

Brighton Area Buswatch



Working in partnership with Bus Users, the national charity representing bus passengers

Buswatch News – March 2022

Park & Ride is coming!

After years of campaigning and a strong recommendation from the Brighton & Hove Climate Assembly, Brighton & Hove City Council has agreed to a Park & Ride trial this summer. The 450-space car park will be in Mill Road which is already used as a Park & Ride site for the AMEX stadium on match days. This is a proven location close to the A23 and A27 which should have a minimal impact on residential roads. Park & Ride has the ability keep 450 cars out of the city, reducing congestion along the A23 through Patcham, Preston Park, Preston Circus and around the City Centre.

Park & Ride is aimed at people outside Brighton & Hove, especially those living in rural areas who don't have regular bus services and who currently park in the City Centre. For this to be successful Brighton & Hove City Council and the Highways Agency must promote this facility with prominent signing on the A23 & A27 and produce publicity and social media coverage.

Brighton & Hove Buses will provide a frequent express bus service from the Park & Ride site to Old Steine, running seven days a week between June and September. They have undertaken to run this service as a trial on a commercial basis, without a subsidy. Fares have not been announced but are expected to be based on a charge per car, probably around £10 which is the price of a family Saver ticket. This compares with over £30 for all day parking in some central Brighton car parks.

Weekly capping promotion extended

The £19 weekly cap for Brighton & Hove bus passengers using the Tap On Tap Off contactless facility has been extended until 1st May, making it easier to travel by bus without the hassle of planning which ticket to buy or how many days a week you travel. More details [here](#)

New free travel offer for kids during April

A great new promotion during April gives free travel on Brighton & Hove Buses for accompanied kids at weekends throughout April. Full details [here](#)

The A23 Active Travel scheme has no benefits for bus users and could make buses slower

The Environment, Transport & Sustainability Committee approved Phase 1 of the Active Travel scheme for the A23 corridor at its meeting on 15 March. This covers the section of the A23 Preston Road between Argyle Road and Cumberland Road. There are no improvements for buses planned, road space will be reduced at critical points such as the Preston Drove junction.

Most significantly, bus boarders are still planned at some locations which require bus passengers to walk across cycle lanes to get on and off buses, despite our earlier objections to this potentially dangerous feature. We have received support from Brighton & Hove Living Streets, Possability People (which represents disabled people) and Brighton & Hove Buses.



An existing bus boarder in Old Shoreham Road showing the poorly marked cycle lane between the bus stop and road. It has no signs instructing cyclists to slow or give way. This part of Old Shoreham Road has an hourly bus service. The stops in Preston Road and London Road are much busier with very frequent bus services.

Bus boarders could easily be avoided at the two southbound stops beside Preston Park by re-routing the cycle lane along the park service road – a road already used by many cyclists to avoid the busy A23. The reasons given for not agreeing to this look very weak. One explanation was because a cycle lane within the park would be affected by events taking place, yet this was clearly not an issue on Madeira Drive which has far more events. We were also told new lighting would be needed, although the existing lighting columns could easily be adapted to provide this.

The A23 scheme should contain features to speed up journey times to attract people out of their cars and on to public transport. Buses are recognised as an active travel mode. According to Transport for London, people walk for an average of 7 minutes to and from a bus stop in an urban area. Buses are the most inclusive form of active travel, catering for people of all ages and abilities. Brighton & Hove has the highest bus use per head outside London which is a great achievement. Yet this scheme contains no new bus priorities and some passengers will fear for their safety if bus boarders are provided.

April bus service changes

A number of changes are being made to Brighton & Hove Buses services during April. Fortunately, the threat of cuts to services reported in the last Buswatch news was lifted when additional Government funding was confirmed to help bus companies recover from the pandemic.

Most changes are welcome improvements. These include the re-introduction of night bus services along the A259 Coast Road which Buswatch has been advocating and the 13X via Beachy Head will be running every 30 minutes on Sundays and public holidays. We are awaiting a decision on whether the 11X Sunday service between Brighton & Eastbourne via Firle, Middle Farm and Drusillas will resume this summer.

Here are the main changes:

N12 N14	Coast Road night services Brighton Station – North Street – Peacehaven – Newhaven – Seaford - Eastbourne	Services reinstated running every night except Sunday nights Starts 11 April
13X	Brighton Station – North Street – Peacehaven – Newhaven – Seaford – Beachy Head – Eastbourne (Limited stop)	Increased on Sundays to run every 30 minutes. Starts 15 April
18	Queens Park – Clock Tower - Brighton Station – Seven Dials – Dyke Road or Montpelier Road - Churchill Square	Monday to Saturday daytime service increased to every 15 minutes. Starts 11 April
25, 25X, N25	Old Steine (Hove or Portslade at peak times) – Lewes Road – Universities – Falmer Station	25X withdrawn, replaced by more 25s up to every 5 minutes. Revised N25 times during vacation Starts 4 April

Full details and new timetables are available [here](#)

Network Saver tickets on Metrobus services

Buswatch has been campaigning for the same tickets to be valid on all bus services in and around Brighton & Hove for ten years now and there is an agreement in principle through the Enhanced Bus Partnership to equalise fares. A user of Metrobus services 270, 271, 272 & 273 has pointed out that Brighton & Hove Network Saver tickets are not valid on these services north of Patcham.

In the opposite direction a passenger travelling from Crawley or Haywards Heath who buys a Metrovoyager ticket on a Metrobus service can use their ticket on any Brighton & Hove bus. A one-day B&H Network Saver costs £7 purchased on bus or with contactless, or £5.20 on a phone as an M ticket. A Metrobus one day Metrovoyager costs £7.80 on bus or £7.25 as a M ticket. At the moment the £19 weekly cap for Tap On Tap Off contactless promotion applies equally across both networks which is excellent. The big anomaly is the B&H Network Saver which cannot even be used from Brighton to Pycombe but is valid all the way from Brighton to Tunbridge Wells and Eastbourne. Metrobus and Brighton & Hove Buses are both owned by the Go Ahead Group and share the same management team. They need to sort this!

Getting involved

Once again we appeal to those interested to become more involved with Brighton Area Buswatch so Buswatch News and regular meetings can continue along with representation at Council meetings. If you think you might be interested please contact brightonbuswatch@gmail.com to arrange a chat.

Brighton Area Buswatch meetings

All being well, the next meeting will be on Wednesday 13th April at 4.30pm in rooms 2 & 3, at **Brighton Town Hall**. Further planned dates in 2022 are 6 July and 12 October. All are on Wednesdays with a 4.30pm start time. Numbers will be restricted so please e mail Buswatch at the address below if you would like to attend or raise an issue.

Buswatch News is produced and edited by Andrew Boag, Chair, Brighton Area Buswatch. Contributions and suggestions are welcome.

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