

<b>Committee:</b>	<b>Regulatory Planning Committee</b>
<b>Date:</b>	<b>12 November 2025</b>
<b>Report by:</b>	<b>Director of Communities, Economy and Transport</b>
<b>Title of Report:</b>	<b>South Street Bus stop relocation, Eastbourne Traffic Regulation Order</b>
<b>Purpose of Report:</b>	<b>To consider the objections received in response to the formal consultation on the draft Traffic Regulation Order associated with South Street bus stop relocation, Eastbourne.</b>
<b>Contact Officer:</b>	<b>Emma Burt 01273 481170</b>
<b>Local Members:</b>	<b>Councillor Brett Wright</b>

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## **RECOMMENDATIONS:**

**The Planning Committee is recommended to:**

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

### **1. Introduction**

1.1 The Eastbourne Town Centre Movement and Access Package identified improvements and upgrades to the Memorial Roundabout and further into South Street. As part of the South Street proposals, it identified a need to move the existing westbound bus stop from outside Simply Patisserie to between Wish Road and Hardwick Road. This will improve pedestrian accessibility, enhance traffic flow, and create a safer, more attractive town centre environment.

1.2 This bus stop improvement is being funded from the integrated transport block grant funding that the County Council receives from Government annually. The integrated transport funding is used to develop and deliver schemes in the county council's capital programme of local transport improvements approved annually by the Lead Member for Transport and Environment. The types of schemes developed and delivered using this funding include new footways, new crossing points, cycle routes, small scale local junction improvements and bus infrastructure improvements, including bus stops.

1.3 The draft Traffic Regulation Order is to implement the relocation of the bus stop and aims to:

- enhance accessibility and convenience for pedestrians to public transport services in the town centre and ensuring South Street is more user friendly for all.
- reconfigure parking spaces to balance accessibility and traffic management.
- enhance accessibility by providing one blue badge holder parking bay.
- help create a safer, healthier, and more vibrant town centre that increases visitor numbers and supports local businesses.
- continue the Council's wider improvements to the public realm in the town centre.
- help to reduce carbon emissions and improve air quality.

1.4 An initial informal consultation on the proposed Traffic Regulation Order associated with the South Street bus stop relocation was carried out between 27 January 2025 and 16 February 2025 with local County Councillors, Eastbourne Borough Council and statutory consultees including the emergency services and bus companies.

1.5 The initial consultation proposed relocating the bus stop to between Hardwick Road and Spencer Road (outside of St Saviours Church). Feedback from stakeholders suggested that this was not a suitable location and an alternative location was suggested between Wish Road and Hardwick Road. This was supported by feedback from the engineers about the best option for relocation.

1.6 On 29 August 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 at Appendix 1. A copy of the advertised Notice of proposals was placed at 20 locations on and in the vicinity of South Street, copies of the proposals were also placed on the County Council's Consultation website. In addition, the Public Notice was advertised in the local newspaper (The Eastbourne Herald) on 29 August 2025 and again on the 5 September 2025. Statutory Consultees were also contacted again to make them aware of the formal consultation. The formal period for representations took place between 29 August 2025 to 26 September 2025.

1.7 The South Street Traffic Regulation Order proposals are as follows:

1. Removal of Bus stop clearway (No Stopping At Any Time Except Buses) in: South Street between Cornfield Lane and Wish Road.
2. Removal of 24 metres of Parking bays (Permit Holders (zone G) or Pay and Display, Mon to Sat, 8am-6pm, Maximum stay 2 hours, no return within 1 hour) in: South Street between Hardwick Road and Wish Road.
3. Introduction of 18.9 metres of Parking bays (Permit Holders (zone G) or Pay and Display, Mon to Sat, 8am-6pm, Maximum stay 2 hours, no return within 1 hour) in: South Street between Cornfield Lane and Wish Road.

4. Introduction of Bus stop clearway (No Stopping At Any Time Except Local Buses) in: South Street between Hardwick Road and Wish Road.
5. Introduction of a 6.6 metre Disabled Persons Parking Place (Blue Badge Holders Only, Maximum stay 3 hours, no return within 2 hours) in: South Street between Cornfield Lane and Wish Road.

## **2. Comments and Appraisal**

2.1 During the formal consultation period, 21 items of correspondence were received in relation to the proposals. 11 of these were objections and 8 were in support, with the remaining 2 being general enquiries regarding the road conditions and/or speed limit rather than commenting on the TRO proposals. Full copies of the correspondence received have been made available in the Members' Room and have all been made available to Planning Committee members in electronic format.

2.2 The 8 items of support referenced:

- The plan will complement bus travel
- The plan will provide those that have limited mobility to access facilities within the Town Centre
- It will improve and ease traffic blocks on the pedestrian crossing and roundabout
- The current location of the bus stop being situated near the crossing has a narrow footway and that the proposed new location would be more suited.

2.3 The 11 objections were primarily received from individuals employed at the same organisation (Hart Reade solicitors). The objections were in relation to the location of the proposed bus stop being situated outside of building 104 (currently Hart Reade Solicitors) on South Street and made reference to, pollution, confidentiality, noise, disabled access, dangerous location, business improvement district, trees and expense as reasons for not implementing the proposed changes. Further information can be found in Appendix 2 on the topics that were raised within the 11 objections.

## **3. Conclusion and reasons for recommendation**

3.1 The relocation of South Street bus stop forms part of East Sussex County Council's wider plan to enhance and promote the vitality of Eastbourne Town Centre. The existing location of the South Street bus stop is in a close proximity to those seated outside of St Patisserie. The buses pulling up directly opposite has caused concerns around the fumes due to the proximity to the restaurant. The footway within this area is very narrow, also causing congestion with pedestrians. The footway in the proposed new location for the bus stop is much wider, resulting in less congestion of pedestrians and less impact of people be affected by any fumes from the buses due to the building being set back from the footway. As part of the South Street bus stop relocation scheme in Eastbourne, this will improve pedestrian accessibility, enhance traffic flow, and create a safer, more attractive town centre environment. This will also continue the Council's wider improvements to the public realm in the town centre and help to reduce carbon emissions and improve air quality.

3.2 The Traffic Regulation Order would enable changes to the location of the bus stop clearway on South Street from between Cornfield Lane and Wish Road to between Hardwick Road and Wish Road. It would also enable changes to pay and display parking bays from between Hardwick Road and Wish Road to between Cornfield Lane and Wish Road. It would also allow the introduction of a Disabled Persons Parking Place.

3.3 The approach in trying to resolve objections to the draft Order has been to appraise the concerns raised by representees and other road users, whilst meeting road safety standards and the objectives of the scheme. Officers consider that for reasons presented in this report, the objections summarised in Appendix 2 should not be upheld and the proposals in this area should proceed as advertised.

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

**RUPERT CLUBB**

Director of Communities, Economy and Transport

## BACKGROUND DOCUMENTS

[Decision - Eastbourne Town Centre Movement and Access Package Phase 2b & Victoria Place Levelling Up Fund \(Seaside Road to Grand Parade\) | 25 September 2023 | public consultation outcomes | East Sussex County Council](#)