

APPENDIX 1: PROPOSED APPORTIONMENT OF INDICATIVE BSIP ALLOCATION

Table A1 – Proposed Apportionment of Indicative BSIP Allocation

DfT Category	Category	Title of scheme	Total cost of project		
			Scheme Costs	Sub Totals	
Bus Priority Infrastructure	Hailsham - Polegate - Eastbourne Movement Access Corridor	Completion of phase 2 of bus priority scheme	£4,000,000	£20,000,000	
	A259 Eastbourne Seaside Roundabout	Provision of bus lanes entering and through the roundabout on the NE (A259), SW (A259) and on Lottbridge Drive (A2290 south) arm of the roundabout	£1,250,000		
	Eastbourne Bus Rapid Transit 'BRT'	West - Upperton Road south of the A259/A2270 junction	East - A259 Seaside Road/Seaside and St Anthony's Avenue to the southwest and northeast of Seaside roundabout		£2,750,000
		Willingdon Drive, Shinewater - bus lane (westbound) on Lottbridge Drive			£3,250,000
		Lottbridge Drive, Hampden Park - bus lane on Lottbridge Drive and on Lottbridge Drive	£2,250,000		
		Eastbourne – Sovereign Harbour	Bus Gate: North Harbour and South Harbour of Sovereign Harbour		£750,000
	Newhaven to Seaford	Improvements on A259 Seaford (Station Approach)	£500,000		
	A259 Newhaven Town Area	Newhaven Town Centre Ring Road – virtual bus priority at traffic signals and signal controlled pedestrian crossings	Bus Lane/infrastructure on A259 east of Denton roundabout (eastbound and westbound) between The Drove and Denton roundabouts and Drove Road between Drove roundabout and Newhaven Town rail station/bus interchange		£3,250,000
		Reconfiguration of the bus stop provision at Denton Corner			
		Peacehaven to Saltdean			
TLP	Traffic Light Priority at up to 33 Junctions	£1,500,000			

Table A1 – Proposed Apportionment of Indicative BSIP Allocation (continued)

DfT Category	Category	Title of scheme	Total cost of project	
			Scheme Costs	Sub Totals
Other Infrastructure	RTI, Mobility Hubs, Interchanges & Bus Stops	Mobility Hubs	£300,000	£2,000,000
		Key Interchanges	£625,000	
		Bus Shelter Improvements	£390,000	
		Real Time Information	£625,000	
		QR Codes	£60,000	
Bus Service Support		Conventional Public Bus Service Enhancements	£10,500,000	£12,500,000
		DDRT	£2,000,000	
Fares Support		Young Persons Fare scheme	£2,825,000	£6,000,000
		Reducing Fares	£2,825,000	
		Infrastructure	£350,000	
Marketing		Promoting BSIP	£100,000	£100,000
EP delivery: LTA costs		ESCC Bus Back Better Team	£500,000	£600,000
		Consultancy Support	£100,000	
Other	Demand Management	Enforcement ANPR	£130,000	£210,000
		Enforcement - Staff	£80,000	
TOTALS			£41,410,000	

Bus Priority Infrastructure (BPI) - £20,000,000

We propose to allocate £20 million to Bus Priority Infrastructure (BPI) which is

- just under half of our overall allocation
- funding all of our amended BSIP BPI proposals (following discussions and clarification meetings with the DfT)
- £18.5m Physical Bus Priority - 12 physical schemes in total – see table 3.2 below for headline information and Appendix 5 for further information
- £1.5m Traffic Light Priority
 - We are proposing to introduce bus priority at up to 33 signal controlled junctions in East Sussex. This is all of the signal controlled junctions in East Sussex that buses use.

The DfT requires completion of these schemes as soon as possible but by no later than the end of March 2025.

Table 3.2: Bus Priority Infrastructure: Proposed Physical Schemes

Title of scheme	Detail on aspiration	Current Design Status	Total cost of project or proposal (£ nominal) ***
			Capital
PACKAGE 1 - SOUTH WEALDEN TO EASTBOURNE BUS PRIORITY			
Hailsham - Polegate - Eastbourne Movement Access Corridor	Completion of phase 2 of bus priority scheme	Preliminary Design – design review required	£5,000,000
PACKAGE 2 - EASTBOURNE TOWN BUS PRIORITY			
A259 Eastbourne Seaside Roundabout	Low-cost option - Provision of bus lanes entering and through the roundabout on the NE (A259), SW (A259) and on Lottbridge Drive (A2290 south) arm of the roundabout.	Concept – feasibility design required	£2,000,000
Eastbourne Bus Rapid Transit 'BRT'	West - Upperton Road south of the A259/A2270 junction, Station Parade to link to Terminus Road bus lanes	Concept - – feasibility design required	£5,000,000
	East - A259 Seaside Road/Seaside and St Anthony's Avenue to the southwest and northeast of Seaside roundabout	Concept - – feasibility design required	
	Willingdon Drive, Shinewater - Introduction of bus lane (westbound) on Lottbridge Drive between junction with Kingfisher Drive to the A22 Shinewater roundabout	Concept – feasibility design required	£3,500,000
	Lottbridge Drive, Hampden Park - Introduction of sections of bus lane (additional road space) on Lottbridge Drive between the Marshall roundabout and Mountfield roundabout, and on	Concept – feasibility design required	£3,000,000

Title of scheme	Detail on aspiration	Current Design Status	Total cost of project or proposal (£ nominal) ***
			Capital
	Lottbridge Drove north of Marshall roundabout		
Eastbourne – Sovereign Harbour	Bus Gate to enable buses to travel between the North Harbour (Pacific Drive) and South Harbour (Atlantic Drive) area of Sovereign Harbour in Eastbourne	Feasibility/preliminary design – design review required	£750,000
PACKAGE 3 - SEAHAVEN TOWNS BUS PRIORITY			
Newhaven to Seaford	Improvements on A259 Seaford (Station Approach)	Concept – feasibility design required	£500,000
A259 Newhaven Town Area	Newhaven Town Centre Ring Road – virtual bus priority at traffic signals and signal controlled pedestrian crossings	Concept – feasibility design required	£3,250,000
	Bus Lane/infrastructure on: * A259 east of Denton roundabout (eastbound and westbound), * between The Drove and Denton roundabouts and * Drove Road (B2109) between Drove roundabout and Newhaven Town rail station/bus interchange	Concept – feasibility design required	
	Reconfiguration of the bus stop provision at Denton Corner.	Concept – feasibility design required	
Peacehaven to Saltdean	Bus priority measures on South Coast Road	Concept – feasibility design required	£500,000
TOTAL			£18,500,000

It is important to note that these are our initial proposals which will require design work to establish their feasibility and the schemes taken forward will be consulted upon and the appropriate statutory processes followed.

Bus Service Support - £12,500,000

We are proposing to allocate over £12.5 million on Bus Service Support which will deliver bus network improvements with

1. £10.5m conventional – delivering around 60% to 70% of our BSIP proposals
2. £2m DDRT provision – delivering around 25% to 30% of our BSIP proposals
 - Conventional enhancements being
 - increased frequencies

- extended operation into the evenings
- more weekend services

The specific service improvements will be influenced by those which bus operators are likely to commercially sustain after the BSIP funding period, as Government has not committed to follow-on funding. This will also take account of value for money criteria as part of the bus tendering process.

Concessionary cards can be used on DDRT services. Unlimited use but with the possibility to assess and review whether a fair use policy is needed.

Fares Support - £6,000,000

We are proposing to allocate £6m to fares support (reduce ticket prices) which can be broken down into two distinct schemes and the infrastructure required to deliver our BSIP ticketing proposals. The more detailed proposed apportionment is shown below:

1. £2.825m - Young Persons fare reduction -
2. £2.825m - General Fare Reduction -
3. £350k – Infrastructure*¹: technology and back office (mobile app smart ticketing and sophisticated and accurate fare reimbursement)–

*¹ Infrastructure includes the back office for fare reimbursement and an app based ticketing solution which will include in-built age verification. This technology will also be utilised to help deliver the General Fare Reductions including fare capping - application of best value fares (see below)

Young Persons Fare Reduction Proposal

The **Young Persons Fare Reduction** proposal can be broken down into 2 distinct schemes

- 1 **Young persons reduced price tickets; and**
- 2 **Free & flat fares for accompanied and unaccompanied young people**

The **Young Persons Reduced Price Ticket** proposal, which will apply to singles and returns tickets is:

1. 16 to 19 at the same fare as under 16 (based on operator's existing discount)
2. 20 to 29 years of age to have a 1/3 off adult fares

The **Free & Flat Fares** ticket proposal, which will apply to single tickets is to be available to under 20 years of age:

1. Accompanied – free travel at all times
2. Unaccompanied – £1 flat fare for off peak*² travel

*² after 6pm on school days and at all times on school holidays and weekends

General Fare Reduction

This scheme is being developed but is likely to be providing a better fare offering outside of towns which are currently covered by operators zonal tickets and targeted reduction of high cost fares in rural areas. The key proposals of the scheme are:

1. **Multi Operator Day Ticket:** provide an East Sussex County 'Discovery' Ticket - multi-operator ticket valid for a day on all East Sussex bus services (travel within East Sussex but also valid on journeys to and from East Sussex)
2. Operators Network and Town tickets to be reduced
3. More and reduced short hop fares
4. All East Sussex operators to cap fares at best value ticket price

Daily fare capping to be applied throughout all ticketing schemes (when the technology solution setup is complete).

Other Infrastructure - £2,000,000

The following is an overview of our proposals for other infrastructure which encompasses, Real Time Information, mobility hubs, key interchanges & bus stops:

- **Real Time Information (RTI)** - £625,000 – 30+ new RTI signs to be installed throughout the county with a focus on key corridors and in locations where there will be new bus priority measures.
- **Key Interchanges** - £625,000 – delivering around 20% of our 52 proposed interchanges and for 10 mobility hubs to be delivered at a 'Key Interchange' level
- **Bus Stop Improvements** - £390,000 - delivering around 30% of our proposed bus stop improvements – the funding will be focused on improvements that deliver the best value for money
- **Mobility Hubs** - £300,000 – delivering an anticipated 1 of our 11 proposed mobility hubs (remaining 10 to be delivered as 'Key Interchanges')
- **QR Codes** - £60,000 – delivering QR Codes at all stops in East Sussex

EP delivery - £600,000

We are proposing to allocate £600,000 on delivery of the BSIP and EP. This can be broken down into 2 distinct areas as shown below:

- ESCC Staff – new 'Bus Team' and administration - £500,000
- Consultancy support - £100,000

Enforcement – £210,000

We are proposing to allocate £210,000 on enforcement. This can be broken down into 2 distinct areas as shown below:

- ANPR - £130,000 – covering all bus lanes in East Sussex
- Staff - £80,000 – 1 full time member of staff

Marketing & Promotion - £100,000

We are proposing to allocate £100,000 on marketing and promotion of the BSIP and its' constituents schemes.