

Subject:	Dyke Road Waiting Restrictions Experimental TRO (TRO-12-2019)		
Date of Meeting:	Tuesday 17 March 2020		
Report of:	Executive Director, Economy, Environment & Culture		
Contact Officer:	Name:	Ben Thomas	Tel: 01273 290398
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Ward(s) affected:	St Peters & North Laine, Regency		

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

- 1.1 The committee is asked to consider objections to and officer responses to the Experimental Traffic Order for the southbound bus stand in Dyke Road, Brighton and to consider whether to make the order permanent.

2. RECOMMENDATIONS:

- 2.1 That the committee, having taken account of all duly made representations, approves as advertised the Dyke Road Waiting Restrictions Experimental TRO (TRO-12-2019) which relates to the provision of a southbound bus stand at the bottom of Dyke Road.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 To cut delays and reduce congestion around the bottom of Dyke Road near Imperial Arcade, at the Clock Tower and in Churchill Square – alterations were made to certain bus routes in April 2019. The changes - which were devised by the bus operators and supported by the city council - saw a number of services re-routed and directed to use different stops around the city centre to help smooth the flow of buses, which would also indirectly improve air quality.
- 3.2 To facilitate the changes, a new bus stand was required for buses that serve the A259 Coast Road to use to take their layover time before re-entering service and picking up passengers from the bus stop outside of Pizza Hut at the bottom of Dyke Road.
- 3.3 Discussions and a site meeting with Brighton & Hove Buses in early 2019 identified that a new southbound bus stand at the bottom of Dyke Road, to the north of the junction with Upper North Street, was the most practicable location. This was because the bus stand could be created with signage and road marking changes, without the need for significant and costly infrastructure works.
- 3.4 The amendments to the waiting restrictions to allow for the installation of the new bus stand were introduced using an Experimental Traffic Order in April 2019. This allowed necessary changes to loading restrictions, the road markings and

signage to create the bus stand. Making the changes under an Experimental Traffic Order meant the city council and members of the public could then monitor the area, to see how the changes worked in practice and assess the positive or negative impacts.

- 3.5 Members of the public had six months to see how it worked and could at any point during this time provide their objections to the Experimental TRO. Two objections were received from members of the public before the deadline of 3 October 2019. All of the points raised in the objections were investigated and responded to in detail.
- 3.6 The first objector withdrew their objections, but the second objector did not and in summary their objections were that; the new bus stand poses a visibility safety risk for vehicles emerging from Church Street junction, it increases the volume of buses in Dyke Road which the objector would like to see reduced, more than two buses use the stand causing congestion, vehicles leave their engines running, and that the re-routing of buses has caused passenger congestion on the pavement at stop K outside Pizza Hut on Dyke Road.
- 3.7 The location of the bus stand has been assessed by the city council's Accident Investigation & Prevention officer who advised there to be no issue with visibility coming out of Church Street, as vehicles coming up Dyke Road have set off from the traffic signals and junction so are generally approaching at a low speed. They are also on the opposite side of the road. CCTV shows that vehicles heading northbound on Dyke Road are staying to the west of the white lines – which were moved further over as part of the works to create the bus stand - so this further increases visibility for any vehicles turning out of Church Street.
- 3.8 As a result of the changes to bus routes, there are now up to 13 fewer buses per hour that wait in the bus stands around Imperial Arcade and Century House as they instead take their layover time in the new bus stand north of the junction with Upper North Street. This has therefore removed the number of waiting buses, freeing up space in the area around Imperial Arcade and the exit from Wykeham Terrace.
- 3.9 Monitoring of the area has not found three buses attempting to use the new bus stand to be a regular occurrence. If this occasionally happens we believe this situation will only be for a short duration (a maximum of tens of seconds) before the first bus will pull away, thereby allowing the following two buses to be fully located within the area of the bus stand. Further changes to bus services are being introduced from 22 April which will mean the number of buses using the new bus stand north of Upper North Street will be reduced to 4 per hour which should eliminate this problem.
- 3.10 Bus drivers are instructed to switch off their engines while waiting at bus stands. Many of the vehicles that use the stop automatically switch off their engines when stopped which not only keep emissions down but assists with reducing noise. Furthermore, the newest hybrid vehicles have very quiet ignition and pull away to help with noise reduction even further.
- 3.11 The alterations to bus routes have meant more people are now waiting at bus stop K outside Pizza Hut. To alleviate pavement congestion, additional seating

has been installed. The further changes to bus services being planned from 22 April referred to above may also reduce the number of passengers who use this stop in future.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 This location was chosen as there is adequate space for the bus stand and for passing traffic on the existing carriageway.
- 4.2 There is no obvious alternative for a bus stand for up to two buses to use in the city centre without requiring costly and disruptive infrastructure changes to the highway

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 The Experimental Traffic Regulation Order was advertised between 3 April 2019 and 3 October 2019.
- 5.2 Detailed plans and the order were available on the Council website and could be viewed using the public computers at Customer Service Centres at Bartholomew House, Bartholomew Square, Brighton and at Hove Town Hall, Ground Floor, Norton Road, Hove.
- 5.3 The Ward Councillors for the area were consulted on the Traffic Regulation order, as were other statutory consultees such as the Emergency Services, as well as other stakeholders.
- 5.4 Notices were also displayed on the street from 5 April 2019. The notice was also published in The Brighton Independent newspaper on the same date.
- 5.5 The works on the ground were completed and in place by 10 April 2019, in time for the Order coming in to force from 15 April 2019. Buses began using the new stand from 28 April 2019.

6. CONCLUSION

- 6.1 Each of the objectors concerns have been examined and responded to, and where appropriate mitigating measures have been taken.
- 6.2 It is considered that the benefits delivered by the revised city centre bus services which have been facilitated by the creation of this new Bus Stand outweigh any disbenefits and that it is making a significant contribution to reducing traffic congestion through and around the Clock Tower junction.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 If the recommendation is approved and the Experimental Traffic Regulation Order is made permanent it is assumed that any costs would be contained within existing budgets. If the objections were sustained and it is not approved then

there would be the cost of removing the bus stand involving removal of the existing lines and signs at a cost of about £2,000.

- 7.2 There would also need to be work undertaken to find an alternative location suitable for a new bus stand somewhere else in the vicinity, which would require additional infrastructure spending as yet unquantified. This may or may not be containable within existing budgets depending on the value of the costs involved.

Finance Officer Consulted: Jess Laing

Date: 27/02/2020

Legal Implications:

- 7.3 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 Environment, Transport and Sustainability Committee before it can be made.
- 7.4 The Council's powers and duties under the Highways Act 1980 and the Road Traffic Regulation Act 1984 must be exercised to secure the expeditious, convenient and safe movement of all types of traffic. The action recommended in this report will assist in demonstrating that the Council is complying with its statutory duty.

Lawyer Consulted: Stephanie Stammers

Date: 27/02/2020

Equalities Implications:

- 7.5 An Equalities Impact Assessment has not been carried out in relation to the Bus stand but its operation has improved facilities for adjacent users of Stop K many of whom will be passengers with reduced mobility. Consultation with stakeholders and engagement with objectors has been part of the process from the start.

Sustainability Implications:

- 7.6 Improvements to traffic flows through the Clock Tower is likely to contribute general to reductions in air pollution and greater use of this sustainable transport modes.

Brexit Implications:

- 7.7 There are no implications

SUPPORTING DOCUMENTATION

Appendices:

1. Appendix A Plan showing the location & arrangement of the Bus Stand
2. Appendix B Experimental Traffic Order Notice

Background Documents

1. None

