



East Sussex Bus Service Improvement Plan (BSIP) - Bus Priority Measures - Seaside & St Anthony's Avenue, Eastbourne

Frequently Asked Questions (FAQs)

This document aims to answer questions on the proposal and public consultation, to help you to understand and comment on the proposals to help shape the next design phase.

If you don't find the answers you're looking for in this document, you can contact the team via BSIPConsultation@eastsussex.gov.uk.

We are hosting three in-person drop-in events during the consultation period. During the events, members of the project team will be available to answer your questions and provide you with more information about the proposals.

For more information about the East Sussex BSIP, please visit <https://www.eastsussex.gov.uk/roads-transport/public/bus-service-improvement-plan>.

Why are these changes happening?

Since 2014, the number of journeys people make in our region has been dropping, and we want to help people use the bus more. The Bus Service Improvement Plan (BSIP) is designed to improve local bus services in East Sussex by making buses more reliable and easier to use.

We want to make it easier and more pleasant for people to use the bus in East Sussex. We are working to provide better quality bus services that offer:

- a frequent choice
- reduce congestion
- make a positive contribution to better air quality and decarbonisation

As part of that commitment, we have been working to design changes to our roads to make it easier for buses to move through Eastbourne.

What are the benefits?

Every day, 269 buses spread across 9 different bus services carry over 2,000 passengers along Seaside and St Anthony's Avenue. Current congestion along Seaside and St Anthony's Avenue makes it difficult to guarantee that these buses can arrive on time and for the people using them to rely on buses for their day to day journeys.

With the revised proposal, we expect the bus journey time along Seaside and St Anthony's Avenue to decrease by up to 7 minutes per bus trip at the most congested times. Across the whole week there would be an accumulated weekly total of 76 hours of journey time



savings for buses with over 14,000 passengers per week benefitting from these time savings.

We’ve divided the 76 hours of savings by 14,000 passengers and get a total of 20 seconds of time savings per passenger. Where does the figure of 7 minutes come from?

To see a full breakdown of how our bus journey time savings for buses were reached, please [click here](#) to view a more detailed breakdown of the figures.

Please note that the estimated journey time savings are calculated per bus and are not linked to the number of passengers onboard.

What bus services will be impacted?

Eastbound bus lane - Seaside

Services 1, 1A, 1X, 5, 5A, 51, 54, 501 and LOOP
Operating from 6.20am to 11:53pm (Mon to Fri)

Period	Number of Buses
Mon to Fri	172
Sat	166
Sun	110
Weekly	1,136

Westbound bus lane - St Anthony's Avenue

Services 1, 1A, 1X, 5
Operating from 5.50am to 11:30pm (Mon to Fri)

Period	Number of Buses
Mon to Fri	97
Sat	94
Sun	55
Weekly	634

Where is the money coming from for these changes?

East Sussex County Council received £41.4m of funding from the Department for Transport for the East Sussex Bus Service Improvement Plan (BSIP), which aims to improve bus services in our area.

Couldn't we spend the money on urgent local issues?

This money has been given to us by the Department for Transport specifically to improve bus services. We can't use it for any other purpose. Funding for other issues comes from other budgets.



When will the proposals be built?

The feedback received during this consultation exercise will be taken into consideration and used to inform the detailed design stage, which is planned to start in late 2024. Following this, we'll develop a construction programme.

Why are you adding a bus lane?

Adding a bus lane on Seaside and St Anthony's Avenue will ease the current congestion that holds up cars and buses.

Cars will be able to move along the road without stopping when buses stop for passengers, and buses will be able to move without getting caught in traffic jams. This will improve traffic for everybody on the road, including cyclists.

Why are you taking away parking spaces?

To fit in a bus lane we need more space on the road, which means adjusting the number of car parking spaces offered along the route.

We have kept as many spaces as possible and added a small number where we can. We have also performed studies to check how many people are using the parking through the day to make sure we won't be making life harder for local people.

Who can use the bus lane?

The bus lane will be in operation 24 hours a day. The eastbound bus lane on Seaside will be marked for buses only and the westbound bus lane on St Anthony's Avenue will be marked as a shared bus and cycle lane. This is because the westbound bus lane on St Anthony's is wider. Taxis will not be permitted to use the bus lanes.

Emergency vehicles can use a bus lane when on an emergency call and an ambulance/fire tender/police car can park in the bus lane to attend an emergency outside a property or business.

The proposed bus lane is across my drive, will I be penalised for crossing a bus lane?

Drivers will be permitted to cross over the bus lane to access their driveways. No parking will be permitted in the bus lanes.

Why are you removing central islands?

We're removing central islands to allow the bus lane to flow freely. Where we have taken out a central reservation, we've upgraded crossings or made sure there are other crossings nearby.

What about the 'build-outs'?

There are only two current build-outs within the proposed scheme area. One is outside DB Domestic and the other outside the Alexandra Arms. The one outside the Alexandra Arms is proposed to be removed to enable provision of the bus lane and retain existing parking spaces. The build-out outside DB Domestic is to remain exactly as it is at present.



The purpose of these type of build-outs is to provide extra footway space for bus shelters and pedestrians to wait for buses whilst also easing the departure from the stop for buses. It is found where these buildouts don't exist, buses can be delayed by general traffic who do not allow them to safely depart by continuing to make overtaking manoeuvres.

Build-outs can also act to protect the availability of parking spaces. Removing build-outs mean that some parking spaces would need to be removed to allow more space for the bus to pull into the bus stop and then back out again into the general traffic lane. For build-outs near a junction on existing double yellow lines, this can serve to improve visibility for cars existing junctions and reduce crossing times for pedestrians and provide protection for cars parking in adjacent parking bays.

Won't removing right hand turn lanes make traffic worse?

We're removing right hand turn lanes to make more space for the bus lane. We have been able to widen the lane where there were right hand turn lanes, so traffic will still be able to pass vehicles waiting to turn. You can see where this is happening on the maps of the proposals.

Does the scheme require any land take / is my property at risk?

At this stage it is anticipated that the construction works can take place within the existing highway boundary maintained by East Sussex County Council as the Local Highway Authority.

What standards are the proposals being designed to?

The westbound bus lane on St Anthony's Avenue will be wide enough to accommodate buses and cyclists as it meets the minimum widths as set out in the Government [Local Transport Note 1/20: Cycle Infrastructure Design](#).

We have considered the impact of the scheme on all road users to make sure everyone's needs are met, balancing car users' needs with quicker and more reliable bus journeys, as well as safer journeys for cyclists, walkers and wheelchair users.

We have conducted a Road Safety Assessment and we will be conducting a full Road Safety Audit to make sure that the design is safe for all road users.

Will any trees be impacted?

We have worked during the design process to minimise tree removals. A single tree on the corner of Seaside/Whitley Road is likely to need to be removed.

How will you minimise disruption while the scheme is being constructed?

A scheme construction plan will be developed once the outcome of the consultation is known. Prior to any construction works taking place, the impact of the works on local people, businesses, road users and the environment will be assessed, and mitigation measures designed.



The consultation

Why are you doing a second round of consultation?

In 2023 we held consultations with local people about a package of bus priority schemes. Feedback on the design for Seaside and St Anthony's Avenue raised concerns about this specific proposal. We listened to that feedback and revised the design, and now we want to hear your views on the new proposal.

How have you been promoting the consultation?

We're keen to make sure as many people as possible hear about the consultation, so we have:

- Sent a flyer to 1,500 properties and businesses around the area where the bus priority proposals would be implemented
- Featured the consultation on social media
- Arranged three in-person consultation events:
 - Saturday 20th July: 10 am - 1pm at St Andrew's Parish Hall, BN22 7RY
 - Monday 22nd July: 12 pm - 3pm at St Anthony's Centre, BN23 6NH
 - Tuesday 30th July: 5pm - 8pm at St Andrew's Parish Hall, BN22 7RY

How do I tell you what I think?

You can fill in the survey here: <https://bit.ly/EastbourneBSIP>



What are the next steps?

We will carefully consider all comments received during the consultation. Your views are important to us, and this public consultation is an opportunity to provide feedback and comments on the current proposed schemes to help inform the detailed design stage.

We will document the process and publish the results in a consultation report.



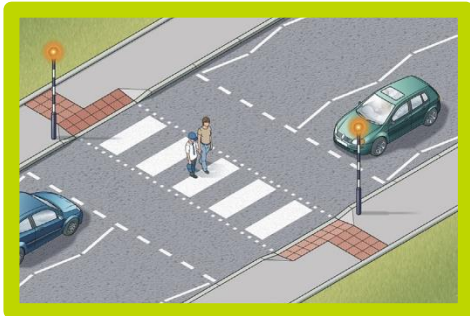
Glossary of Terms



Bus Lane

A bus lane is a traffic lane that is restricted to buses and is generally to speed up journey times that would otherwise be held up by traffic congestion.

Bus lanes are shown by road markings and signs that indicate the periods of operation and if any other vehicles are permitted to use the bus lane.



Zebra Crossing

A Zebra Crossing is a type of pedestrians crossing that has flashing amber lights on the pavement, black and white stripes on the road.

It indicates that pedestrians have priority over vehicular traffic and traffic is expected to stop once a pedestrian has started crossing.

As there are no traffic lights, a zebra crossing is considered an uncontrolled pedestrian crossing.



Toucan Crossing

A Toucan Crossing is a type of crossing that helps both pedestrians and cyclists cross the road safely. It's named "Toucan" because "two can" use it together - pedestrians and cyclists.

At these crossings, there are traffic lights that stop the vehicular traffic so that pedestrians and cyclists can cross the road at the same time. This crossing is made to encourage walking and cycling and to keep people who are not driving safe while crossing the road.