



East Sussex Bus Service Improvement Plan (BSIP) - Bus Priority Measures

Frequently Asked Questions (FAQs)

This document aims to provide clarity and guidance on various questions on the proposals and public consultation, to allow you to assist you in providing feedback 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 also hosting a number of 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 proposed schemes.

For more information about these bus priority measures and other measures we are delivering under the East Sussex BSIP, please visit <https://www.eastsussex.gov.uk/roads-transport/public/bus-service-improvement-plan>.

What is a Bus Service Improvement Plan (BSIP)?

The Bus Service Improvement Plan (BSIP) actively addresses the [National Bus Strategy](#) aiming to enhance bus services by collaborating with Local Transport Authorities, bus operators, community and business voices, bus passengers, and the voluntary and health transport sector.

Through the East Sussex BSIP we will deliver bus service improvements, bus stop improvements and bus priority measures to ensure that residents and visitors enjoy the highest possible quality bus services that provide a frequent and comprehensive choice, reduce congestion and make a positive contribution to the community, better air quality and decarbonisation.

Our BSIP aims are to:

- Improve the reliability and punctuality of bus services and explore methods to make bus services more accessible.
- Encourages an increase in the proportion of people travelling by bus.
- Enhance the bus network, reducing journey times and improving reliability and punctuality of bus services.
- Increase bus usage across the county by building a bus network that meets everyone's needs.

How much do the schemes cost and how are they being funded?

We are proposing seven separate yet complementary schemes across the county. These have been grouped into two packages, based on the geographical location of each proposal. At this early stage of design, a high-level costing exercise has been undertaken with a more detailed one expected as the design stages progress.



The improvements will be funded through capital funding from the UK Government. In 2022 we were awarded £41.4 million towards the delivery of our BSIP. A proportion of this funding was allocated specifically to deliver bus priority measures by the end of March 2025. This will be used to fund the schemes we are consulting on, subject to the feedback received.

What is being proposed?

The schemes will deliver a series of bus priority measures to make bus journeys quicker, more efficient and reliable. Alongside the bus improvements we are also seeking to improve facilities for cyclists and pedestrians through dedicated spaces and improved crossing facilities to make it safer and easier to travel.

The schemes have been split into two packages, based on their geographical location.

Specifically, the packages and schemes are made up of the following interventions:

- Dedicated bus lanes to give buses priority over general traffic. This will speed up journey times as buses will no longer be held up in queues of traffic.
- Bus priority signals at junctions, to reduce the time spent waiting at traffic lights and reduce delay.
- Junction alterations to provide bus priority.
- Virtual bus priority measures, including optimising traffic light timings to reduce waiting times for buses.
- Relocation of bus stops and improvements to bus stop infrastructure, with new bus shelters to be provided in some locations.
- Introduction of shared-use facilities for pedestrians and cyclists, including dedicated routes for cycling and walking, away from general traffic.
- Footway widening in certain locations to make it safer for people travelling on foot.
- Proposed landscaping improvements with planting, sheltered seating areas and cycle parking.
- Junction improvements, including the conversion of some mini-roundabouts into signalised junctions with traffic lights. This will allow us to provide safer crossing facilities for pedestrians and cyclists.

For further information on the specific proposals for each location, please refer to the consultation brochure.

Please note that the final designs are still under development, and the proposals could change depending on the feedback received throughout the consultation exercise and further detailed design stages.

Which areas will be affected?

The proposed schemes cover the following three areas:

- Eastbourne;
- Newhaven; and
- Peacehaven.

For further detail on the specific roads and localities to be affected, please refer to the consultation brochure.



Why are the improvements needed?

In East Sussex, the number of journeys made by bus has been in decline since 2014. The East Sussex Bus Service Improvement Plan (BSIP) is an ambitious plan that seeks to stimulate and drive significant improvements to local bus services across the local authority area. These improvements are intended to:

- Recover bus usage from the Covid-19 pandemic, taking account of consequential changes in travel patterns, and to increase usage significantly in future years;
- See a step change in local transport provision delivered to current and new bus users;
- Seek to readdress the balance in modal share between private and public transport; increase bus mode share; and
- Tackle vehicle emission and climate change concerns.

The BSIP actively addresses the National Bus Strategy's requirements to work together at pace to grow bus patronage: both to build it back after the pandemic and then to increase it and raise buses' mode share.

The results from a 2018 Bus Passenger Survey identified 'bus punctuality' and 'journey times' as factors to be improved within East Sussex. The BSIP will help tackle these challenges through a programme of bus priority measures, to speed up journey times and ensure buses turn up on time.

At a broader level, the BSIP will help address the existing challenges and remove barriers to bus use, unlock even better services and generate modal shift from the private car to bus.

What standards are the proposals being designed to?

Where possible, the project will seek to meet the guidance detailed for local authorities in the Government [Local Transport Note 1/20: Cycle Infrastructure Design](#). Beyond that, the [Manual for Streets](#) will also be considered. The impact of the scheme on all road users has been considered, to ensure that the needs of everyone are met, whilst facilitating quicker and more reliable bus journeys, as well as safer journeys for cyclists and pedestrians.

Due to width constraints in certain locations, and to minimise private land take, much of the pedestrian and cycle provision will be shared-use. We are also proposing some sections of shared bus and cycle lanes. This is due to pinch points in the network where the available road widths do not allow for the provision of segregated facilities for all road users. However, at a later stage of design, the schemes will undergo a full Road Safety Audit (RSA) to ensure the facilities are considered safe for all road users.

When will the schemes 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 commence in December 2023. Following this a construction programme will be developed.

How will people travelling in cars be impacted?

As part of the scheme, there will be some changes to the roads for car users in certain locations. This includes:



- **King's Drive, Upperton:**
 - Along King's Drive between Decoy Drive and Rodmill Roundabout we will reduce the northbound and southbound dedicated right turning lanes to accommodate a dedicated bus lane.
 - The northbound dedicated right turning lane towards Regent Place and the southbound right pocket lane at Selmeston Road will also be removed.
- **Seaside Corridor and Seaside Roundabout:**
 - Along A259 Seaside between Gilbert Road and A2021 we will remove the northbound existing left turn lane.
 - Southbound along the A259 Seaside between the Lottbridge Drove Roundabout and Langney Roundabout, we will remove the dedicated right turning lanes to accommodate a dedicated southbound bus lane.
 - The southbound approach towards Lottbridge Drove, traffic lanes will be reduced from two lanes to one lane to accommodate a dedicated bus lane.
- **Eastbourne Station Area:**
 - Along Station Parade between Wharf Road and Southfields Road we will reduce the number of traffic lanes to accommodate a dedicated bus lane. This means that on the southbound approach towards Southfields Road, the number of general traffic lanes will be reduced from two to one.
- **Drove Road, Newhaven Town and Denton Roundabout:**
 - Along Drove Road between Railway Road and New Road we will remove the southbound existing right turn lane.
 - Along Drove Road northbound between New Road and Mckinlay Way we will reduce the number of traffic lanes to accommodate a dedicated bus lane. This means that on the northbound approach towards Mckinlay Way, the number of general traffic lanes will be reduced from two to one.

Before the schemes are constructed, a further detailed modelling exercise will be undertaken to understand any impact on journey times.

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

At this stage it is anticipated that the majority of the construction works can take place within the existing highway boundary maintained by East Sussex County Council as the Local Highway Authority. However, for a number of the proposals to be delivered, some minor land acquisition may be required. Any affected landowners would be contacted directly by the project team.

Will any trees be impacted?

The proposed designs have been developed to try and avoid any tree loss. However, at this stage of design, it is anticipated that a number of trees may be impacted. This includes:

- **Seaside Corridor and Seaside Roundabout:** A single tree on the corner of Seaside Road/Whitley Road;
- **Sovereign Harbour:** Four to five trees between Atlantic Drive and Crumbles Retail Park;
- **Drove Road, Newhaven Town and Denton Roundabout:** Roughly 20 trees on the eastbound approach to Denton Roundabout;



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- **Drove Road, Newhaven Town and Denton Roundabout:** Some trees and shrubbery at Mount Road; and,
- **Drove Road, Newhaven Town and Denton Roundabout:** Tree and vegetation removal expected south of A259/B2109 roundabout to permit carriageway widening.

Where possible we will work with landscape designers to find alternative planting solutions.

Will parking be impacted?

At this stage of design, it is anticipated that some existing parking arrangements may be affected by some of the proposed schemes. This specifically includes the proposals at **Seaside Corridor and Seaside Roundabout**, which will see the following changes to parking:

- Along A259 Seaside between Hydney Street and Beamsley Road southbound we will reduce the number of on-street parking spaces to accommodate a dedicated bus lane.
- Along A259 Seaside between Hydney Street and Seafoard Road we will remove the southbound existing parking spaces to accommodate a new southbound bus lane between Seaford Road and Beamsley Road.
- Along A259 Seaside between Wartling Road and Vinchelsea Road northbound we will reduce the number of on-street parking spaces to accommodate a dedicated bus lane. This means that on the northbound approach towards Vine Square, the number of on-street parking spaces will be reduced.
- Northbound along the A259 Seaside between Finmere Road and Fort Road we will remove the existing parking spaces along the northbound approach to accommodate a new northbound bus lane between Finmere Road and Fort Road.
- Along A259 Seaside between Princes Roundabout and Queens Crescent we will remove the existing parking spaces along the southbound approach to accommodate a new southbound bus lane between Princes Roundabout and Queens Crescent.

In some locations, additional on-street parking is being considered. This will be confirmed at the detailed design phase. For further detail please refer to the consultation brochure.

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.

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 shape the detailed design stage.

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



Glossary of Terms



Bus Priority Signals

Bus priority signals are a way of reducing journey times and improving the reliability of bus services when passing through traffic lights. Priority can be given to buses through extending the green traffic light phase and/ or by reducing the green time for other traffic, meaning buses have more time to pass through the traffic lights and are less likely to be delayed.

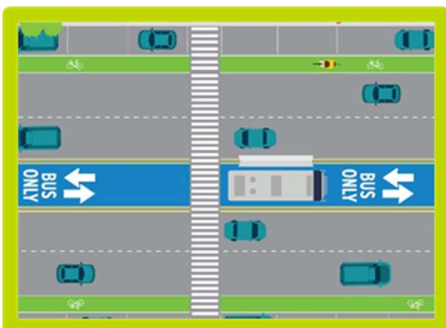
Bus priority signals are a cost-effective method of enhancing the speed and reliability of bus travel, making it a more attractive option over cars.



Dedicated Bus Lane

A dedicated bus lane is a traffic lane that is restricted to buses, often on certain days and times, 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. Most bus lanes operate at peak times only (typically 7.30am to 9.30am or 3.30pm to 6.00pm on Monday to Friday). Outside the hours of operation the lanes can generally be used by all traffic.



Single Lane Dedicated Bus Corridor

A variation of the dedicated bus lane, single lane dedicated bus corridor function as bus-only lanes but allow buses travelling in both directions to share a single lane.

Signal technology is used to indicate lane availability to buses by signalling when it is safe to continue and stopping them when the lane is in use.



Virtual Bus Priority Measures

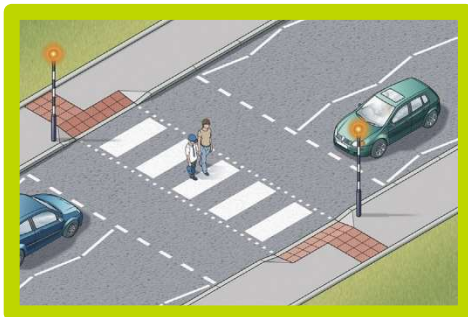
We are proposing to introduce virtual bus priority measures along the Newhaven town centre Ring Road. These measures involve optimising the traffic light timings and coordinating the signals along the full route, to ensure buses are not held up at the traffic lights. This would allow buses to travel seamlessly, by reducing the number of times they need to stop, ultimately reducing overall journey times and improving reliability.

The virtual bus priority measures require no physical construction, so you may not notice any physical on-the-ground changes.



Shared-Use Pedestrian and Cycle Path

A path or area which is shared by more than one type of transport. In the context of this proposal, this refers to people walking and cycling.



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



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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.



Pedestrian Crossing Island

A pedestrian crossing island is a small, safe area in the middle of the road. It's made for pedestrians walking to cross the road in two steps. It helps make crossing the road easier and safer.