

# Brighton & Hove City Council

## Transport & Sustainability Committee

## Agenda Item 46

**Subject:** Red Route Implementation Update

**Date of meeting:** 5<sup>th</sup> December 2023

**Report of:** Executive Director, Economy, Environment & Culture

**Contact Officer:** Name: Peter Turner  
Email: [peter.turner@brighton-hove.gov.uk](mailto:peter.turner@brighton-hove.gov.uk)

Name: Charles Field  
Email: [charles.field@brighton-hove.gov.uk](mailto:charles.field@brighton-hove.gov.uk)

**Ward(s) affected:** Roundhill, Preston Pk, West Hill & N Laines, Hanover and Elm Grove

### For general release

#### 1. Purpose of the report and policy context

- 1.1 The purpose of this report is to update committee on the progress of the implementation of red routes in the city.
- 1.2 This report outlines the findings of the recent public engagement with residents and businesses in the proposed Red Route corridors on Lewes Road and London Road / Preston Road.

#### 2. Recommendations

- 2.1 That Committee, having taken account of all duly made representations and comments, agrees that the Red Route corridors progress to the Experimental Traffic Regulation Orders implementation stage.

#### 3. Context and background information

- 3.1 The Red Route engagement was undertaken following agreement at the Environment, Sustainability and Transport (ETS) Committee on 22<sup>nd</sup> June 2021 that Red Routes can proceed as a trial (experimental traffic order).
- 3.2 The two corridors to implement Red Routes are:
  - Lewes Road – between Elm Grove and the Vogue Gyratory
  - London Road/Preston Road between Cheapside and South Road
- 3.3 The Red Route project and implementation work are fully funded by the Bus Service Improvement plan and the Carbon Neutral Fund.

3.4 Both the A23 and A270 Red Routes are proposed to commence on 1 April 2024. There will be a delay in implementing the A23 section between Argyle Road and Stamford Avenue due to the new cycle lane scheme being constructed. This was recently agreed to proceed at T&S Committee in October 2023. Enforcement will commence on that section when the scheme is complete and will not impact on the rest of the routes.

#### 4. Analysis and consideration of alternative options

4.1 The main alternative would be doing nothing, which would mean that the experimental Red Routes would not be taken forward. However, it is recommended these are taken forward due to the reasons outlined within this report.

#### 5. Community engagement and consultation

##### A23 London Road corridor

5.1 Following ETS approval in June 2021, an engagement leaflet (Appendix A) was sent out to 1475 households and businesses on the A23 corridor in addition to an online portal for the public. 141 responses were supportive of a Red Route and 66 responses were unsupportive, with the remaining being general comments.

5.2 Brighton & Hove City Council Land and Property Gazetteer was used to provide 1475 property addresses in the A23 Red Route area. An information leaflet and plan were sent to each address. People were asked to go online to complete a questionnaire but could request a paper copy of the questionnaire with a prepaid envelope for reply. The consultation was also promoted via the council's social media. The consultation ran from 24 July to 17 September 2023.

Number of properties mailed	1475
Consultation response rate within the mailed area	53 (6.0%)
Overall number of responses received	299
In support	141
Against	66
General comments	92

5.3 A petition was received via post with 357 signatures (Appendix B)

5.4 As a result of the engagement, officers are exploring the addition of a loading bay at the southern end of the proposal where provision of loading bays is limited, and an additional loading bay outside of Richer Sounds.

5.5 Officers met with London Road traders on 14 November 2023 to discuss loading concerns. If during the experimental consultation period a shortfall in loading provision is identified, then a clear business case would be made to address this with appropriate increased provision where practicable.

5.6 The full report can be found attached as Appendix C

### **A270 Lewes Road corridor**

5.7 Following ETS approval in June 2021, an engagement leaflet (Appendix D) was sent out to 760 households and businesses on the A270 Lewes Road corridor in addition to an online portal for the public. 192 responses were supportive of the Red Route and 29 responses were unsupportive, with the remaining being general comments.

5.8 Brighton & Hove City Council Land and Property Gazetteer was used to provide 760 property addresses in the Lewes Road Red Route area. An information leaflet and plan were sent to each address. People were asked to go online to complete a questionnaire but could request a paper copy of the questionnaire with a prepaid envelope to reply. The consultation was also promoted via the council's social media. The consultation ran from 24 July to 17 September 2023.

Number of properties mailed	760
Consultation response rate within the mailed area	39 (5.8%)
Overall number of responses received	321
In support	192
Against	29
General comments	100

5.9 The full report can be found attached as Appendix E

### **Additional Consultation**

5.10 In addition to the public the following bodies were notified of proposals

- Local bus companies
- National and local disabled groups
- Emergency services

5.11 If committee approves to proceed to the implementation stage, then this would be under an Experimental Traffic Regulation Order (ETRO). An ETRO must be advertised at least 7 days before the restrictions are introduced. It will be advertised in The Argus, on the Council's website and by notices put up on street on the roads where the red routes will be. People can see how the red routes work and then object or support the changes for the first 6 months that the scheme is in place. These comments can then be considered, and if necessary, a report will be presented at T&S Committee to decide on the way forward. The ETRO can be in place for a maximum of 18 months and if approved can be made permanent.

## **6. Conclusion**

6.1 As set out in the body of the report and the recommendations.

## **7. Financial implications**

7.1 There are no direct financial implications arising from the recommendations of this report. Costs associated with the implementation of the Red Routes are to be funded from the Bus Service Improvement Plan Grant and Carbon Neutral Fund. There may be costs associated with advertising Traffic Regulation Orders (TROs) which will be met from existing revenue budgets. Enforcement incomes for Red Routes have already been built into Parking Services Budgets as part of a restructure agreed at Policy & Resources Recovery Sub-Committee on 22<sup>nd</sup> July 2021. Any significant variation to budget will be reported as part of the council's monthly budget monitoring process.

Name of finance officer consulted: John Lack    Date consulted 10/11/23.

## **8. Legal implications**

8.2 The Council, as traffic authority, is empowered to make Experimental Traffic Regulation Orders (ETROs) under the provisions of s9 of the Road Traffic Regulation Act 1984. An ETRO cannot remain in force for longer than 18 months. Public notice must be given that the ETRO has been made, that the traffic authority will be considering in due course whether the provisions of the ETRO will continue in force indefinitely, and that any objections to the making of such a permanent order must be made within six months of the making of the ETRO or any order amending the same (Sched. 5 Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996). The traffic authority must give consideration to any duly made objection.

Name of lawyer consulted: Katie Kam    Date consulted 07/11/23.

## **9. Equalities implications**

9.1 Consultation took place and the comments and wishes of the respondents were considered when considering what changes would best meet the needs of the local population. Engagement with a wide range of residents and businesses has been built into the process from the start including an equality impact assessment. The use and analysis of data and engagement has informed the project to ensure it meets the needs of the local population. The proposed measures will be of benefit to many road users.

9.2 Consultation took place with Possibility people and BADGE as well as Disabled Motoring UK, and comments were taken into consideration.

## **10. Sustainability implications**

- 10.1 Red Routes can help improve journey times, improve air quality in the corridor and improve Road Safety.

## **11. Other Implications**

### **Crime & disorder implications:**

- 11.1 4 additional CCTV cameras will be installed which will be used to enforce the scheme, but also can be monitored by Sussex Police.

### **Public health implications:**

- 11.2 Nox values will be monitored within the corridors, with an expected reduction due to regulated traffic flows.

## **Supporting Documentation**

### **1. Appendices**

Appendix A – A23 Red route engagement leaflet  
Appendix B - A23 London Road Petition  
Appendix C - A23 Red Route engagement report  
Appendix D - A270 Lewes Road Red route engagement leaflet  
Appendix E - A270 Lewes Road engagement report

### **2. Background documents**

- 1. Agenda Item 15 – Report to ETS 22 June 2021

