

Seaside & St Anthony's Avenue Traffic Regulation Order TRO/520

East Sussex Bus Service Improvement Plan (BSIP)
Bus Priority Infrastructure

October 2025

BSIP Bus Priority Measures

The A259 Seaside and St Anthony's Avenue scheme in Eastbourne is part of a package of bus priority measures that the County Council initially consulted upon in summer 2023 at feasibility stage. Further consultation was undertaken in summer 2024 on revised scheme proposals in response to previous local feedback from the summer 2023 consultation.

Approval to progress the scheme to preliminary design, detailed design and construction was given by the County Council's Lead Member for Transport and Environment in November 2024.

While the proposals were at preliminary design stage, they were further refined in response to feedback received during the December 2024 to January 2025 informal pre-TRO consultation.

The scheme will be funded through Bus Service Improvement Plan funding that East Sussex County Council has received from Government to deliver bus priority infrastructure in the county.

Introducing the A259 Seaside and St Anthony's Avenue bus priority scheme is integral to delivering the East Sussex Local Transport Plan 4, so that residents can enjoy higher quality bus services, improved journey times with reduced delays, that provide a frequent, integrated and comprehensive choice and an alternative to the car.

In doing so, the bus priority measures will help to support connectivity to key destinations, reduce congestion and strengthen the resilience of the transport network; make a positive contribution towards improving air quality as well as decarbonising transport and travel to support the achievement of the County Council's target of net zero carbon emissions by 2050 at the latest and Eastbourne Borough Council's same ambition by 2030.

Traffic Regulation Order

The A259 Seaside and St Anthony's Avenue bus priority scheme will provide bus lanes between the junctions of A259 Seaside/Windermere Crescent and Langney Roundabout. As part of the scheme, it is proposed to:

Windermere Crescent to Seaside Roundabout

- Introduce new eastbound bus lane between Windermere Crescent and Seaside Roundabout. With the introduction of the bus lane, existing on-street parking on the north side of Seaside between Churchdale Road and Southbourne Road will be removed. A section of parking provision behind the bus lane to be retained between Finmere Road and Northbourne Road.
- Introduce limited wait parking, 8am - 6pm, 1 hour no return within one hour on the south side of Seaside between Rye Street and Winchelsea Road.
- Upgrade the existing staggered pedestrian crossing between Windermere Crescent and Channel View Road to allow pedestrians to cross in one movement.
- Retain eastbound bus stops at The Archery and Arlington Arms, and westbound bus stops at The Archery, Alexandra Arms and Winchelsea Road.
- Relocate Tesco bus stop further west towards Northbourne Road.
- Replace the existing zebra crossing between Southbourne Road and Finmere Road, removing centre island to provide a signalised puffin (pedestrian) crossing.
- Retain a right-hand turning space for one vehicle at Southbourne Road.
- Retain a right-hand turning space for one vehicle at Northbourne Road. This would necessitate the loss of some on-street parking.
- Remove a short section of uncontrolled parking west of Allfrey Road and replace with double yellow lines.
- Introduce new uncontrolled on-street parking on the south side of Seaside between Myrtle Road and Fort Road. Existing staggered pedestrian crossing to be removed.
- Introduce new signalised puffin (pedestrian) crossing between Fort Road and Seaside Roundabout to allow pedestrians to cross in one movement.

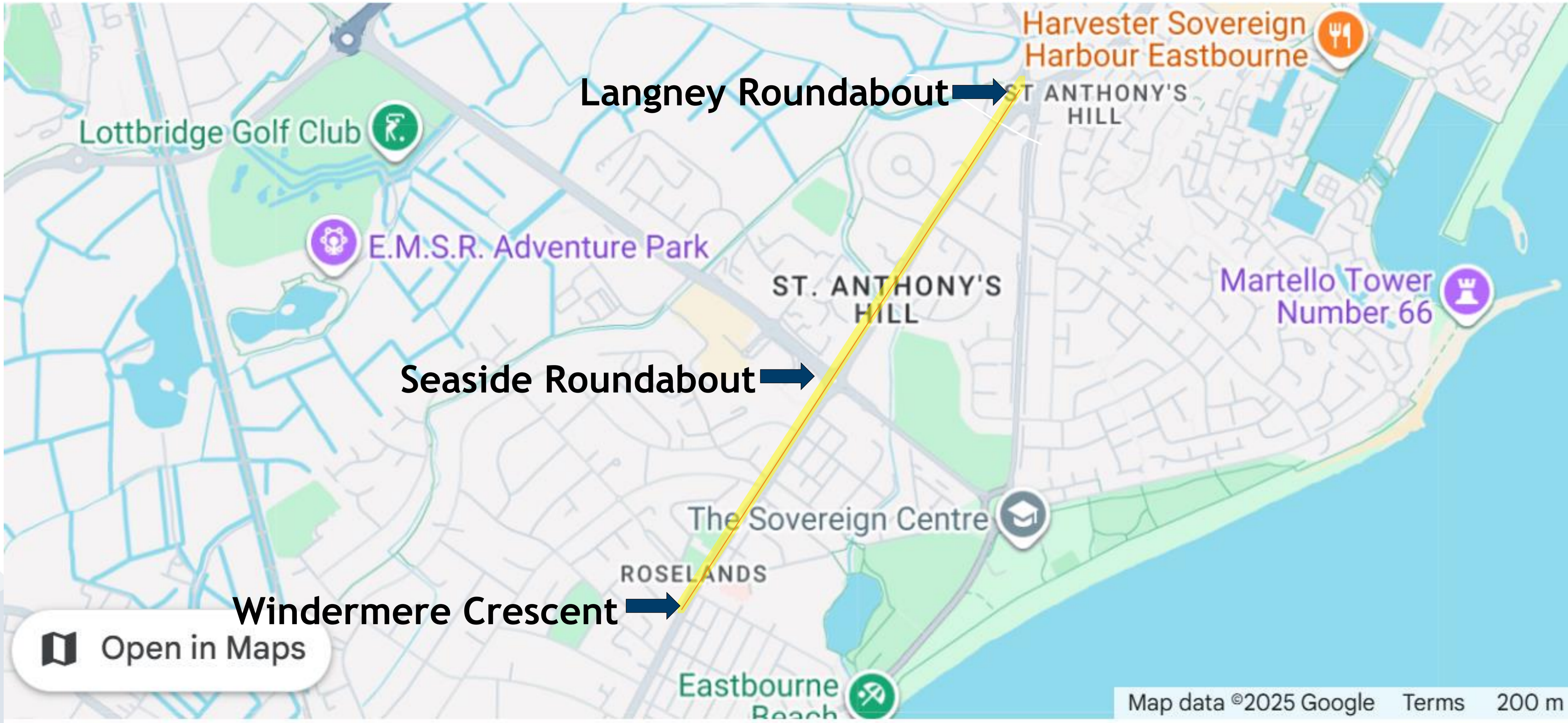
Traffic Regulation Order

The A259 Seaside and St Anthony's Avenue bus priority scheme will provide bus lanes between the junctions of A259 Seaside/Windermere Crescent and Langney Roundabout. As part of the scheme, it is proposed to:

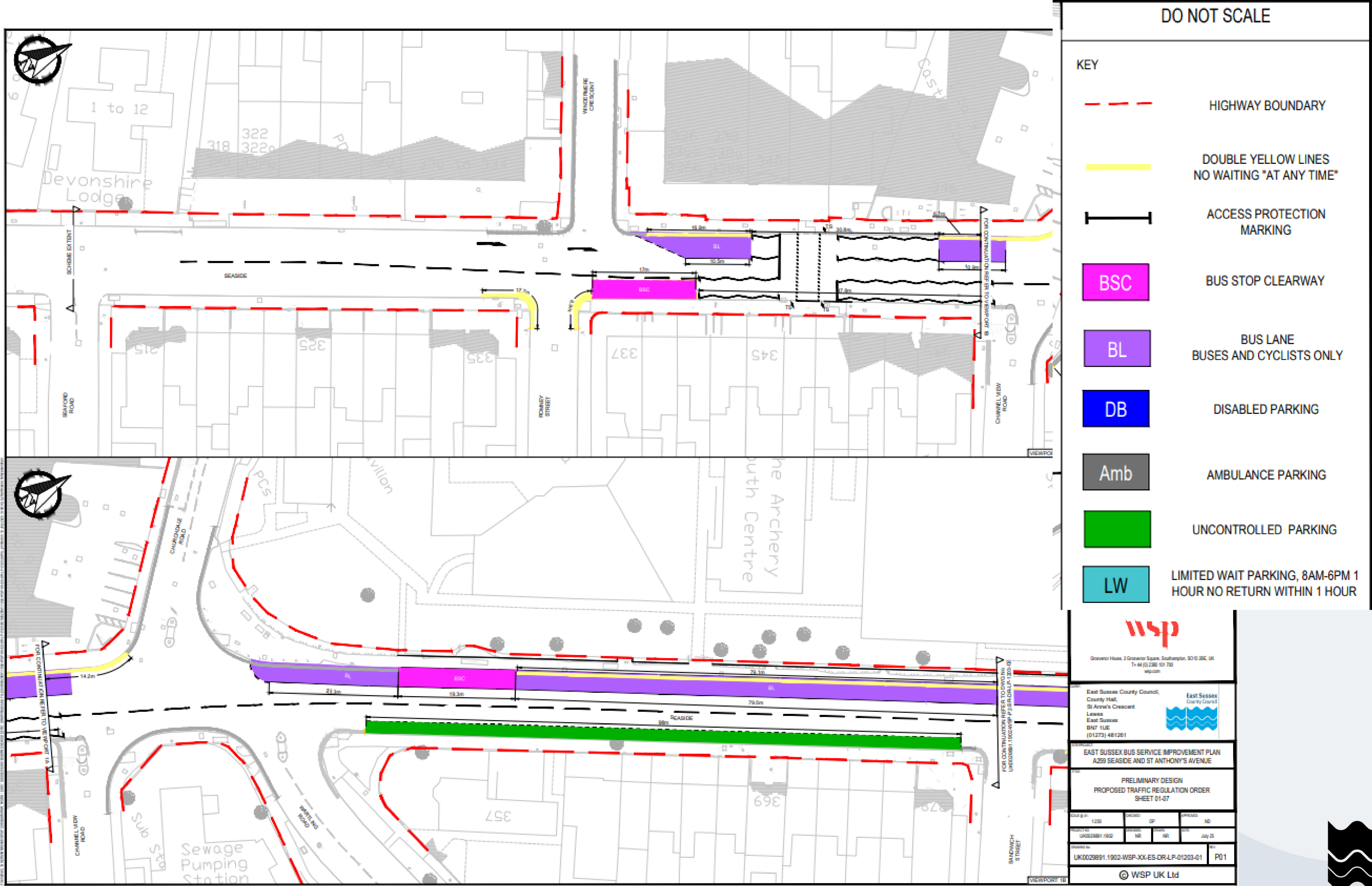
Seaside Roundabout to Langney Roundabout

- Introduce new westbound bus lane between Langney Roundabout and Seaside Roundabout. All current uncontrolled parking will be removed on the south side of St Anthony's Avenue and Seaside between Langney Roundabout and Seaside Roundabout. Ambulance bay at Queen Alexandra Cottage Homes will also be removed.
- Introduce new signalised puffin (pedestrian) crossing on Seaside immediately east of Seaside Roundabout.
- Introduce new bus stop cage/clearway markings for Langney Roundabout South bus stop (eastbound), replacing a section of existing uncontrolled on-street parking.
- Retain eastbound Winston Crescent bus stop and westbound bus stops at Winston Crescent and Langney Roundabout.
- Upgrade the existing staggered pedestrian crossing on Seaside west of Winston Crescent/Leeds Avenue junction to allow pedestrians to cross in one movement. Centre island to the east of Winston Crescent to be retained. Westbound right turn pocket into Winston Crescent to be retained.
- Retain centre island east of Leeds Avenue. Westbound right turn pockets into Lidl and Leeds Avenue to be retained.
- Introduce new on-street uncontrolled parking on the north side of Seaside at Crumbles Sewer. Existing centre island to be removed and replaced with a built-out kerb to reduce road width for pedestrians and cyclists crossing.
- Retain the existing uncontrolled parking on the north side of St Anthony's Avenue from Seaville Drive to Langney Roundabout.

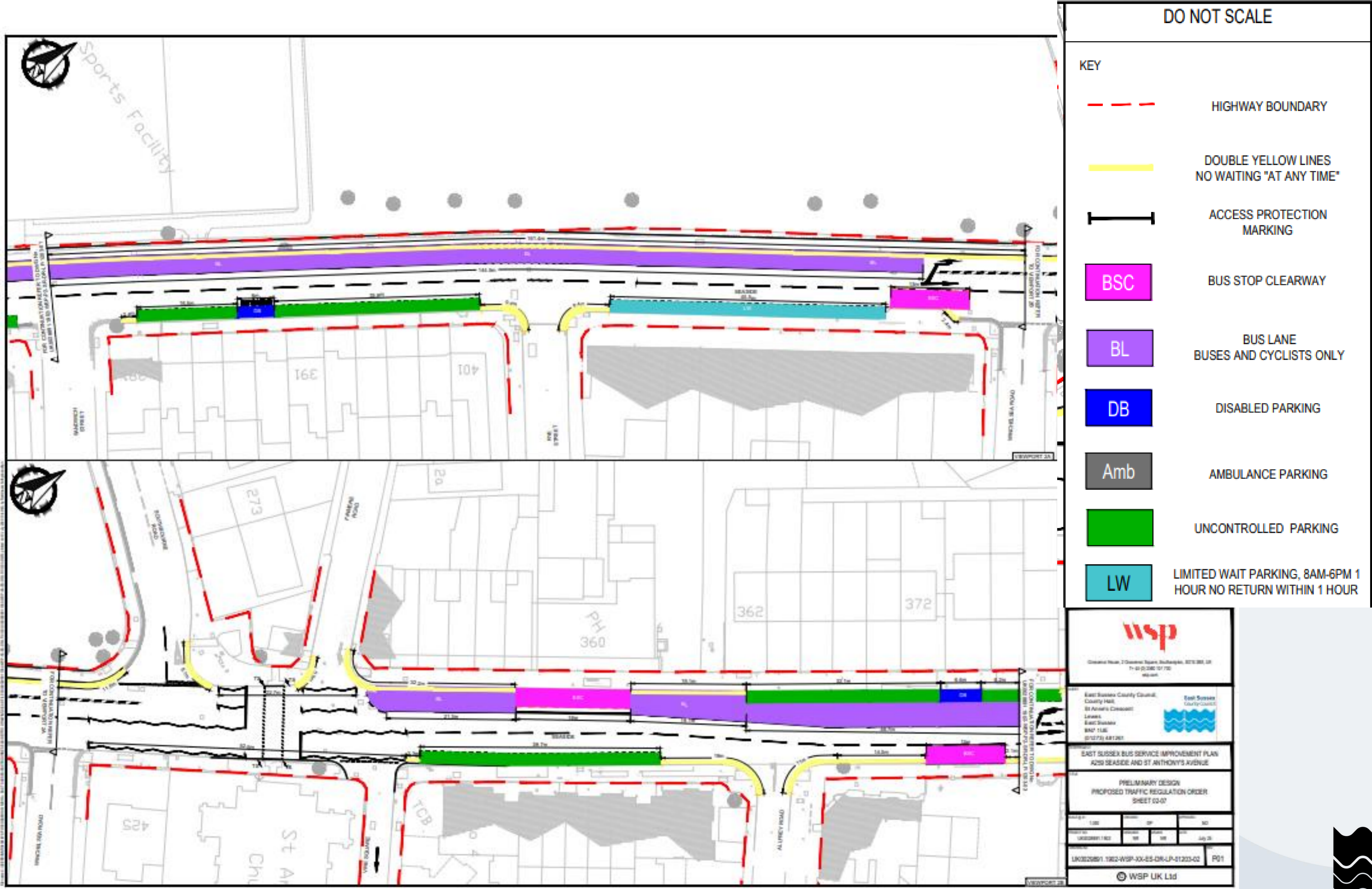
Location



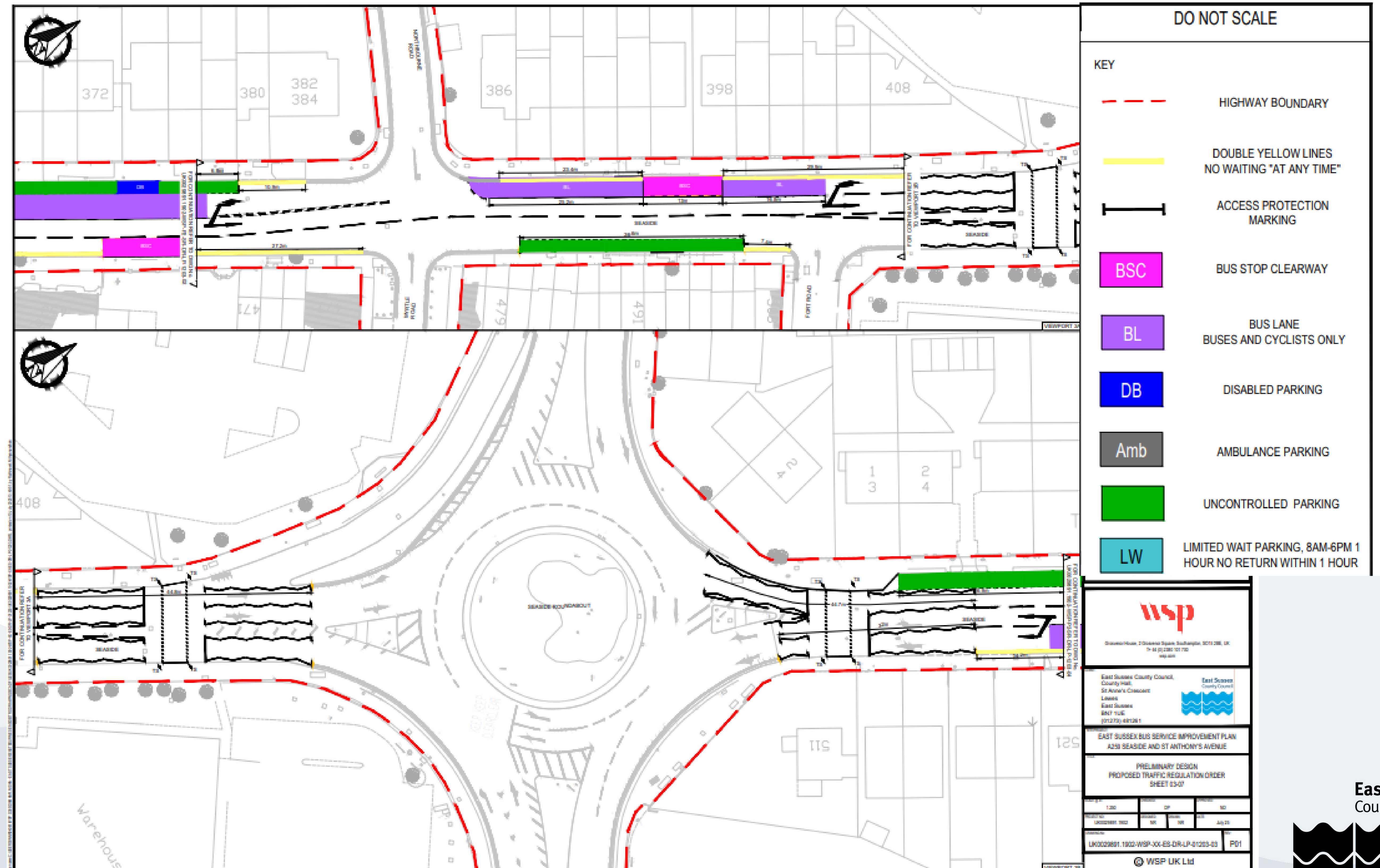
Proposal Design 1/7 - Windermere Crescent to Sandwich Street



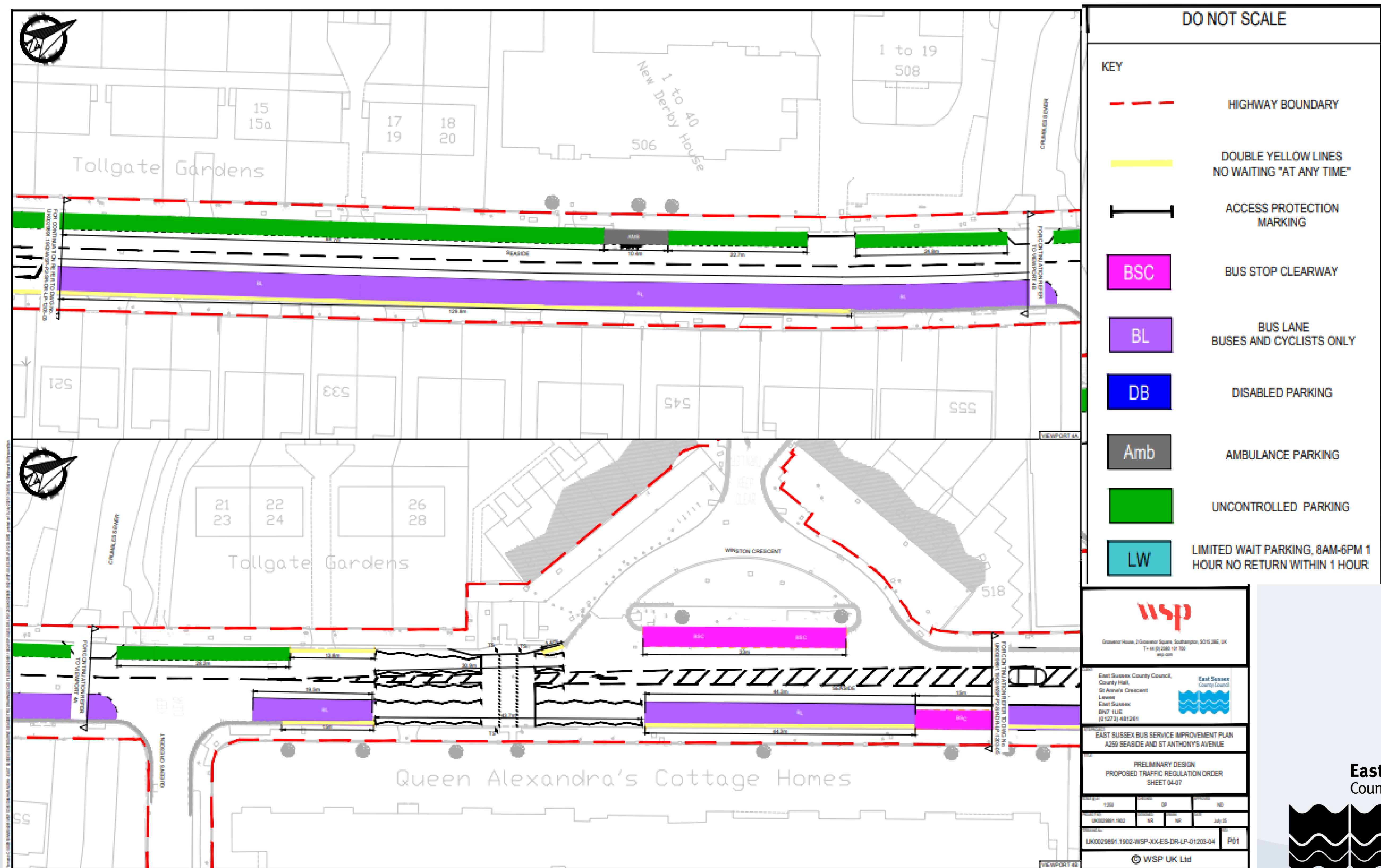
Proposal Design 2/7 - Sandwich Street to Allfrey Road



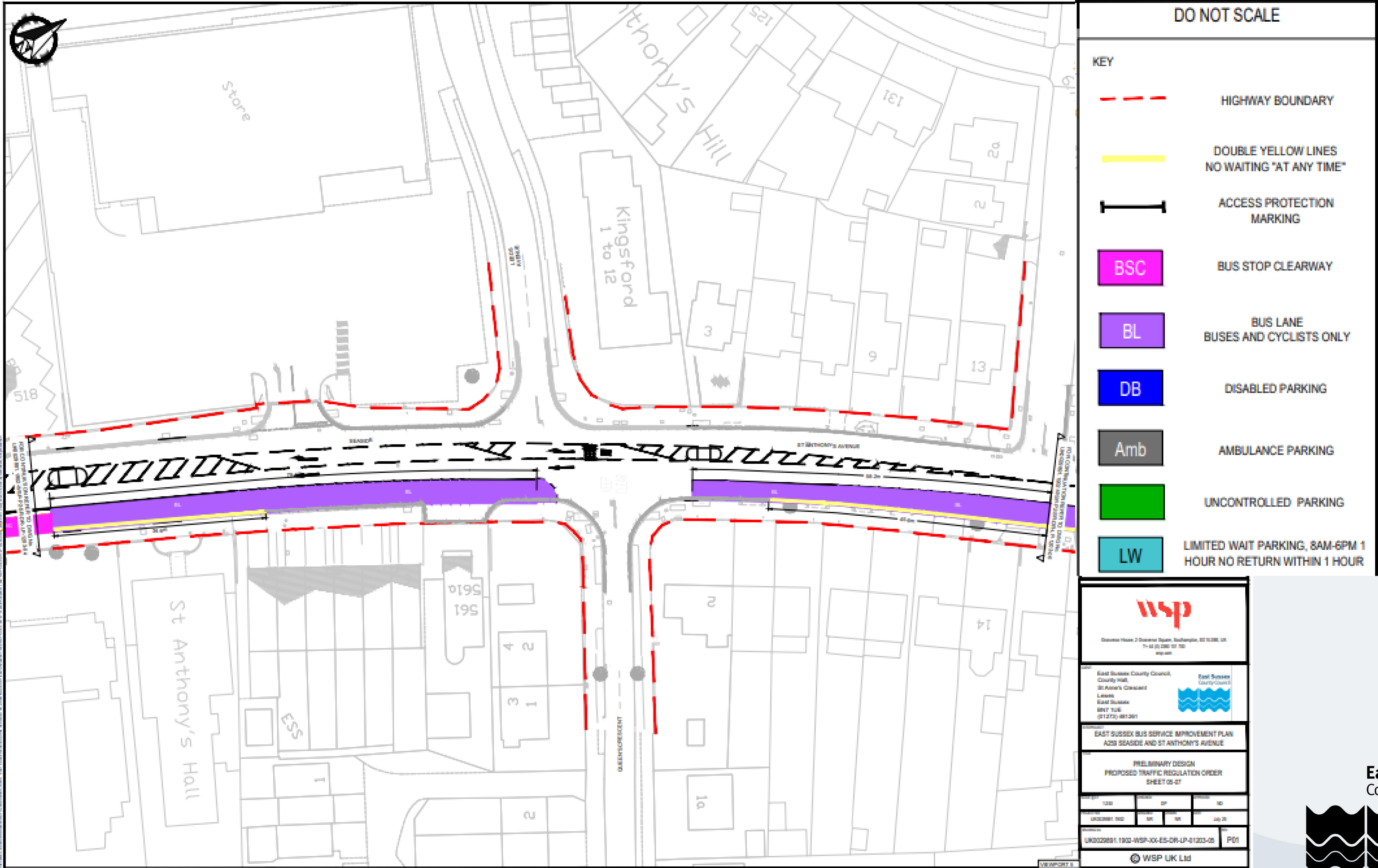
Proposal Design 3/7 - Northbourne Road to Seaside Roundabout



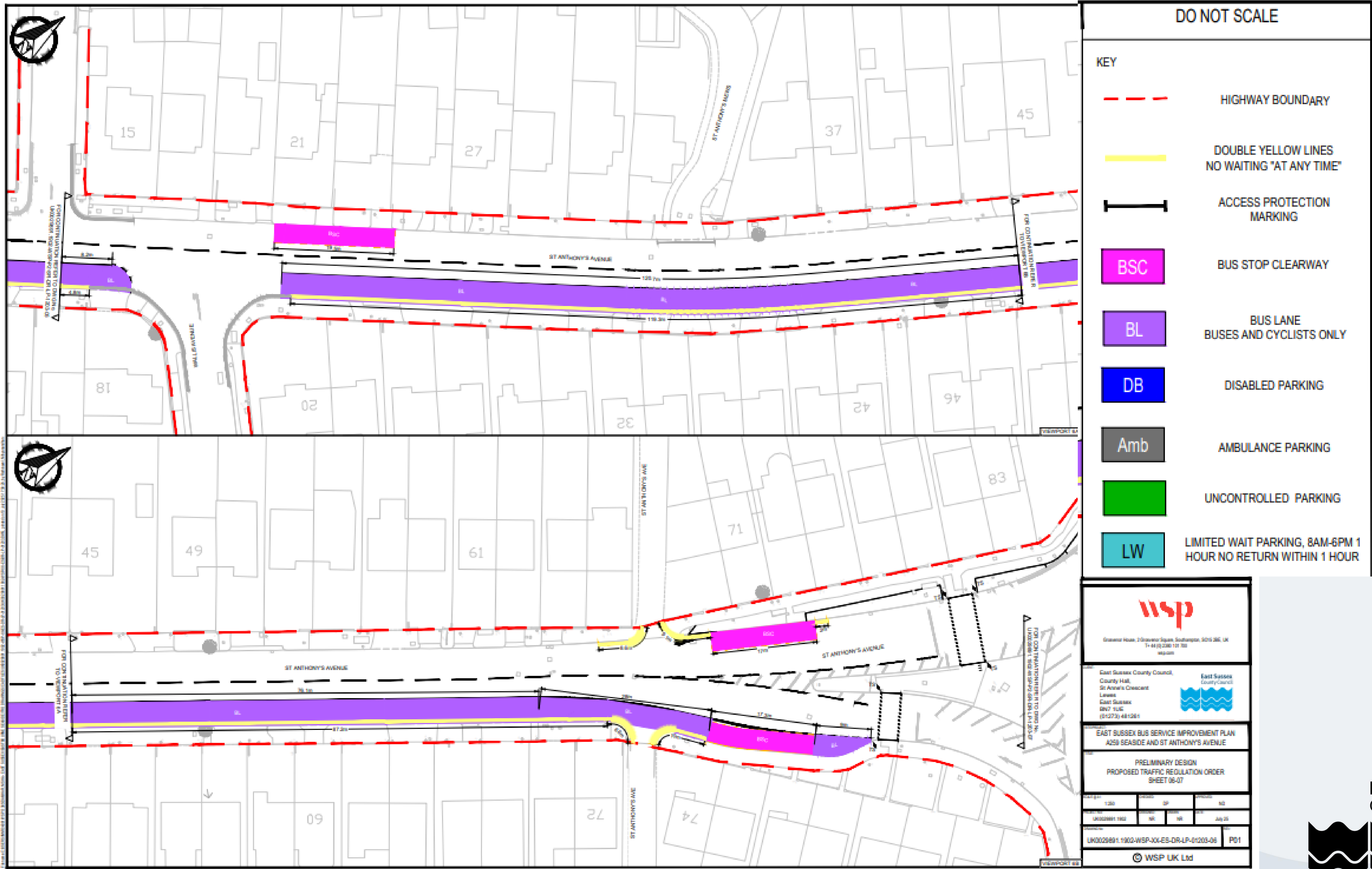
Proposal Design 4/7 - Seaside Roundabout to Winston Crescent



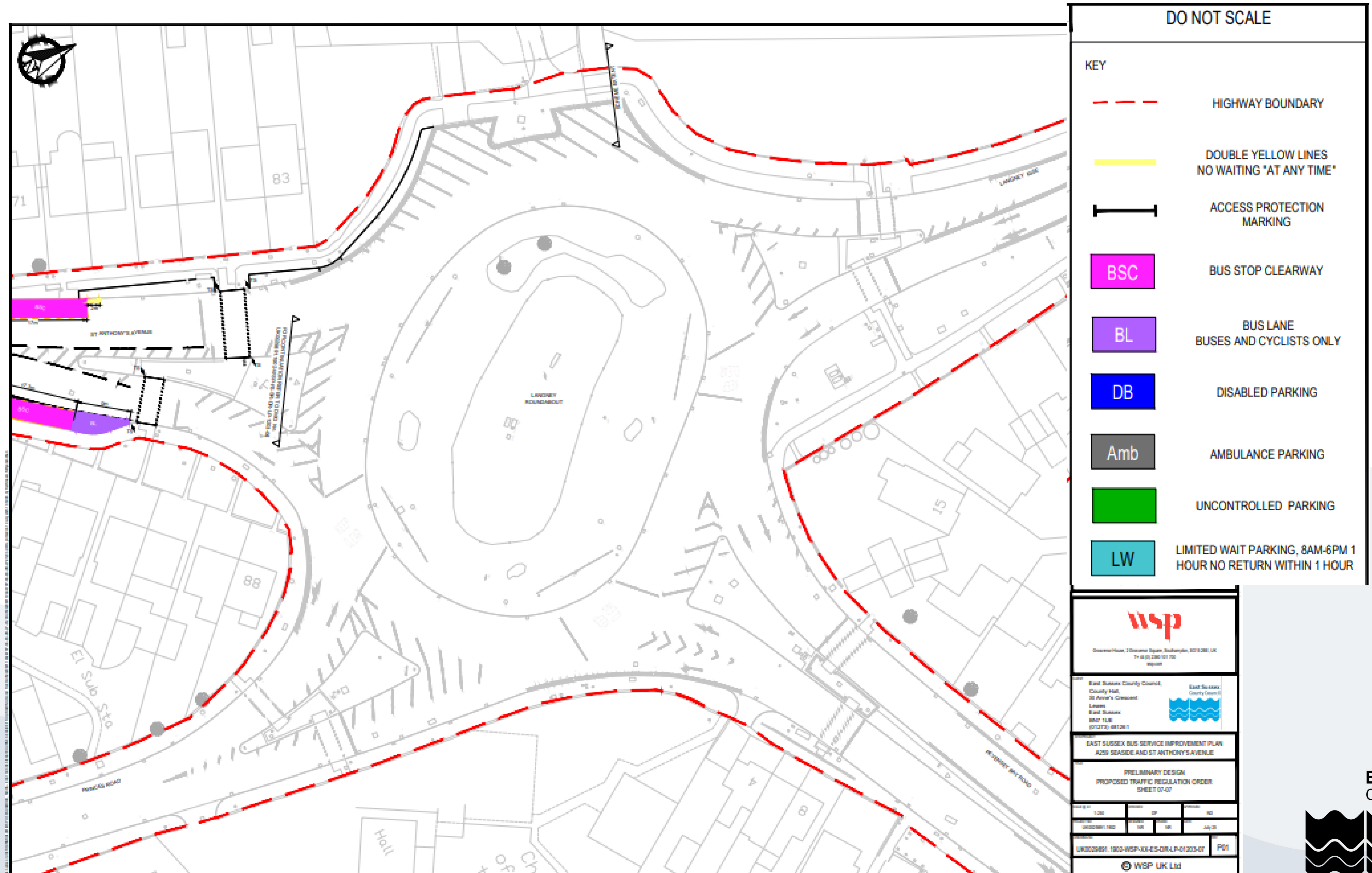
Proposal Design 5/7 - Winston Crescent to Seaville Drive



Proposal Design 6/7 - Seaville Drive to Langney Roundabout



Proposal Design 7/7 - Langney Roundabout



Site Photos - Windermere Crescent to Seaside Roundabout

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Commencement of the eastbound bus lane at Windermere Crescent



Location of limited wait parking 8am-6pm 1 hour no return between Rye Street and Winchelsea Road

Site Photos - Windermere Crescent to Seaside Roundabout



Existing zebra crossing between Southbourne Road and Finmere Road to be replaced with a signalised puffin (pedestrian) crossing



Approach to Seaside Roundabout travelling eastbound. New signalised puffin (pedestrian) crossing between Fort Road and Seaside Roundabout to allow pedestrians to cross in one movement.

Site Photos - Seaside Roundabout to Langney Roundabout



Approach to Seaside Roundabout travelling westbound. New signalised puffin (pedestrian) crossing location.



The pedestrian crossing west of Winston Crescent to be upgraded to allow pedestrians to cross in one movement.

Site Photos - Seaside Roundabout to Langney Roundabout



Commencement of westbound bus lane on St Anthony's Avenue from Langney Roundabout to Seaside Roundabout.

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Eastbourne Station Traffic Regulation Order

East Sussex Bus Service Improvement Plan (BSIP)
Bus Priority Infrastructure

October 2025

BSIP Bus Priority Measures

The A259 Upperton Road/Station Parade scheme in Eastbourne is part of a [package of bus priority measures](#) that the County Council consulted upon in [summer 2023](#) at feasibility stage. Approval to progress the scheme to preliminary design, detailed design and construction was given by the [County Council's Lead Member for Transport and Environment in January 2024](#).

The scheme will be funded through [Bus Service Improvement Plan](#) funding that East Sussex County Council has received from Government to deliver bus priority infrastructure in the county.

The introduction of the A259 Upperton Road/Station Parade bus priority scheme will build on the existing bus priority measures in Eastbourne town centre on Terminus Road from the station to Bankers Corner as well as in Gildredge Road. It is integral to delivering the [East Sussex Local Transport Plan 4](#), so that residents can enjoy higher quality bus services, improved journey times with reduced delays, that provide a frequent, integrated and comprehensive choice and an alternative to the car.

In doing so, the bus priority measures will help to support connectivity to key destinations, reduce congestion and strengthen the resilience of the transport network; make a positive contribution towards improving air quality as well as decarbonising transport and travel to support the achievement of the County Council's target of net zero carbon emissions by 2050 at the latest and Eastbourne Borough Council's same ambition by 2030.

Traffic Regulation Order

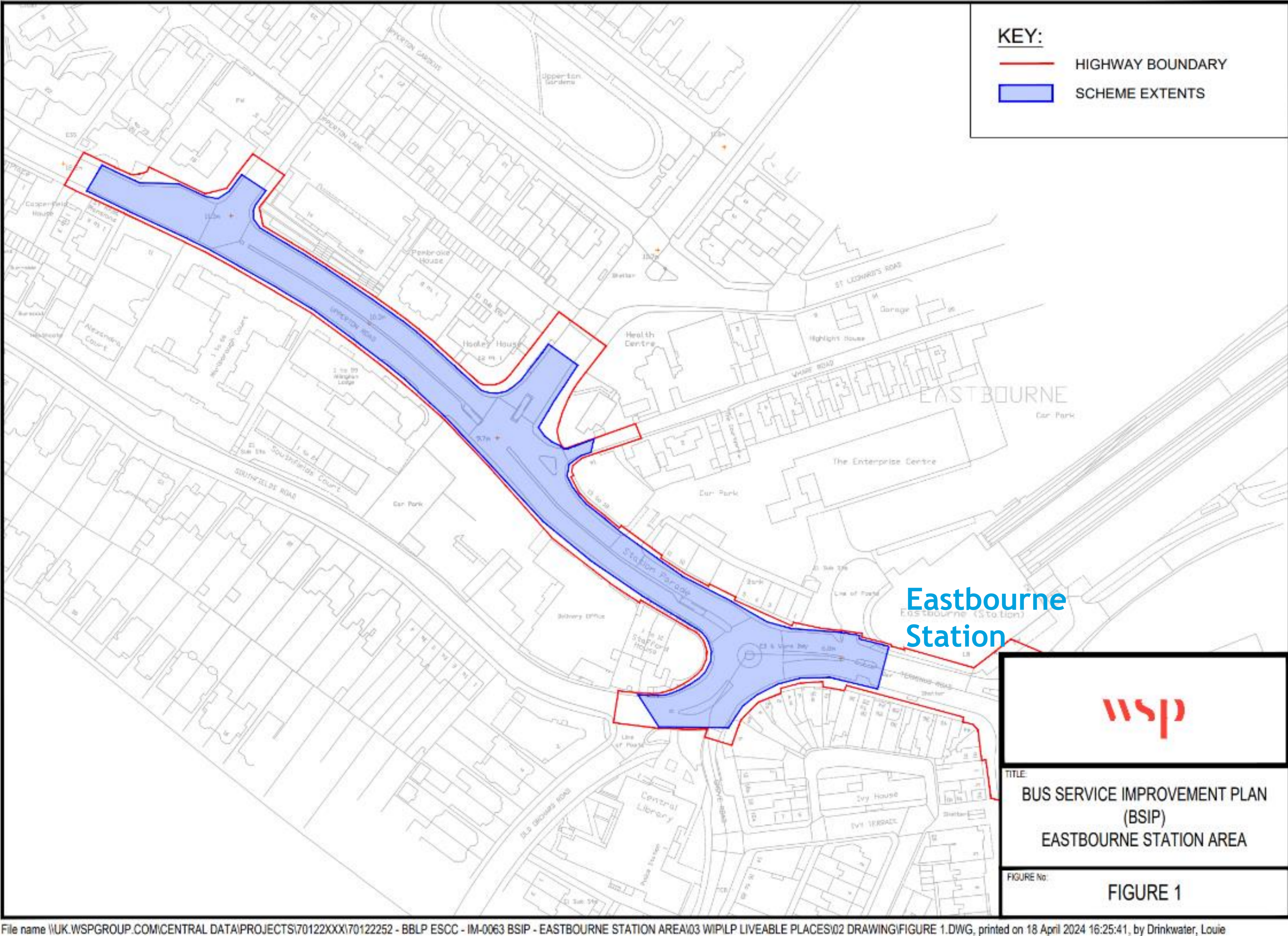
As part of the A259 Upperton Road/Station Parade bus priority scheme, it is proposed to:

- Introduce a new dedicated bus lane eastbound between Wharf Road and the railway station.
- Amend the bus layby on A259 Upperton Road opposite Cuckmere House, allowing buses to pull in and out more easily.
- Amend the nearside lane on A259 Upperton Road heading eastbound, allowing only buses and left-turning vehicles.
- Retain the existing Station Roundabout, with minor changes made to the kerbline from Southfields Road to reduce speeds.
- Remove loading and unloading from A259 Station Parade and parts of A259 Upperton Road.
- Upgrade the existing staggered pedestrian crossing on Station Parade to allow pedestrian crossing in one movement.
- Introduce No Right Turn into A259 Upperton Road from Hartfield Road and The Enterprise Shopping Centre car park.
- Introduce No Right Turn into The Enterprise Shopping Centre car park from A259 Upperton Road.

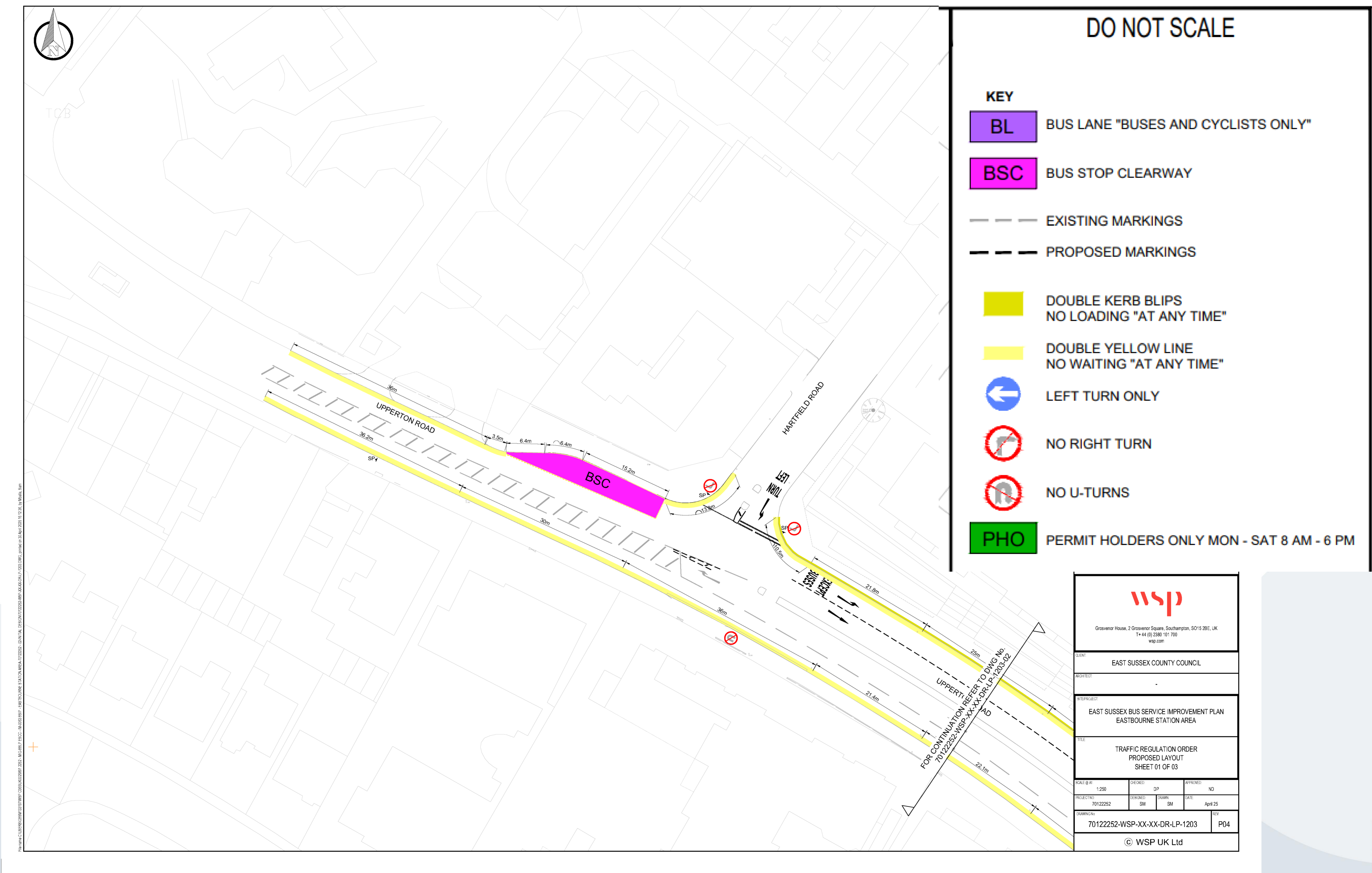
Location



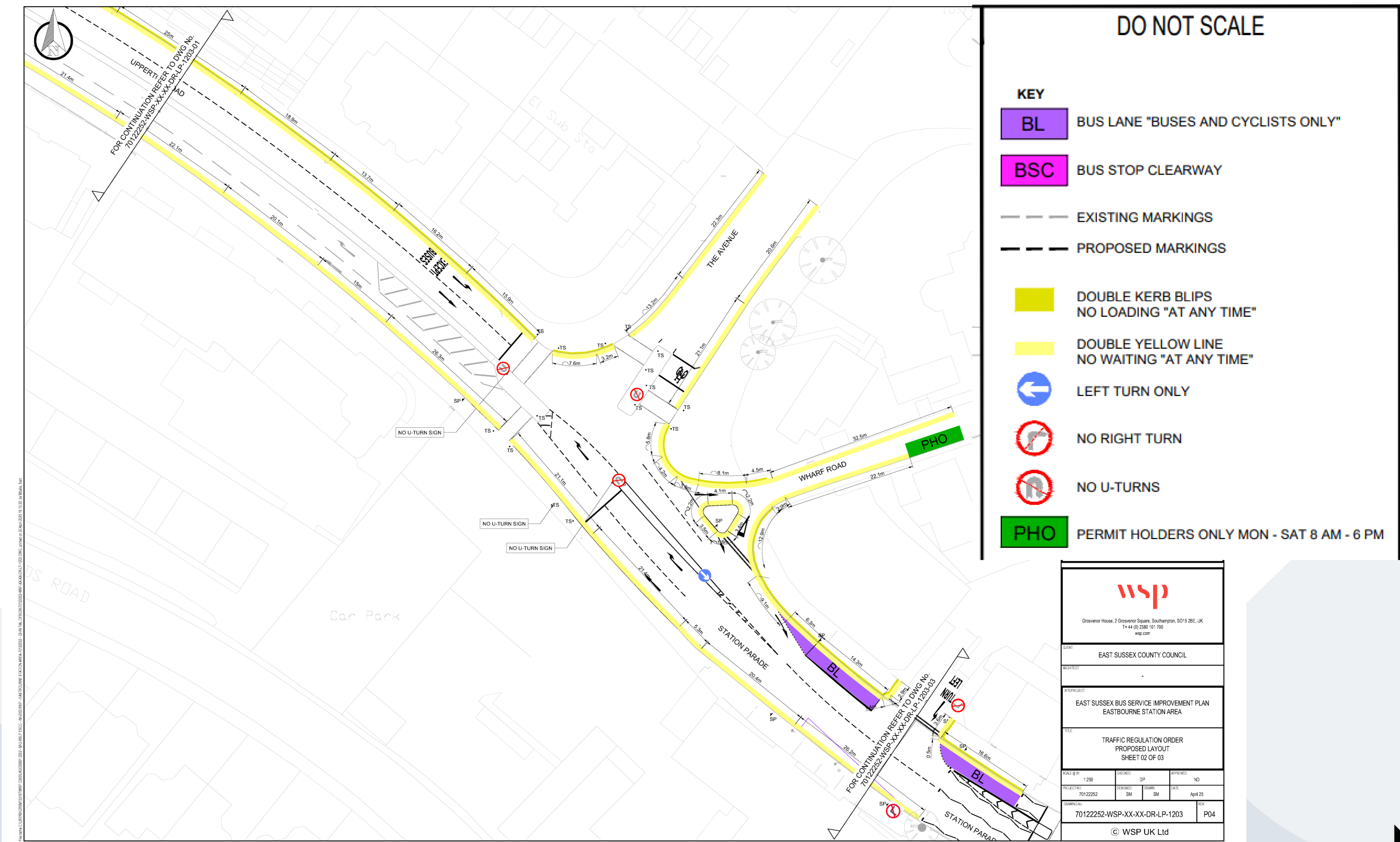
Scheme Extent



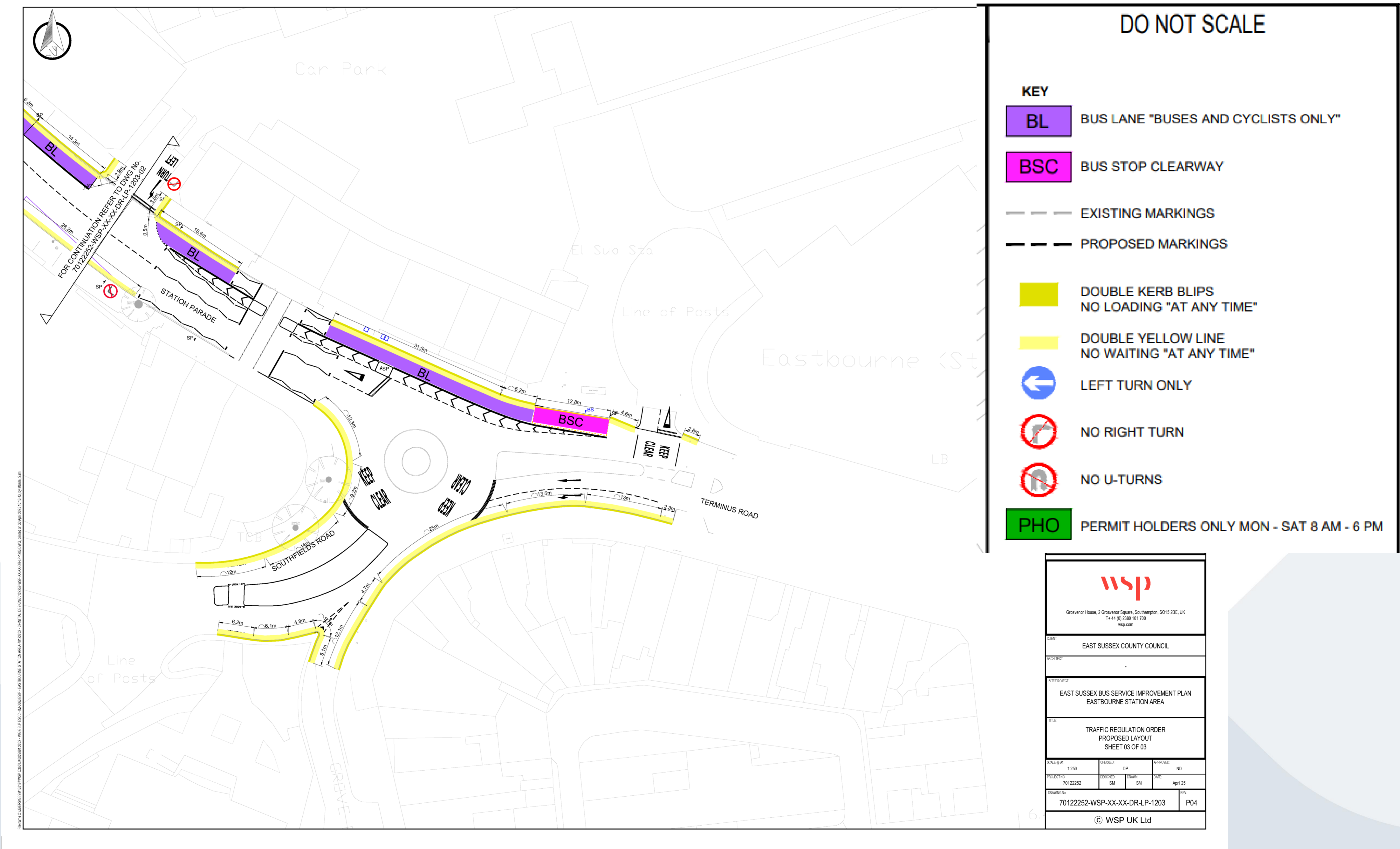
Proposal Design 1/3 - A259 Upperton Road



Proposal Design 2/3 - A259 Upperton Road to Station Parade



Proposal Design 3/3 - Station Parade to Station Roundabout



Site Photos



Station Roundabout



Pedestrian Crossing on Station Parade

Site Photos



Exit from Enterprise Shopping Centre car park left onto Station Parade



Site of proposed right turn from Station Parade into Enterprise Shopping Centre car park

Site Photos



The Avenue Junction



The Avenue Junction

Site Photos

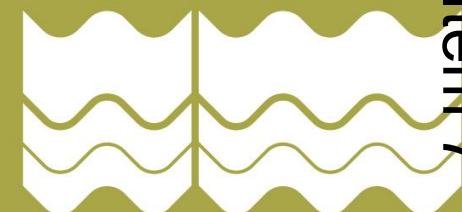


Bus Stop by Hartfield Road

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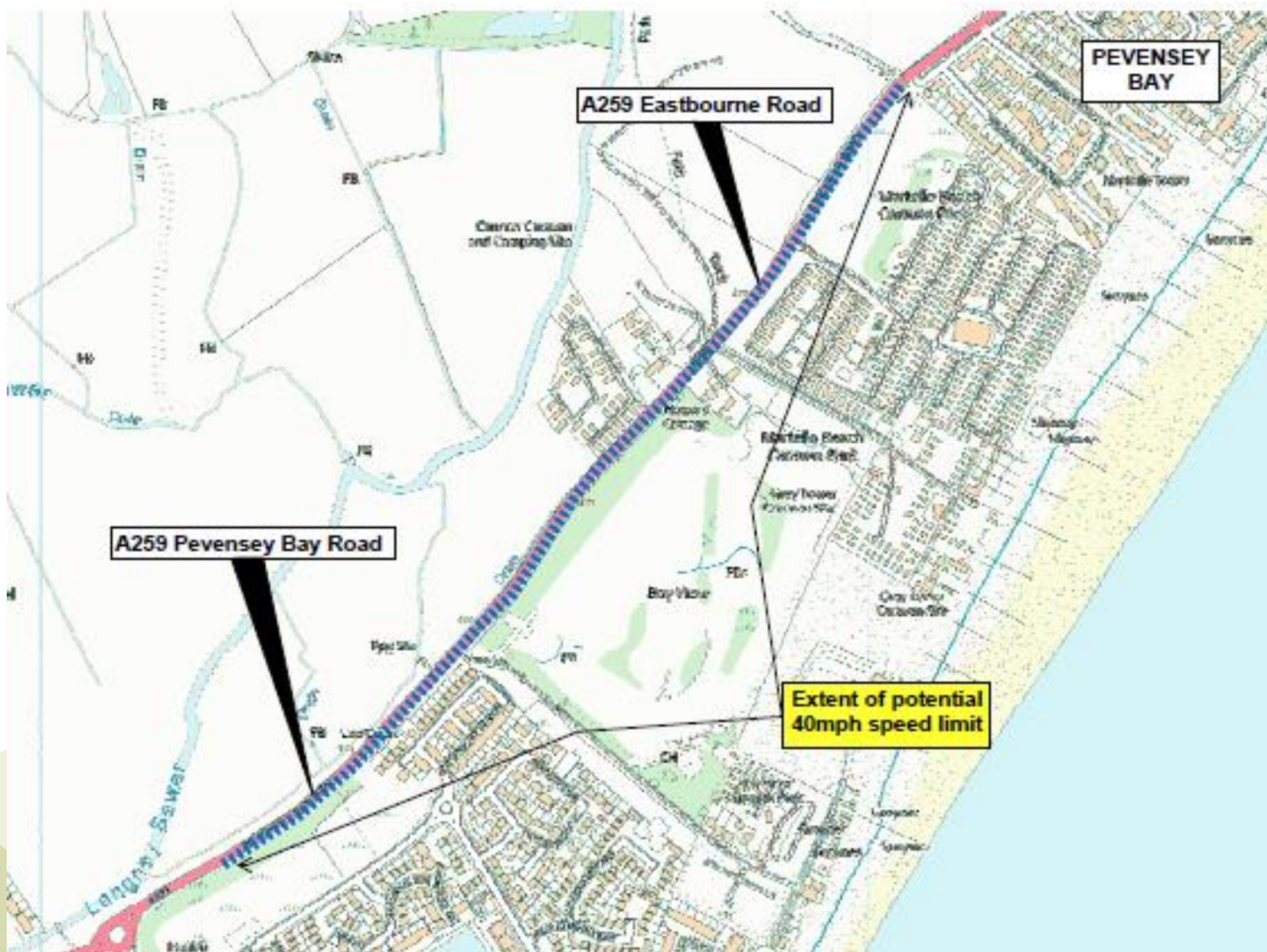
Traffic Regulation Order (TRO)

A259 Eastbourne Road & Pevensey Bay Road

Proposed 40mph Speed Limit

Introduction

Speed Management Programme



Extent of Proposed 40mph⁷ Speed Limit



Appendix A - Policy PS05/02

Proposed Speed Limit Criteria

40 mph Speed Limits

Less built up areas, set back properties with frontage access indicating to drivers the need to reduce speed	Urban Suburban distributor roads buildings set back from the road	Mean vehicle speed below 42mph
	Rural Roads through villages and identified rural settlements over a minimum length of 600m	Urban Vulnerable road users segregated from road space Rural A noticeable presence of vulnerable road users

Shared Cycle / Pedestrian Track



Shared Cycle / Pedestrian Track



Shared Cycle / Pedestrian Track



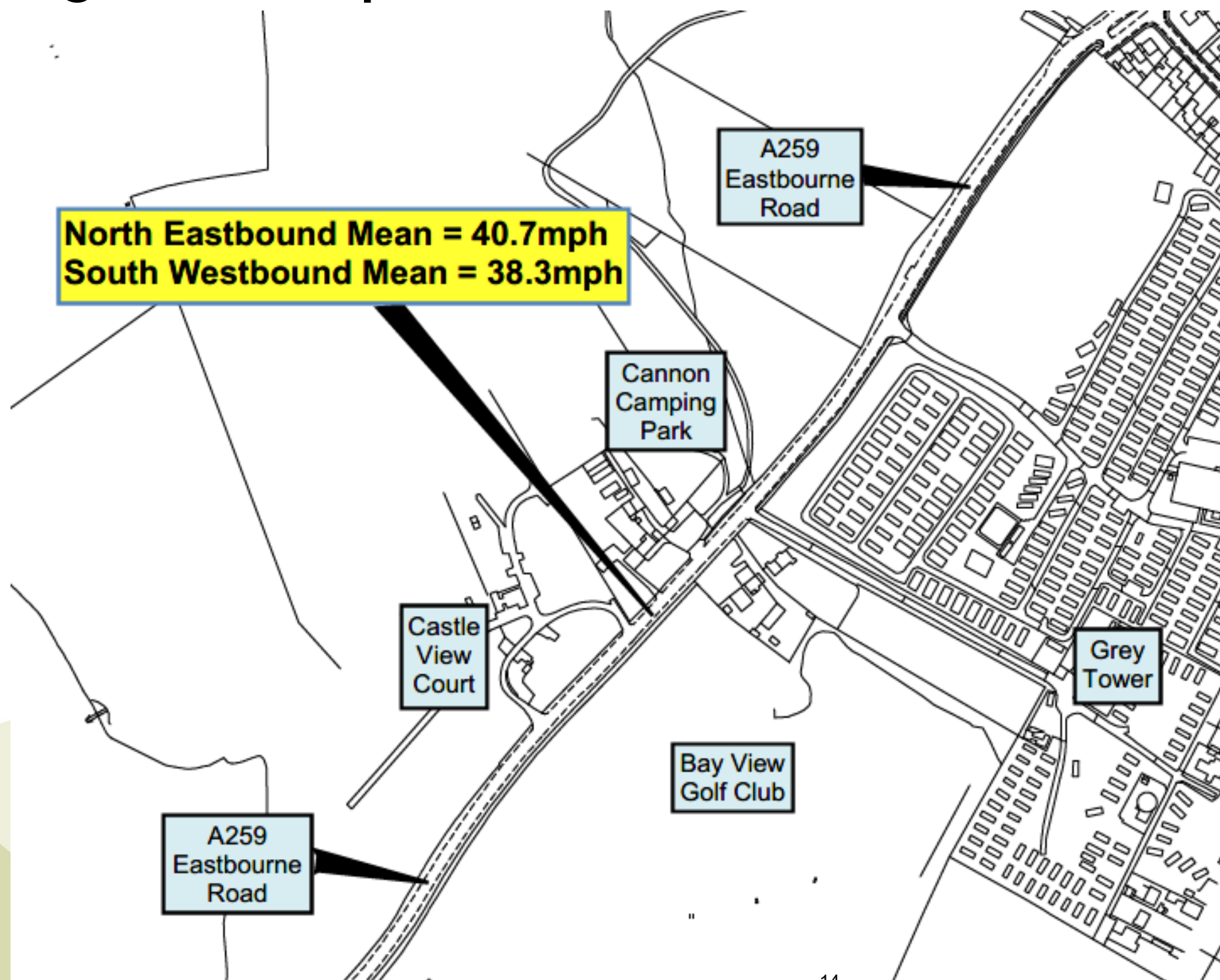
Bus Stops Along the Route



Bus Stops Along the Route



Average Traffic Speed



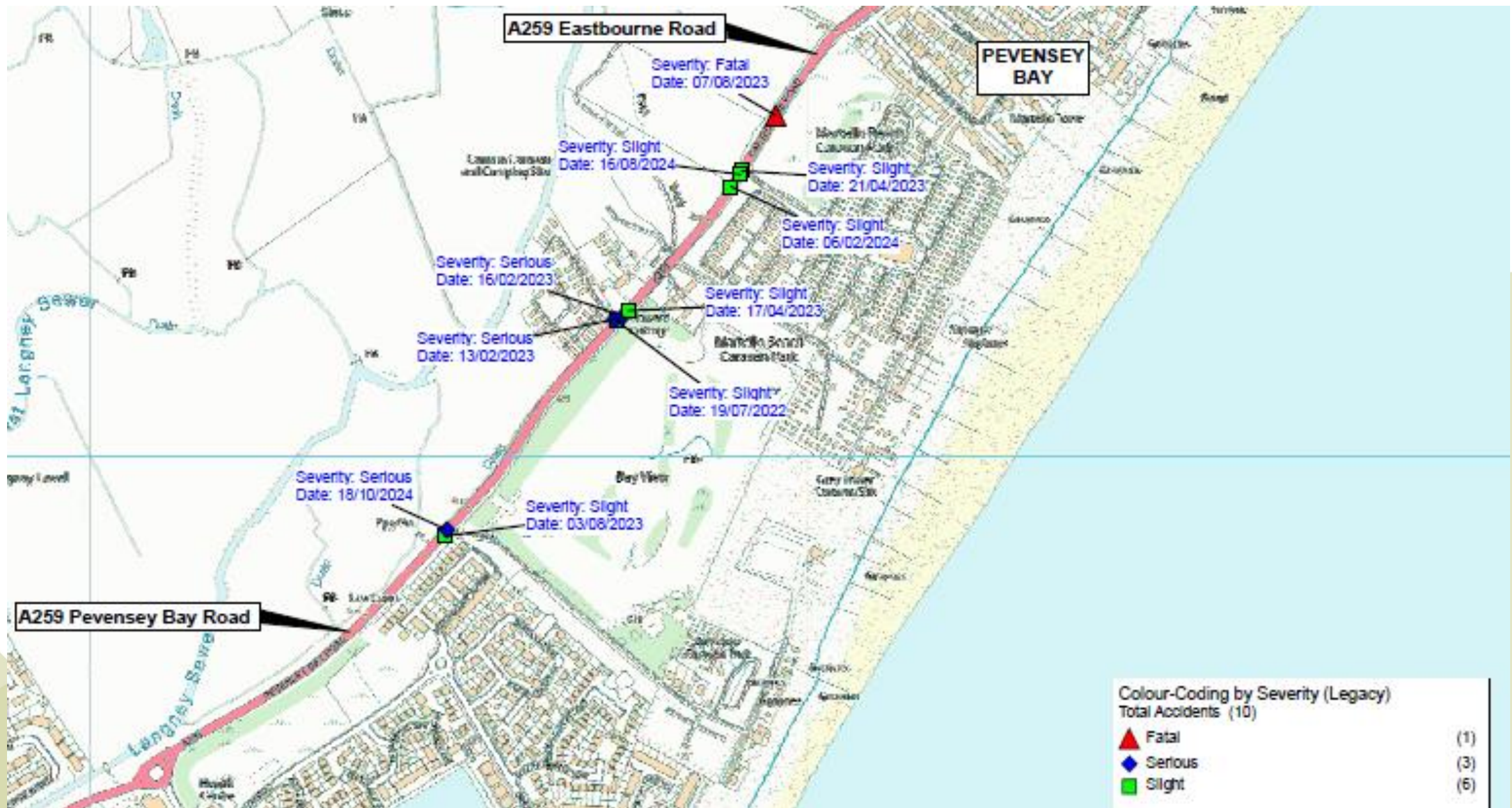
Policy PS05/02 Speed Limit Thresholds

5. Speed limits should be set in accordance with the table below :-

Speed Limit	Average Speed Below
20	24
30	33
40	42
50	52
60	62

Crash Map

Injury Crashes Between 01/01/2022 & 31/12/2024



Objection to the Proposed 40mph Speed Limit

Two Requests for a 30mph Speed Limit

Conclusion

Traffic Regulation Order: A259 Eastbourne Road & Pevensey Bay Road

Proposed 40mph speed limit

East Sussex County Council Planning Committee

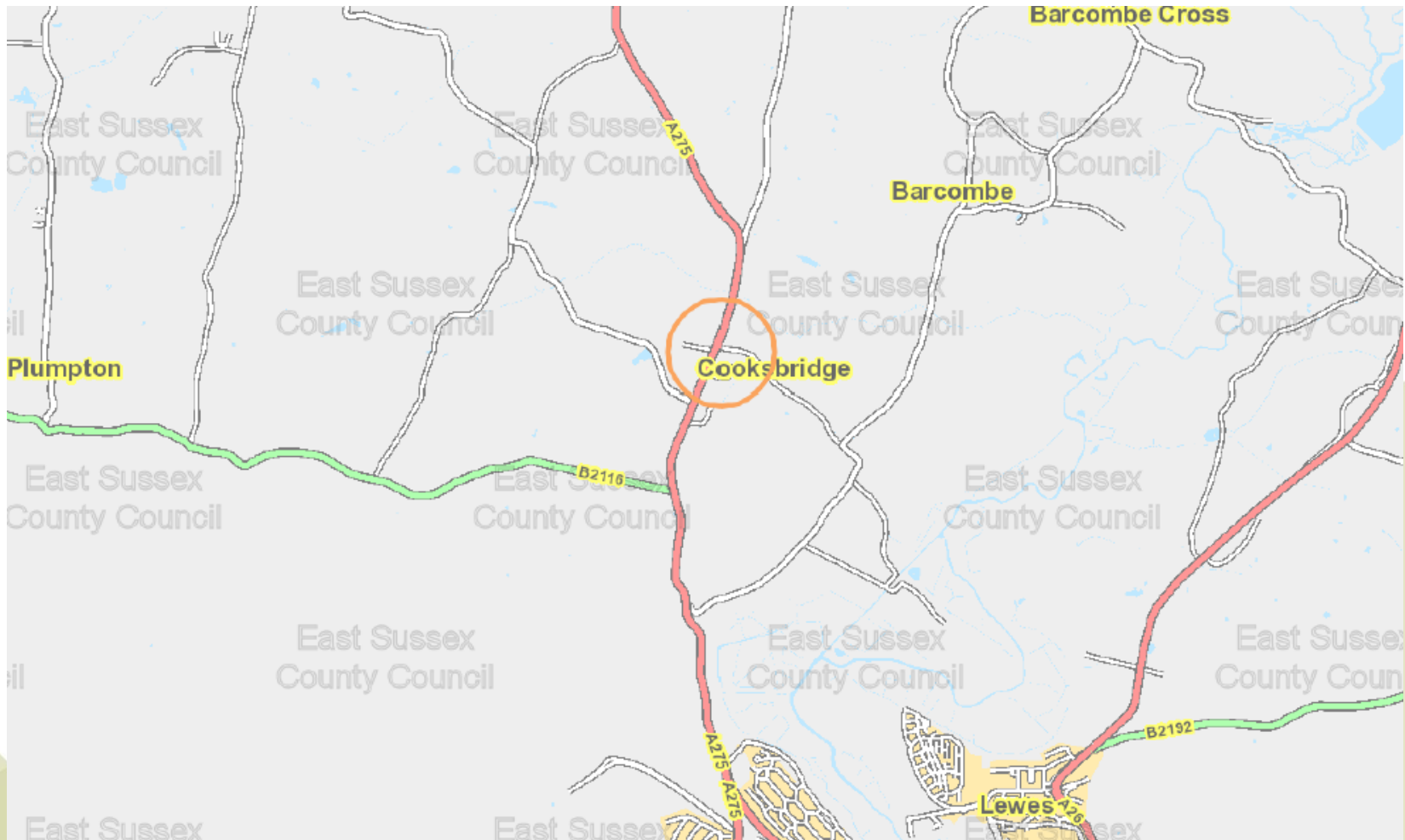
15 October 2025

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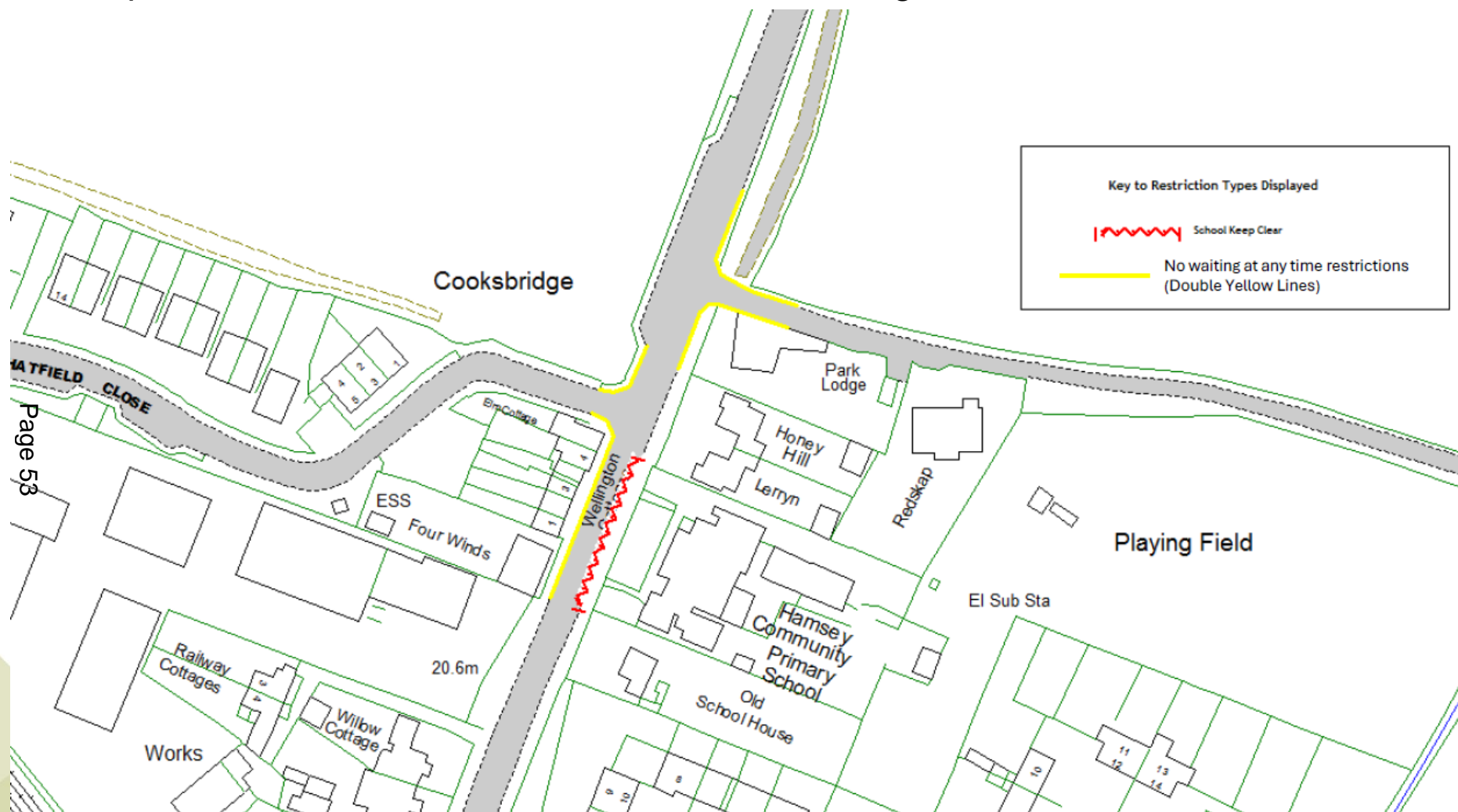
Traffic Regulation Order: A275, Cooksbridge Road, Cooksbridge

Proposed No Waiting At Any Time (Double Yellow Lines)

Location Plan



Proposed Double Yellow Lines – A275, Cooksbridge Road



A275, Cooksbridge Road looking to the South the Double Yellow Lines will be Located on the left up to the junction with Hamsey Lane



A275 looking to the East onto Hamsey Lane Double Yellow Lines will be located on both sides of Hamsey Lane



A275 Looking North, the proposed Double Yellow Lines will be located on the right up to the junction with Hamsey Lane and towards the National Speed Limit sign



A275 looking West onto Chatfield Close, standard junction protection markings (Double Yellow Lines) will be located on Chatfield Close



A275 looking North, the proposed Double Yellow Lines will be located at the junction with Chatfield Close on the left



A275 looking south, showing the Chatsfield Close junction and Wellington Cottages. The Double Yellow Lines will cover the junction and extend past the cottages.



A275 Cooksbridge Road Looking North Near the Start of the proposed Double Yellow Lines, which will be located on the left



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