

Subject:	Traffic Regulation order - Junction Road, Queens Road and West Street		
Date of Meeting:	9 July 2013		
Report of:	Executive Director of Environment, Development, and Housing		
Contact Officer:	Name:	Tom Campbell	Tel: 29-3328
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Ward(s) affected:	Regency		

FOR GENERAL RELEASE

Note: The special circumstances for non-compliance with Council Procedure Rule 3, Access to Information Procedure Rule 5 and Section 100B(4) of the Local Government Act 1972 (items not considered unless the agenda is open to inspection at least five days in advance of the meeting) were that the report was brought forward once notification as received that the Ibis Hotel works were near completion. On completion of the works the temporary Traffic Order would become invalid and therefore it was necessary to clarify what the permanent traffic arrangements would be.

1. SUMMARY AND POLICY CONTEXT:

- 1.1 Consider the objections received to the advertising of a Traffic Regulation Order seeking to make permanent the temporary traffic arrangements currently in place on Queen's Road and West Street.

2. RECOMMENDATIONS:

- 2.1 That, having taken account of all duly made representations and objections, the Committee approves the following Order:
 - Brighton & Hove (Junction Road, Queens Road and West Street) (One-Way Traffic and Prohibition of Right Turns) Order 20**

Subject to the amendment that Schedule 2, Item 2 (ban on right turns for vehicles exiting the station taxi rank) is removed from the Order.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 Since March 2012 there have been temporary traffic management arrangements in place to accommodate the construction of the Ibis Hotel on Queen's Road. The measures have consisted of:

- 1) Queen's Road becoming one-way southbound.
 - 2) Right turns banned for southbound traffic on West Street.
- 3.2 The current Temporary Order was an experimental order insofar as it was primarily intended to cut down on traffic approaching the Brighton Station/Queens Road area but had a consequence that traffic using the very busy Clock tower junction also decreased. Prior to this remodelling of West Street on numerous occasions, but primarily at weekends, traffic would queue back from the car parks, through the junction, and would then impact on traffic using Queens Road and on numerous occasions cause queues to stretch back as far as the Seven Dials. This had a very detrimental impact on bus journey times with some reports suggesting that, on occasions, buses were running up to one hour later than their published journey times and being diverted to other, less congested routes and taxi passengers leaving Brighton Station en route to the seafront Hotels were facing fares in excess of twice the norm.
- 3.3 Since the right turn ban in West Street and the gyratory system in Queens Road were implemented there have been no reports of traffic congestion on the scale that was previously experienced and Brighton & Hove Bus Company have written to express their support for the temporary arrangements to be made permanent
- 3.4 These arrangements have subsequently become part of the proposals for the Brighton Station Gateway scheme.

4. COMMUNITY ENGAGEMENT AND CONSULTATION

- 4.1 The proposed Traffic Regulation Order (TRO) was advertised on 3 June 2013 with the closing date for comments and objections on 24 June 2013.
- 4.2 Detailed plans and the draft Traffic Regulation Orders were available to view at Bartholomew House, Hove Town Hall, Brighton Jubilee Library, and Hove Central Library.
- 4.3 The documents were also available to view and to respond to directly on the Council website.
- 4.4 One objection was received from Cllrs K. Norman and A. Norman. The objectors noted that traffic flowed well under the previous arrangement and that the proposed arrangement had the disadvantage of forcing drivers travelling from Withdean ward to travel longer distances to access the Churchill Square car park.
- 4.5 Discussions were held with representatives of the taxi trade regarding the inclusion in the Order of a ban on right turns for vehicles exiting the station taxi rank (Schedule 2 Item 1). The inclusion of this element was an error and officers agreed that they would recommend the Order be approved without this element and the taxi trade agreed not to object on this basis.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1 There are no additional financial implications as these arrangements are already in operation.

Finance Officer Consulted: Jeff Coates

Date: 27/06/13

Legal Implications:

- 5.2 The Council regulates traffic by means of orders made under the Road Traffic Regulation Act 1984. Procedural regulations require public notice of orders to be given and any person may object to the making of an order. Any unresolved objections to an order must be considered by the Transport Committee before it can be made.

Lawyer Consulted: Carl Hearsum

Date: 26/06/13

Equalities Implications:

- 5.3 None identified.

Sustainability Implications:

- 5.4 The order will contribute to the councils sustainable transport objectives of reducing congestion and implementing the Brighton Station Gateway scheme.

Crime & Disorder Implications:

- 5.5 None identified.

Risk and Opportunity Management Implications:

- 5.6 None identified.

Public Health Implications:

- 5.7 None identified.

Corporate / Citywide Implications:

- 5.8 None identified.

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

- 6.1 Both the proposed arrangement and the previous arrangement have been in operation on the ground. The proposed arrangement allowed traffic to flow more efficiently on Queen's Road and reduced congestion at the clocktower.

7. REASONS FOR REPORT RECOMMENDATIONS

- 7.1 .The current arrangements, which have been in place for over a year, have proved successful in reducing congestion on Queens Road and at the clocktower. The objectors have suggested that previously traffic flowed well, however at peak times this was not the case.
- 7.2 The objectors also noted that Withdean residents will be required to travel further to access Churchill Square car parks. Whilst this is true, the benefits of reduced congestion overall are significant and are considered to outweigh the disadvantages of increased journey times for some drivers. It should also be noted that people travelling from Withdean to the city centre by bus will experience significantly shorter journey times.
- 7.3 The proposals will form part of the Brighton Station Gateway scheme, approved by Transport Committee on 30 April 2013.

SUPPORTING DOCUMENTATION

Appendices:

1. Proposed Traffic Regulation Order

Documents in Members' Rooms

None

Background Documents

1. Minutes of Transport Committee, 30 April 2013