

Brighton & Hove City Council

Road Traffic Regulation Act 1984

Brighton & Hove (Lewes Road) (Bus Lane) Experimental Order 2017 (TRO—2017)

STATEMENT OF REASONS

The Government Motorcycling Strategy published in February 2005, seeks to facilitate motorcycling as a choice of travel within a safe and sustainable transport framework. This sets out policy issues to consider and recommends care should be taken to mitigate foreseeable and avoidable risks. Several UK towns and cities have introduced experimental schemes which subsequently became permanent after close monitoring of their effects. Brighton & Hove has conducted two previous trials on the A23 and the A259 and has made permanent orders to allow a limited use of bus lanes by motorcycles in both locations. At the time of these trials becoming permanent, a commitment was given to conduct a similar trial on the Lewes Road A270 once an initial monitoring period for the bus lane scheme had lapsed.

The Department for Transport's (DfT) Traffic Advisory Leaflet 2/07 sets out key factors to consider in trial projects, including the impact upon other vulnerable road users and emphasises the need for careful monitoring and site analysis and the use of experimental traffic orders (TRO). If it is clear during the trial project that a significant, adverse impact upon road safety has occurred DfT advice recommends that there must be an option to end the trial immediately and to rescind the experimental TRO allowing Powered Two Wheeled (PTW) vehicles to use the bus lanes in that particular area.

Vehicle flows and speeds will be closely monitored on the Lewes Road from North of the junction with Hollingdean Road/Bear Road to its junction with Stony Mere Way. The trial will assess the impact upon overall journey times, traffic congestion and modal shift. Lane changing behaviour at the start and finish of the trial bus lanes will be monitored and the numbers of pedal-cyclists using bus lanes will also be recorded.

All personal injury collisions involving vulnerable road users (cyclists and pedestrians) and all collisions involving motorcycles will be monitored on a continual basis from the end of May 2017 for a full twelve month period. A Transport planning projects Manager may recommend the suspension of the scheme to the Transport Committee, wherever Council monitoring;

- a) identifies any aspect of the scheme as a possible danger to road users;
- b) in the event of a significant incident where a police investigation is required; or
- c) where collision studies indicate that a significant adverse impact is occurring during the trial term.

The final decision whether to suspend the scheme will rest with the Chair of the Transport Committee.

Collision figures from the first year of the scheme will be compared with the average of the previous three years on the same sites.

In order to 'be a success', these trial routes will need to demonstrate:

- No impact on the number of motorcyclists or other road users injured
- No significant increase in speed from motorcyclists
- Reduced congestion and improved journey times on these routes

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