from the station via Old Orchard Road and the Little Chelsea area, the Devonshire area and theatres, and Wilmington Square. This scheme is currently at the detailed design stage and is programmed for construction in 2025/26. East Sussex County Council are also continuing to explore options for improving active travel as part of the relocation of the northern and western sections of the Ring Road from Ashford Road and Susans Road to The Avenue/Upper Avenue and Cavendish Place respectively.

2.12 Having considered the remaining objections; officers are satisfied that there are not sufficient grounds for the proposals to be withdrawn. In addition, it is not considered

possible to amend the proposal and still meet the aims of the scheme set out in paragraph 1.2.

2.13 There were 4 objections received in relation to the timing of restrictions to loading and unloading where it has been decided not to progress with the restrictions to vehicular traffic within the Traffic Regulation Order as detailed in paragraph 2.2. The objections received on this proposal therefore do not need to be considered by the committee. Objectors will be included in the further discussions for alternative options.

3. Conclusion and reasons for recommendation

3.1 The Eastbourne Town Centre Phase 2a proposals aim to enhance accessibility and priority for walking and wheeling (people using wheelchairs and other wheeled mobility aids). It will improve connections for pedestrians and people with mobility issues in the town centre and to/from the seafront. This supports the earlier improvements which were delivered as part of Phase 1 between the railway station and Bankers Corner, as well as Cornfield Road and Gildredge Road. It also links with proposed plans for improvements between Seaside Road and Grand Parade.

3.2 The project aims to increase visitor numbers, support local businesses, reduce carbon emissions, improve air quality and improve the public space in this section of Terminus Road. This would enable a safer, healthier and more vibrant Eastbourne town centre for the people who live, visit, shop, and use the services within the town.

3.3 This TRO would allow the changes to parking and traffic movements in the section of Terminus Road between Banker's Corner and Langney Road. The 'pedestrianisation' aspect of the scheme will be given further consideration, potentially using an experimental TRO, to explore and test the proposals, taking account of feedback from traders and residents in the area.

3.4 It is therefore recommended for the reasons set out in the report, that the Planning Committee does not uphold the objections in Appendix 1, and recommends to the Director of Communities, Economy and Transport the Traffic Regulation Order, as advertised, be made in part.

RUPERT CLUBB

Director of Communities, Economy and Transport