

Subject:	Powered Two Wheelers in the Lewes Road bus lanes – Experimental Traffic Regulation Order		
Date of Meeting:	09th October 2018		
Report of:	Executive Director - Economy Environment & Culture		
Contact Officer:	Name:	Jonathon Martin	Tel: 01273 293536
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Ward(s) affected:	Moulsecoomb & Bevendean, Hollingdean & Stanmer		

FOR GENERAL RELEASE**1. PURPOSE OF REPORT AND POLICY CONTEXT**

- 1.1 The purpose of this report is to inform the Committee of the results of the Experimental Traffic Regulation Order (ETRO) that allows powered two wheelers to access and utilise the bus lanes on the Lewes Road.
- 1.2 The Committee is asked to consider authorising a full Traffic Regulation Order (TRO) to be sealed that permanently allows powered two wheelers to utilise the Lewes Road bus lanes under the same conditions as the ETRO. Alternative options are to extend the ETRO for up to 18 months or end it, reverting to previous arrangements.

2. RECOMMENDATIONS:

- 2.1 That the Committee authorises making permanent the Experimental Traffic Regulation Order that allows solo powered two wheelers including mopeds and scooters to make use of the bus lanes on the Lewes Road between the Vogue Gyrotory and the City boundary at Falmer.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 On the 7th October 2014 a report was presented to the ETS committee that recommended creating new TROs to allow powered two wheelers to utilise the bus lanes on both the A23 and the A259. The committee decided to approve the recommendations of this report.
- 3.2 An Experimental Traffic Regulation Order came into force on 6th May 2017 that, on a trial basis, allowed solo powered two wheelers including mopeds and scooters to make use of the bus lanes on the Lewes Road between the Vogue Gyrotory and the City boundary
- 3.3 The Experimental Traffic Regulation Order is in effect for a maximum of 18 months and will lapse on the 5th November 2018. At the end of the trial period the local Traffic Authority have options to either make the Experimental Order

into a permanent Traffic Regulation Order, make a new Experimental Traffic Regulation Order or to revert to the previous traffic arrangement.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

4.1 Following a period of twelve months of operation of the trial a comparison was made on basic traffic data. This compared general traffic speed, collisions involving powered two wheeled riders and/or passengers, and traffic volume data as follows: -

- A comparison of traffic speeds was carried out on one section of the Lewes Road (northbound between Bear Road and Coombe Road – all lanes) and found that speeds remained consistent between 20-25 mph both before and after the introduction of the trial.
- A comparison of collision data was carried out along Lewes Road (Vogue Gyratory to City Boundary) and this identified that the level of collisions involving powered two wheeled riders and/or passengers had reduced from a three year average of 2.6 per year to 2 in the 12 months following the trial's introduction. This small improvement is welcomed, especially given the broad trend of increasing numbers of powered two wheelers within the City but the Committee will note this reduction is statistically not significant.
- A comparison of traffic volume data was carried out on the same section of Lewes Road (northbound between Bear Road and Coombe Road), this showed that over a 7 day period there was an increase in average traffic volumes per hour of 1.68%; however this is also statistically insignificant given overall yearly growth in traffic volume.

4.2 Alternative options include: -

- Extending the trial by means of a new experimental traffic order;
- Allowing the Experimental Traffic Regulation Order to lapse on the 5th November 2018, which will result in the same outcome as withdrawing the Experimental Traffic Regulation Order; or
- Withdrawing the Experimental Traffic Regulation Order at a time prior to 5th November 2018 and reverting to the previous restrictions that prohibited powered two wheelers from making use of the bus lanes in Lewes Road.

5. COMMUNITY ENGAGEMENT & CONSULTATION

5.1 The Experimental Traffic Regulation Order came into force on 6th May 2017 and invited comments by means of a formal Notice under the Road Traffic Regulation Act 1984 dated 21st April 2017. In addition to the formal notice letters were sent to a number of consultees including:

- Emergency Services;
- Local Bus Operators;
- Local Cab Operators;
- Haulage and Freight Associations;

- Highways England;
 - Local Action Groups;
- 5.2 One e-mail was received in response to the Notice during the objection period in support of the changes; the e-mail sought the implementation without delay to improve the safety of motorcyclists and the flow of traffic.
- 5.3 The introduction of the trial was advertised locally by a combination of posters, local press releases and flyers including at the local universities to ensure that the local travelling public were made of the changes.
- 5.4 As the trial has approached its conclusion further requests for comments were sent to local stakeholder groups including local bus operators, Motorcycle Action Group and Sussex Police.
- 5.5 The Operations Director of Brighton & Hove Buses responded saying that the company does not have any issue with powered two-wheelers using the Lewes Road bus lanes
- 5.6 Brighton Motorcycle Action Group's Political Liaison Officer responded saying that the group has expressed satisfaction that that the Experimental Traffic Regulation Order allowing Powered Two Wheelers to use the Lewes Road (A270) bus lanes has resulted in fewer casualties and fully supports a more permanent arrangement.

6. CONCLUSION

- 6.1 The data gathered shows that the introduction of the trial has not had a significant negative effect on general traffic, speeds or collisions and therefore it is recommended that the Experimental Traffic Regulation Order should be made permanent.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 The costs associated to the recommendations of this report are estimated to be approximately £0.002m for a permanent Traffic Regulation Order (TRO). This will be funded from the Road Safety element of the Local Transport Plans 2018/19 capital programme. As the experimental order is in place, there will be no costs incurred for erecting new signs or marking the lanes.

Finance Officer Consulted: Gemma Jackson

Date: 12/09/2018

Legal Implications:

- 7.2 Under the Road Traffic Regulation Act 1984 a traffic authority may make an Experimental Traffic Regulation Order (ETRO) for the purposes of carrying out an experimental scheme of traffic control. An ETRO can contain any provision that a permanent traffic order can contain, but an ETRO cannot continue in force for more than 18 months. While the ETRO is in force the effects of the traffic control can be monitored and assessed before the traffic authority decides

whether or not to continue the ETRO on a permanent basis. The Council as traffic authority has the power to authorise the Experimental Traffic Regulation Order on the Lewes Road to continue as a permanent Traffic Regulation Order.

Lawyer Consulted: Stephanie Stammers

Date: 13/09/2018

Equalities Implications:

- 7.3 There are no equalities implications in addition to considerations already made regarding vulnerable road users.

Sustainability Implications:

- 7.4 Powered Two Wheelers produce less emissions when moving compared to some cars; enabling Powered Two Wheelers to use bus lanes and shorten journey times may make them a more desirable transport option, thus reducing air pollution and increasing air quality in the area.

Any Other Significant Implications:

- 7.5 The 2018 vehicle registration report published by the DfT show that since 2014 the number of Powered Two-Wheelers registered in Brighton & Hove has risen by 200 per year from 4,400 in 2014 to 5,000 in 2018.
- 7.6 The Council's transport strategy, set out in the Local Transport Plan (LTP) supports sustainable and safer transport options. Powered two wheelers are a more sustainable form of transport than some cars due to lower emissions. Creating a safer option for powered two wheelers in the Lewes Road also contributes to the LTP's objectives.

SUPPORTING DOCUMENTATION

Appendices:

1. Comments from Motorcycle Action Group, Brighton & Hove Bus Company and Bricycles.
2. DfT Traffic Advisory Leaflet: The Use of Bus Lanes by Motorcycles

Documents in Members' Rooms

1. None

Background Documents

1. DfT 02/2007 Traffic Advisory Leaflet 'The Use of Bus Lanes by Motorcycles'

Consultee	Comments for/against	Highlight Comment
Motorcycle Action Group	Comments are <i>for</i> the recommendations	<i>Brighton Motorcycle Action Group (MAG) is delighted that the Experimental Traffic Regulation Order allowing Powered Two Wheelers to use the Lewes Road (A270) bus lanes has resulted in fewer casualties and fully supports a more permanent arrangement.</i>
Brighton & Hove Buses	Comments are <i>for</i> the recommendations	<i>We don't have any issue with powered two-wheelers using the Lewes Road bus lanes.</i>
Bicycles	Comments are <i>for</i> the recommendations	<i>No problems have been reported to me in Brighton and Hove in terms of near collisions.</i>

