

Appendix 4 – Bus Priority Measures – recommended next steps

Scheme	Officer Recommendation	Considerations/Comments
Kings Drive	Recommended not to progress .	The County Council will review the scheme in partnership with the local bus operators and key stakeholders and explore alternative funding sources to take this scheme forward in the future as part of our pipeline of schemes.
Eastbourne Station	Recommended to progress for further design work and construction.	
Seaside Corridor and Seaside Roundabout	<p>It is recommended that a balanced approach is taken to redefine the design and scope of the bus priority measures along the Seaside corridor to ensure a refined proposal continues to support the aims of the East Sussex BSIP.</p> <p>This should consider the deliverability and affordability of a revised scheme as well as local business and residents' views made during the consultation.</p> <p>Given that this will require more time to develop, working in partnership with local bus operators and key stakeholders, the council will need to seek approval from the funding provider, the Department for Transport (DfT), to proceed on this basis.</p> <p>However, given the desire to see schemes delivered by 31 March 2025, if approval from the DfT is not possible the scheme will not be progressed under the current BSIP bus priority measures.</p>	<p>There was a high level of opposition to the proposed bus lanes on Seaside Corridor and Seaside Roundabout, especially with the potential loss of on-street parking currently available to residents and businesses.</p> <p>However, significant journey time savings benefits per bus could be accrued by introducing bus priority measures on this corridor. At present the number of bus passengers travelling in or through the proposed scheme area on a typical weekday is approximately 4,000 passengers. The number of bus passengers who benefit from improved punctuality over the length of bus routes travelling through the scheme area would be in the region of 11,300 per day.</p>
Sovereign Harbour	Owing to the need to secure third party land from landowners to introduce the bus gate between the north (Pacific Drive/Harbour Quay) and south (Atlantic Drive) Harbours, it is recommended that the Sovereign Harbour	Depending on the outcomes of the landowner discussions or if approval from DfT is not possible given the desire to see schemes delivered by 31 March 2025, the Sovereign Harbour scheme will not be progressed under the current BSIP bus

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	bus priority proposals are revisited pending further discussion with landowners and subject to approval from the funding provider, the DfT.	priority measures programme and the County Council will look at alternative funding sources to develop this project further in the future as part of our pipeline of schemes.
Newhaven Town Centre Ring Road – Virtual Bus Priority	Recommended to progress for further design work and construction.	
Newhaven Drove Road and Denton Roundabout	Recommended to progress for further design work and construction.	<p>In response to consultation feedback and the indicative cost estimates, the scheme will be descoped to remove the proposed eastbound bus lane on Drove Road between Railway Road and Mckinlay Way.</p> <p>Therefore, the Denton Corner and Denton roundabout to Drove roundabout elements will be progressed.</p>
A259 Peacehaven	Recommended to progress for further design work and construction.	<p>In response to consultation feedback, the potential need for land outside the highway boundary and the indicative cost estimates, the scheme will be descoped with the removal of the proposed Sutton Avenue section of bus lane meaning the retention of the existing Sutton Avenue roundabout.</p> <p>Therefore, only the Telscombe section of the scheme will be progressed.</p>