

Appendix 2

12 November 2025- Planning Committee

South Street Bus Stop relocation, Eastbourne.

Local member: Councillor Brett Wright

1. Summary of objections and officer responses

1.1 21 representations have been received during the Traffic Regulation Order (TRO) advertisement period. Of these representations, 8 representations were in support, 11 were in objection and 2 were not in relation to the TRO proposals. The 11 objections were primarily received from individuals employed at the same organisation (Hart Reade solicitors) raising similar concerns over the proposal to relocate the bus stop outside of 104 South Street, which is currently used by Hart Reade Solicitors.

1.2 Objectors raised concerns around the scheme in connection with pollution, mobility needs, expense, trees, confidentiality, noise and location and these objections are summarised in the following paragraphs. Also presented, is the officer response to the matters raised.

2. Pollution:

2.1 Concerns were raised that the building (no. 104 South Street) will directly face the new proposed bus stop resulting in those who work in the building to be exposed by the fumes of the buses.

2.2 The Government's Design Manual for Roads and Bridges (DMRB) guidance has been reviewed, noting the triggers for an air quality assessment. Currently, the proposed scheme for South Street is not expected to significantly alter the volume of traffic in the area enough to require an air quality assessment.

2.3 Under the Climate Change Act (2008), the UK aims to achieve net zero greenhouse gas emissions by 2050. In East Sussex, transport contributes 35% of CO2 emissions; hence, decarbonising transport is crucial for reaching net zero. East Sussex County Council and Eastbourne Borough Council are actively working towards meeting this target.

2.4 Additionally, the East Sussex Local Transport Plan 4 (LTP4) focuses on planning for people and places, enhancing capacity, resilience, reliability, and connectivity through public transport interventions by increasing buses' ability to capture a greater share of short, medium and longer distance trips, reducing the number of

private car trips taken, limiting carbon emissions from transport and improving air quality.

2.5 Policy B5 in the East Sussex LTP4 addresses air quality by promoting less polluting forms of travel, such as buses, active travel, and electric vehicles. This includes implementing infrastructure like bus lanes and leveraging advancements in vehicle technology, including ultra-low and zero emission vehicles. In summary, developing bus priority infrastructure for urban and rural areas will support decarbonisation and improve air quality.

2.6 Having considered the objections, officers are satisfied that there are not sufficient grounds for the proposal to be withdrawn.

2.7 **Recommendation:** To not uphold the objections and install the proposal as advertised.

3. Access to the building for those with mobility needs:

3.1 Concerns were raised in relation to those with mobility needs having limited access to the Solicitors building and not being able to be dropped off at the front of the building with the bus stop being relocated to the new proposed location.

3.2 As part of the scheme designs, officers have prioritised blue badge parking. As a result, the new parking bays, located between Cornfield Lane and Wish Road will contain one blue badge parking space. This will allow those with mobility needs to still be able to gain easy access to the Solicitors building.

3.3 Having considered the objections, officers are satisfied that there are not sufficient grounds for the proposal to be withdrawn.

3.4 **Recommendation:** To not uphold the objections and install the proposal as advertised.

4. Expense:

4.1 Objectors requested East Sussex County Council to provide clear and transparent data on the cost of these proposals.

4.2 This bus stop improvement is being funded from the integrated transport block grant funding that the County Council receives from Government annually.

4.3 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.

4.4 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

4.5 Having considered the objections, officers are satisfied that there are not sufficient grounds for the proposal to be withdrawn.

4.6 **Recommendation:** To not uphold the objections and install the proposal as advertised.

5. Trees:

5.1 Objectors raised queries around not wanting the 2 trees to be removed from outside of the building and that removing the trees will be detrimental to the environment and visual impact of South Street, 'Little Chelsea' and the conservation area.

5.2 Concerns were also raised on wheelchair access to buses if the trees are to remain.

5.3 The 2 trees between Wish Road and Hardwick Road are being retained within this scheme.

5.4 As part of the proposals, the tree stump between the 2 existing trees will be removed.

5.5 Balfour Beatty Living Places Design Team have carried out swept path analysis which is a computer-based simulation that models the path of a vehicle as it turns to determine the minimum space required for it to manoeuvre safely through a route. This has confirmed the trees can remain where they are with regular pruning. This will allow for the buses to be able to pull fully into the kerb which will allow for wheelchair access.

5.6 Having considered the objections, officers are satisfied that there are not sufficient grounds for the proposal to be withdrawn.

5.7 **Recommendation:** To not uphold the objections and install the proposal as advertised.

6. Confidentiality:

6.1 Concerns were raised around confidentiality and that the proposal is detrimental to the Solicitors' ability to provide confidentiality to their clients. Concerns around members of the public waiting for buses would be able to easily view who enters and leaves the offices.

6.2 The responsibility to meet confidentiality obligations resides with private companies and therefore East Sussex County Council are unable to manage such concerns. The location of the solicitors' business currently resides along the front of the street and therefore with the proposed relocation of the bus stop, it is not envisaged to create any additional confidentiality concerns.

6.3 Having considered the objections, officers are satisfied that there are not sufficient grounds for the proposal to be withdrawn.

6.4 **Recommendation:** To not uphold the objections and install the proposal as advertised.

7. Noise:

7.1 Concerns were raised over the potential noise increase of traffic and congregation of passengers.

7.2 No significant change in noise levels is expected from relocating the bus stop. The stop will be moved approximately 40 metres west of its current location and the number of buses and their movements will remain constant. There may be a negligible increase in noise when a bus is waiting at the stop but, generally, background road traffic noise is anticipated to remain similar.

7.3 Having considered the objections, officers are satisfied that there are not sufficient grounds for the proposal to be withdrawn.

7.4 **Recommendation:** To not uphold the objections and install the proposal as advertised.

8. Location of bus stop:

8.1 Concerns were raised in relation to the proposed location of the bus stop. As part of developing the designs for the proposals, alternative locations were identified and explored. A SWEPT Path analysis which is a computer-based simulation that models the path of a vehicle as it turns to determine the minimum space required for it to manoeuvre safely through a route was undertaken

alongside and following resident engagement and the location was adjusted to that proposed in the draft TRO following the formal consultation period.

8.2 The proposed bus stop's position and design are similar to the current one. Both existing and planned stops are situated between two junctions, with comparable overall length and layout. The proposed new stop is located midway, approximately, between Wish Road and Hardwick Road. Drivers turning onto South Street from both Wish Road and Hardwick Road will have an appropriate level of visibility to oncoming traffic.

8.3 Due to the area's low speed limit and the proximity of junctions and private entrances, vehicles will generally be travelling at lower speeds. These factors allow drivers sufficient time to react to errant pedestrians or turning vehicles. The relocated bus stop is not anticipated to result in changes to visibility or safety.

8.4 Having considered the objections, officers are satisfied that there are not sufficient grounds for the proposal to be withdrawn.

8.5 **Recommendation:** To not uphold the objections and install the proposal as advertised.

9. Speed limit and road conditions

9.1 2 objections were received in relation to the speed limit and the road conditions on South Street.

9.2 These matters were not relevant to the draft TRO (as advertised) and are therefore recommended to be not upheld.

9.3 **Recommendation:** To not uphold the objections and install the proposal as advertised.