

**The East Sussex (Eastbourne) (Parking Places and Waiting, No Stopping and Loading Restrictions) Traffic Regulation Order 2021 Order 202\* Amendment No.\***

**STATEMENT OF REASONS - STATIC RESTRICTIONS**

The East Sussex Bus Service Improvement Plan (BSIP) actively addresses the National Bus Strategy and sets out our plans to improve bus services, working in close cooperation with neighbouring Local Transport Authorities, bus operators, community and business voices, bus passengers, and the voluntary and health transport sector. Through the BSIP we will deliver bus service improvements, bus stop improvements and bus priority measures.

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 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 the Borough Council's same ambition by 2030.

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, we are proposing to:

On Seaside:

- 1) Introduce 19.6 metres of "at any time" waiting restrictions at the junctions with Romney Street (south-east side).
- 2) Introduce 98 metres of uncontrolled on-street parking between Wartling Road and Sandwich Street (south-east side).
- 3) Introduce 50.4 metres of uncontrolled on-street parking between Sandwich Street and Rye Street (south-east side).
- 4) Introduce 45.5 metres of limited wait parking (8 a.m. to 6 p.m. 1 hour no return with 1 hour) between Rye Street and Winchelsea Road (south-east side).
- 5) Introduce 16.9 metres of "at any time" waiting restrictions opposite Winchelsea Road (north-west side).
- 6) Introduce 39.7 metres of uncontrolled on-street parking between Vine Square and Allfrey Road (south-east side).
- 7) Introduce 9.1 metres of "at any time" waiting restrictions at its northern junction with Southbourne Road.
- 8) Introduce 13.3 metres of "at any time" waiting restrictions at its junctions with Finmere Road.
- 9) Introduce 30 metres of "at any time" waiting restrictions at the junctions with Allfrey Road (south-east side).

- 10) Introduce 43.8 metres of “at any time” waiting restrictions between Allfrey Road and Myrtle Road (south-east side).
- 11) Introduce 45.1 metres of uncontrolled on-street parking outside Nos. 262 to 278 (north-west side).
- 12) Introduce 36.6 metres of uncontrolled on-street parking between Myrtle Road and Fort Road (south-east side).
- 13) Introduce 7.4 metres of “at any time” waiting restrictions outside Nos. 501 and 503 (south-east side).
- 14) Introduce 14.2 metres of “at any time” waiting restrictions outside Nos. 517 and 519 (south-east side).
- 15) Introduce 53 metres of uncontrolled on-street parking between Seaside Roundabout and Queens Crecent (north-west side).
- 16) Extend the “at any time” waiting restrictions by 3.4 metres at the southern junction with Winston Crescent (north-west side).

On St Anthony's Avenue:

- 1) Introduce 23.4 metres of “at any time” waiting restrictions at the junctions with St Anthony's Avenue Service Road South (south-east side).
- 2) Introduce 16.6 metres of “at any time” waiting restrictions at its junctions with St Anthony's Avenue Service Road North (north-west side).
- 3) Introduce 4.4 metres “at any time” waiting restrictions outside No. 73 (north-west side).

The Traffic Regulation Order is proposed for the following reasons;

- 1) For facilitating the passage on the road or any other road of any class of traffic (including pedestrians).
- 2) For avoiding danger to persons or other traffic using the road or for preventing the likelihood of any such danger arising.
- 3) To preserve or improve the amenities of the area through which the road runs.

The proposals have been subject to consultation with local residents, stakeholder groups, Eastbourne Borough Council, the local County Council members, and statutory bodies including Sussex Police.