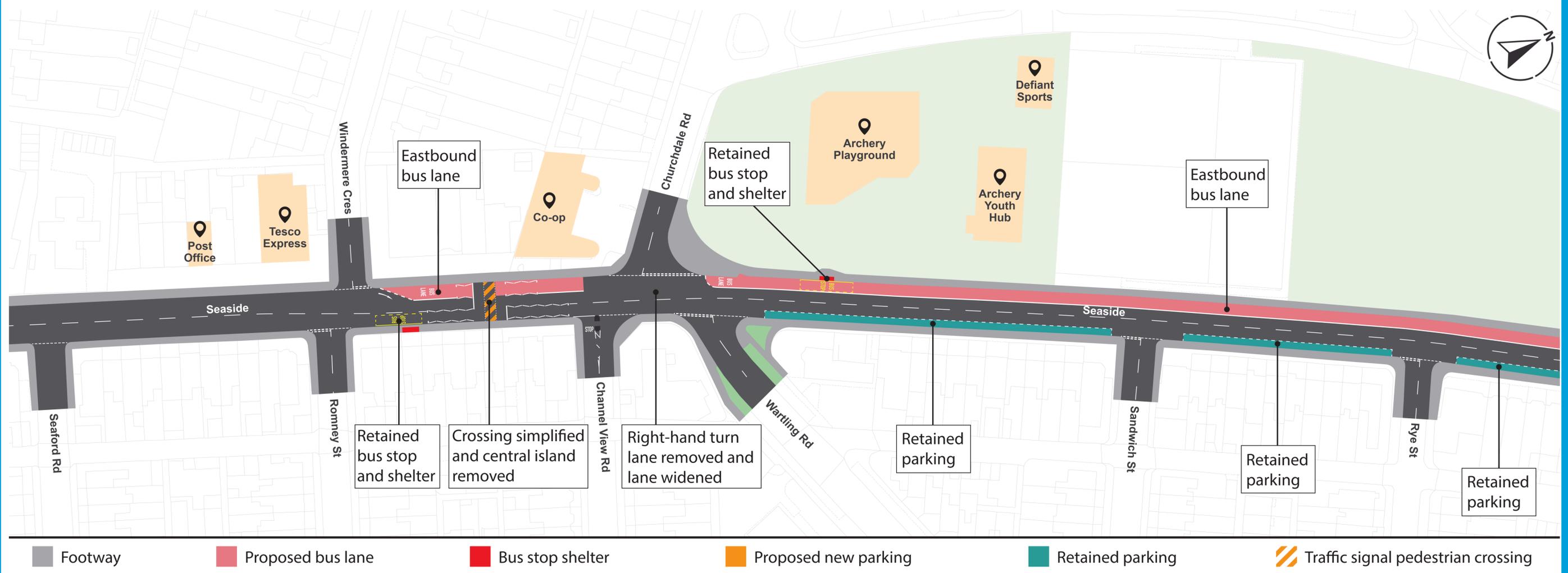


# MAP 1: SEASIDE: WINDERMERE CRESCENT TO RYE STREET

Between Windermere Crescent and Rye Street, we are suggesting the following changes:



## Bus Lanes and Stops

- Adding an eastbound bus lane from Windermere Crescent to Seaside Roundabout
- Keeping the bus stop and shelter near Romney Street
- Keeping the bus stop and shelter near Churchdale Road and the Archery Playground

## Road layout changes

- Removing the right-hand turn lane at the junction with Churchdale Road and Wartling Road to allow for the new bus lane
  - We will widen the general traffic lane to ensure traffic can still pass a vehicle waiting to turn right

## Crossings

- Simplify the existing pedestrian crossing by the Co-op between Windermere Crescent and Churchdale Road by removing the existing central island

## Parking

- Retaining 66m (approx 12 cars) of on street parking between Wartling Road and Sandwich Street
- Retaining 60m (approx 10 cars) of on street parking between Sandwich Street and Rye Street

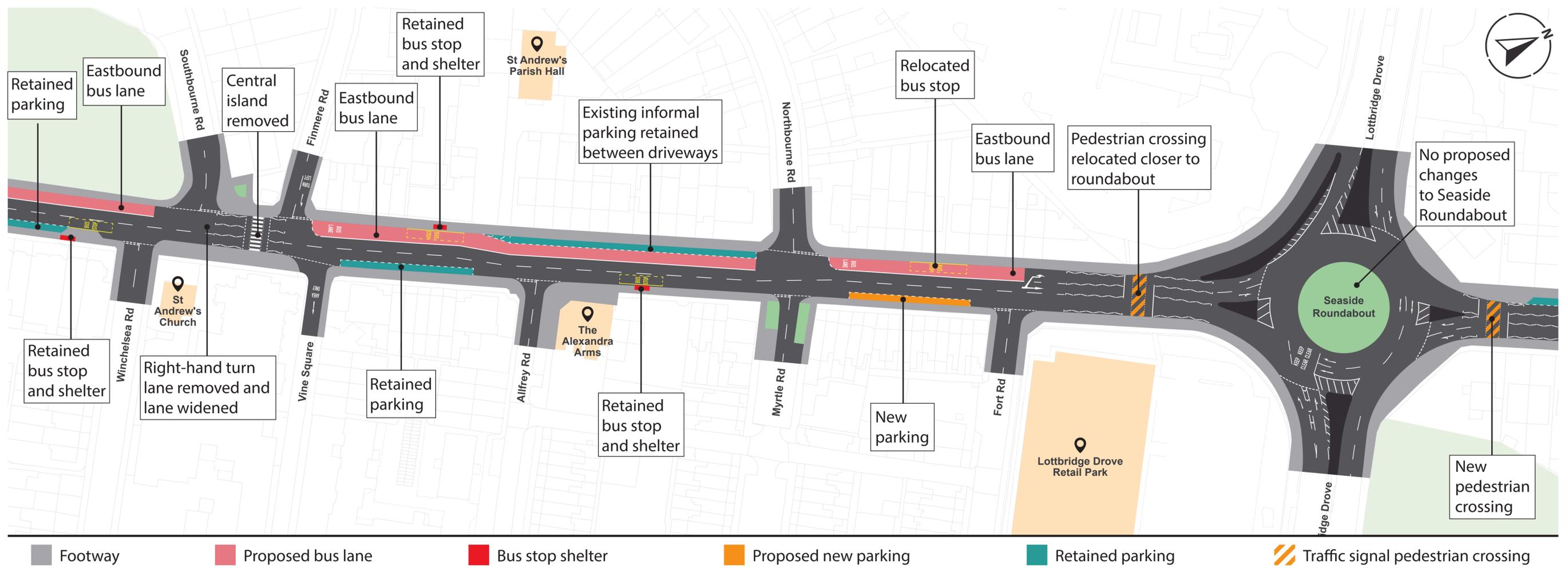


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# MAP 2: SEASIDE: RYE STREET TO SEASIDE ROUNDABOUT

Between Rye Street and Seaside Roundabout, we are suggesting the following changes:



## Bus Lanes and Stops

- Adding an eastbound bus lane from Windermere Crescent to Seaside Roundabout
- Keeping the bus stops and bus shelters by Winchelsea Road and Finmere Road
- Keeping the bus stop near the Alexandra Arms, by Allfrey Road, but removing the built out kerb
- Moving the bus stop between Northbourne Road and Fort Road 35m west of the current location

## Crossings

- Keeping the zebra crossing next to Southbourne Road and Finmere Road and removing the central island
- Moving the pedestrian crossing near Fort Road to be closer to the Seaside Roundabout. Crossing to also be upgraded for use by pedestrians and cyclists
- Adding a pedestrian crossing on the St Anthony's Avenue side of the Seaside Roundabout

## Road layout changes

- Removing the right-hand turn lane at the junction with Southbourne Road and Finmere Road to allow for the new bus lane
- Removing the right-hand turn lane at the junction with Northbourne Road and Myrtle Road to allow for the new bus lane
  - In both locations we will widen the general traffic lane to ensure traffic can still pass a vehicle waiting to turn right

## Parking

- Retaining 48m (approx 8 cars) of on street parking between Rye Street and Winchelsea Road
- Retaining 40m (approx 7 cars) of on street parking between Vine Square and Allfrey Road
- Retaining 42m (approx 7 cars) of on street parking between Finmere Road and Northbourne Road
- Adding 40m (approx 7 cars) of new on street parking between Myrtle Road and Fort Road

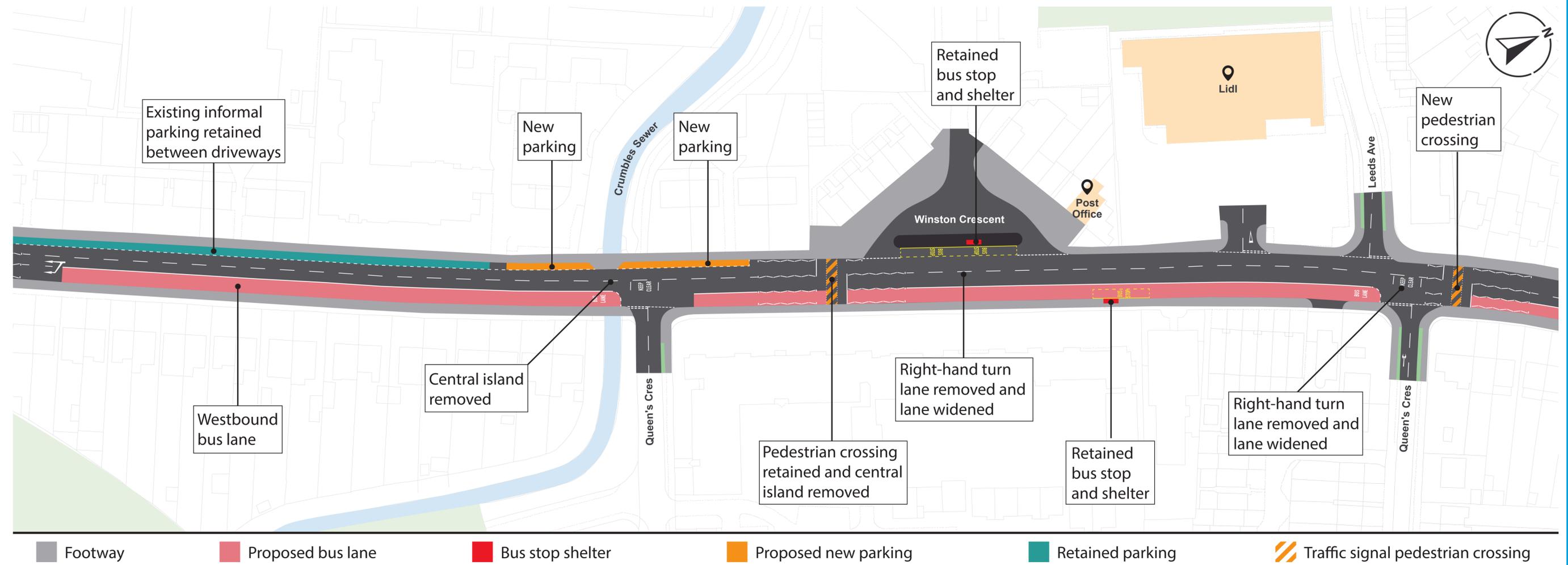


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# MAP 3: ST ANTHONY'S AVENUE: SEASIDE ROUNDABOUT TO QUEEN'S CRESCENT

Between Seaside Roundabout and Queen's Crescent, we are suggesting the following changes:



## Bus Lanes and Stops

- Adding a westbound bus lane on St Anthony's Avenue from Langney to Seaside Roundabout
- Cyclists also able to use westbound bus lane
- Keeping the bus stops outside Winston Crescent

## Road layout changes

- Removing the central island near Queen's Crescent (west)
- Removing the right-hand turn lane at the junction with Winston Crescent, and the junction with Leeds Avenue and Queen's Crescent to allow for the new bus lane
  - We will widen the general traffic lane in both locations to ensure traffic can still pass a vehicle wanting to turn right

## Crossings

- Keeping and simplifying the pedestrian crossing by Winston Crescent by removing the central island
- Adding a pedestrian crossing by Queen's Crescent (east) and removing the central island

## Parking

- Retaining 160m (approx 29 cars) of on street parking between Seaside Roundabout and Queen's Crescent (west)

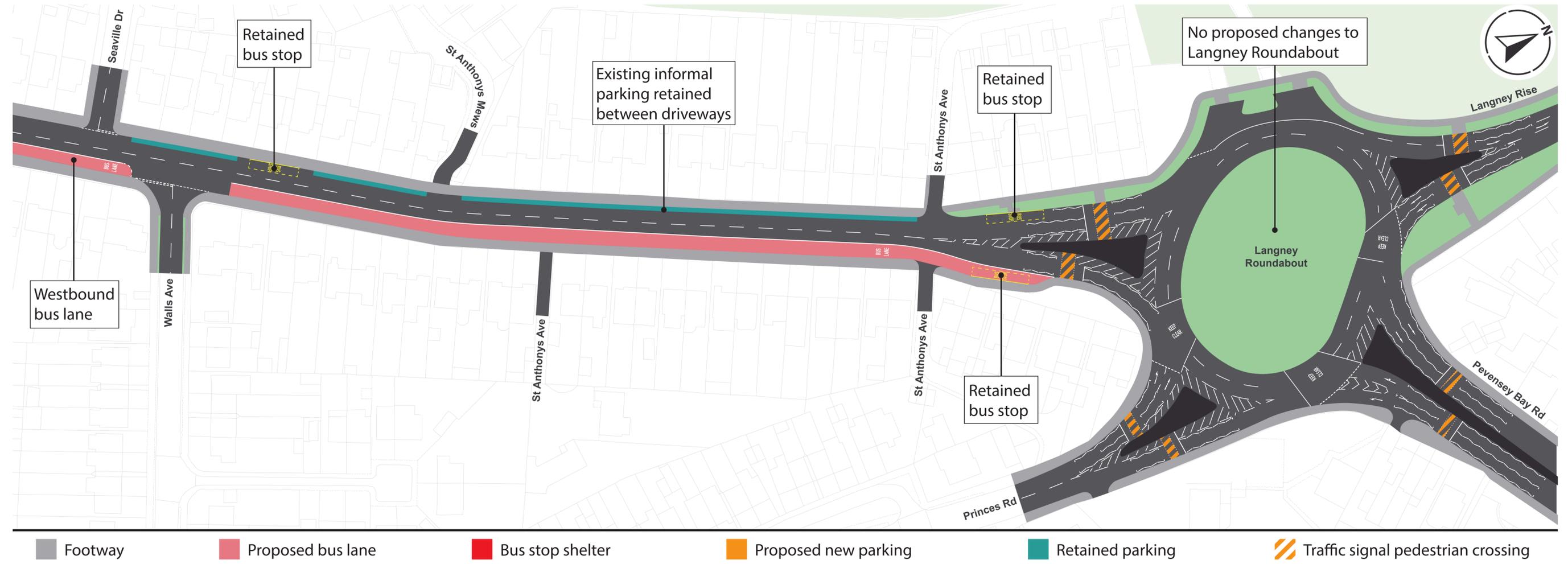


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# MAP 4: QUEEN'S CRESCENT TO LANGNEY ROUNDABOUT

Between Queen's Crescent and Langney Roundabout, we are suggesting the following changes:



## Bus Lanes and Stops

- Adding a westbound bus lane on St Anthony's Avenue from Langney Roundabout to Seaside Roundabout
- Cyclists also able to use westbound bus lane
- Keeping the bus stop opposite Wallis Avenue
- Keeping the bus stops to the west of Langney Roundabout

## Road layout changes

- Keeping the road layout around Langney Roundabout the same

## Crossings

- Keeping the pedestrian crossings around Langney Roundabout the same

## Parking

- Retaining 120m (approx 21 cars) of uncontrolled parking between Seaville Drive and Langney Roundabout



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