

Subject:	Queens Road Traffic Regulation Order		
Date of Meeting:	29 April 2014		
Report of:	Executive Director Environment Development & Housing		
Contact Officer:	Name:	Tom Campbell	Tel: 29-3328
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Ward(s) affected:	St Peter's & North Laine		

FOR GENERAL RELEASE

1. PURPOSE OF REPORT AND POLICY CONTEXT

- 1.1 To consider objections received to the advertising of a Traffic Regulation Order to introduce loading bays and a contraflow cycle lane to Queens Road.

2. RECOMMENDATIONS:

- 2.1 That, having taken account of all duly made objections and representations, the Committee approves the following order:

- Brighton & Hove Various Controlled Parking Zones Consolidation Order 2008 Amendment Order No.X 201X (Ref TRO-4a-2014)

- 2.2 That, having taken account of all duly made objections and representations, the Committee approves the following order:

- Brighton & Hove (Junction Road, Queens Road and West Street) (One-Way Traffic and Prohibition of Right Turns) Order 2013 Amendment Order No.1 201X (Ref TRO-4b-2014)

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 This Traffic Order (TRO) seeks to introduce 3 loading bays and a contraflow cycle lane to the northern end of Queens Road as part of the Brighton Station Gateway project.
- 3.2 Currently loading occurs on double yellow lines at the side of the road. Under the new scheme the footway will be widened, meaning that vehicles will no longer be able to park on the carriageway without disrupting the flow of traffic.
- 3.2 The TRO seeks to formalise existing loading behaviour and allow it to continue under the new scheme. The 3 loading bays will be located partially on the footway and carriageway.

- 3.3 The contraflow cycle lane will allow cyclists to use the most direct northbound route to the station along Queens Road instead of diverting via Surrey Street.
- 3.4 The safety of the contraflow cycle lane has been assured by undertaking a safety audit during the design process.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 Option 1: Not approve the new loading bays.
The approved Brighton Station Gateway scheme includes widened footways on Queens Road, reducing the carriageway to two lanes. If loading bays are not installed there would likely be increased congestion caused by delivery vehicles parking in the carriageway. Siting the loading bays partially on the footway will avoid creating congestion.
- 4.2 Option 2: Not approve the contraflow cycle lane
The cycle lane will ensure cyclists can use the most direct route to the station rather than travel with other traffic on a longer route via Surrey Street. By improving conditions for cyclists in this location and throughout the city the uptake of cycling will be encouraged. It has been shown that cycling levels in an area increase as the quality and quantity of cycle infrastructure increases.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 The proposed Traffic Regulation Order was advertised on 21 February 2014 with the closing date for comments and objections on 14 March 2014.
- 5.2 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.
- 5.3 The documents were also available to view and to respond to directly on the council's website.
- 5.4 2 objections were received from members of the public. Both objections stated that the 2 Orders would create congestion and one objection also raised safety concerns regarding the contraflow cycle lane.

6. CONCLUSION

- 6.1 These plans are an element of the Brighton Station Gateway scheme. They will ensure that, once complete, the new scheme provides good quality access to the station for pedestrians and cyclists and operates effectively for local businesses.
- 6.2 Congestion will not increase as a result of these plans as two running lanes will remain for passing traffic. Were the on-footway loading bays not approved there would be no additional carriageway space available but further congestion would

be caused by delivery vehicles parked on the carriageway. These plans will therefore reduce, not increase, congestion.

- 6.3 Correctly-designed contraflow cycle lanes do not pose a road safety risk and are used successfully throughout the city. These plans have been through an independent safety audit process to ensure they are correctly designed.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 The costs associated to the recommendations of the report will be funded from the Local Transport Plan (LTP) capital budget. Budget allocations of £400,000 in 2013/14 and £1,050,000 in 2014/15 have been made for the Brighton Station Gateway project.

Finance Officer Consulted: Steven Bedford

Date: 18/03/14

Legal Implications:

- 7.2 The Council regulates traffic by means of orders made under the Road Traffic Regulation Act 1984 ("the Act"). Procedural requirements are contained in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and require public notice of orders to be given. Any person may object to the making of an order.
- 7.3 Any unresolved objections to an order must be considered by the Environment, Transport & Sustainability Committee before it can be made.
- 7.4 The Council is under a duty to exercise its powers under the Act to secure the safe and convenient movement of traffic and the provision of adequate on and offstreet parking facilities. It must also take into account any implications that orders would have for access to premises, local amenity, air quality, public transport provision and any other relevant matters.

Lawyer Consulted: Katie Matthews

Date: 20/03/14

Equalities Implications:

- 7.1 The loading bays have been designed to ensure the minimum required footway space is available at all times (including when the bay is in use) to ensure the area is accessible to those with wheelchairs and buggies.

SUPPORTING DOCUMENTATION

Appendices:

1. Proposed Traffic Regulation Order

Background Documents

1. Minutes of Transport Committee 30 April 2013