



**Proudly supporting bus users in
Brighton, Hove and the
surrounding areas**

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St James's Street

St James's Street is one of Brighton's key shopping thoroughfares and once described as Brighton's Bond Street. It includes one of the busiest single bus stops in Brighton. Nash took the opportunity to meet key players in the area, to look at issues and the future. Issues included the level of businesses vacating, change of use of buildings, traffic hold ups, air quality/traffic noise, and concerns around safe use of the Valley Gardens pedestrian crossing. On potential ideas- replacing the currently leaking bus shelter roof, is a must. Other ideas include extending the coverage of Hybrid buses running in electric mode and greater awareness of the area's cultural significance. The Hybrid buses, in combination with the imminent delivery of new all-electric buses on route 7, means a majority of buses using the street could become all-electric, substantially reducing any pollution and noise issues. Greatly benefiting the area.



Valley Gardens progress

At the time of writing, Royal Pavilion R1 has just had a new bus shelter installed. The long awaited shelter shares has similar characteristics to other shelters. A shelter has also been installed at bus stop S1; with the shelter at bus stop N4 being repaired. The eastbound bus stop at the SeaLife Centre has seen its vinyl covering removed to improve passenger's view of approaching buses. A concern raised at our meetings.

Stroudley Road

As part of new arrangements for coach services, parking has been provided at Stroudley Road. Coaches are also expected to use this area to pick-up/set-down passengers, in order to clear Old Steine bus stop S4, which will continue to be served. At the moment, coach services 025 & 066 are waiting their time in the inside lane parking area at Old Steine. The current inside lane which will soon be removed to provide a wide cycle lane. Buswatch remains resolute in the need to retain Pool Valley, in some form, as a coach facility.

RTI screens

The city council could cancel its contract with VIX- the company supplying new real-time bus information screens, because of continued problems. This includes missing information, or screens appearing to be on a boot-loop. Blaming the rain for failing to meet the end of February deadline, only 63 boards have been checked; and of those, more than one in ten need fixing or replacement. BHCC has now given VIX a new deadline of the end of March, then a further three weeks to test the screens.

A259/A27 traffic concerns

January and February saw significant traffic issues on the A259, East of Brighton; following a number of serious incidents. The five incidents are summarised thus:

Roedean – Thursday 8th January (15.20)

A259 closed between Ovingdean and Roedean Cafe, due to a stolen Royal Mail Van. The inevitable build-up of traffic via Woodingdean crossroads led to delays of up to three hours. Route 47 was part suspended and routes 12-27 – saw 22 buses queuing from the Woodingdean lights, back to Roedean Road. Also delays were also noted on routes 2, 22 & 52. Bus ticket acceptance was available on trains, after 3 hours.

Peacehaven - Thursday 22nd January (17.00)

The A259 was closed between Steyning Avenue and Piddinghoe Avenue, due to a person being hit by a truck. All traffic was diverted along Sutton Avenue and Arundel Road, but suffered from traffic islands, and parked cars. Buses on Coaster routes 12/12A & 12X were firstly diverted - via Sutton Avenue, Arundel Road, and Downland Avenue- to escape the jam. But later, buses were diverted via the A26/A27.

Falmer - Wednesday 28th January (AM onwards)

Due to two accidents, causing the eastbound closure of the A27, near Beddingham; this led to all A27 traffic being funnelled through Newhaven, via the A26. The road closed variously from 02.00 to 16.00. Diverted buses included Regency (28, 29-29X) from Lewes. The service 12-12X was split, 14 was unable to run and route 123 (09.10) & 145 (08.50)- were cancelled. While Route 492 ran 90 minutes late and the 494 - two hours late. In both these events, bus ticket acceptance was brought forward with Southern far sooner than previously; but at great cost to Brighton & Hove Buses. This follows feedback at the January meeting.

The Fairway - Friday 30th January (07.30)

Closure of A259 briefly at The Fairway junction, due to theft of an ASDA van and subsequent chase. No diversion but a 40 minute delay to drivers and buses from Peacehaven east.

Kwik-Fit Garage – Thursday 26th February (18.15)

Closure of the A259- west of Newhaven, due to a three car collision outside the Kwik-Fit Garage. Coaster service were diverted via A26/A27 and Falmer Road. Residents were seen helping to turn around traffic. *It has been noted that all incidents first took place around the peak hour period.* This has shown that current road is at saturation point already and cannot handle extra traffic from elsewhere. Working with our partners, Buswatch is supporting discussions and ideas to improve the situation on the A259 thoroughfare.

East Sussex changes

It was announced in mid-February that due to funding reductions, various routes within East Sussex will face some cuts to daytime, evening and/or Sunday services. Among the changes, routes 123 & 121 (Newhaven-Lewes-Newick -Sheffield Park Gardens & Bluebell Railway service) - will both see their Sunday daytime services removed. 88 passengers used these journeys when it was surveyed. Buswatch alongside Transport in Newhaven & Lewes District are concerned at the scale of the proposed changes. While we welcome the forward thinking of new services (see below), and certain cuts may be justified, we are not convinced this is enough to balance the losses. The Lewes local plan proposes a 10% modal shift to public transport. We are also working closer with the Eastbourne Bus Users Group.

New Night services announced

A new night bus service has been announced. Route 28 will become 24hr, seven days a week. An hourly N28 service will operate between Brighton and Lewes. This is the first new night service since COVID and replaces a previously ran N29 Brighton-Uckfield service. In addition, should funding be approved, route N12 & N14 will operate seven days a week. Running alternately to Peacehaven or Eastbourne, with a combined half-hourly service as far as Telscombe Cliffs Way. Brighton & Hove Buses requires modest initial support from the Local Authority Bus Grant, but these routes will then be expected to run commercially in future.

Buswatch meeting

The next Brighton Buswatch meeting takes place on **15th April 2026 at 16.00 – location to be announced.** Space is normally limited but interest is gathering, so please e-mail Buswatch or message via Brighton Buswatch Facebook group, if you would like to attend.

Buswatch Newsletter is produced and edited by Brighton Area Buswatch. Contributions and suggestions are always welcome.