

# **BRIGHTON & HOVE CITY COUNCIL ROAD TRAFFIC REGULATION ACT 1984**

## **Brighton & Hove (Prohibition of Motor Vehicles) (Various Roads) Experimental Order 2020 STATEMENT OF REASONS**

The coronavirus (Covid-19) public health crisis has had a significant impact upon the lives and health of people in the city, as well as significant economic consequences. It has also resulted in cleaner air and quieter streets and an increase in residents cycling and walking.

As the city begins to see more people go back to work, there is need for residents to carry on cycling and active travel. With public transport capacity reduced, the city could experience significant congestion unless an increase in alternative sustainable options including cycling is facilitated.

The Council has set out a COVID19 Transport Emergency Response Action Plan and the proposals within this traffic order are needed to support the delivery of this agreed plan. Details of the action plan can be viewed at [www.brighton-hove.gov.uk/travel-and-transport](http://www.brighton-hove.gov.uk/travel-and-transport)

The prohibition of motor vehicles roads outside of schools at pick up and drop off times will give more space to pedestrians; this will make it safer for them and improve air quality. It will also make it a quieter and safer area for cyclists. Where prohibition isn't possible, there are some locations where a wider footway will facilitate social distancing at the school gate. Parking restrictions opposite these sections of widened footways will be necessary in some cases to prevent parking and waiting making two way traffic flow at these pinch points difficult or impossible.

These changes will be monitored and members of the public are encouraged to comment so that a decision can be made to whether these changes should be made permanent.

Dated: 28<sup>th</sup> August 2020

Executive Director Economy, Environment & Culture  
Brighton & Hove City Council  
c/o Parking Infrastructure  
Room G40  
Hove Town Hall  
Norton Road  
Hove BN3 3BQ

# **BRIGHTON & HOVE CITY COUNCIL**

## **ROAD TRAFFIC REGULATION ACT 1984**

### **Brighton and Hove (Prohibition of Motor Vehicles) (Various Roads) Experimental Order 2020 Amendment No.1 2021 (TRO-18a-2020)**

#### **STATEMENT OF REASONS**

The coronavirus (Covid-19) public health crisis has had a significant impact upon the lives and health of people in the city, as well as significant economic consequences. It has also resulted in cleaner air and quieter streets and an increase in residents cycling and walking.

As the city begins to see more people go back to work, there is need for residents to carry on cycling and active travel. With public transport capacity reduced, the city could experience significant congestion unless an increase in alternative sustainable options including cycling is facilitated.

The Council has set out a COVID19 Transport Emergency Response Action Plan and the proposals within this traffic order are needed to support the delivery of this agreed plan. Details of the action plan can be viewed at [www.brighton-hove.gov.uk/travel-and-transport](http://www.brighton-hove.gov.uk/travel-and-transport)

The prohibition of motor vehicles on roads outside of schools at pick up and drop off times gives more space to pedestrians; and makes it safer for them and improves air quality. It also makes it a quieter and safer area for cyclists. Following the initial experimental order, it is now necessary to make some changes to the order.

To be able to assist in making these roads safer and the restriction clearer and easier for road users and motorists to understand it is proposed to make the following amendments:

1. A bollard will be installed in Grantham Road to physically prevent traffic travelling through the area at school time.
2. Somerhill Road will be closed at its junction with Lansdowne Road at all times, so that the only closure at school drop off and pick up times will be at the junction of Somerhill Road and Somerhill Avenue .
3. A number of roads on the original order have not been closed at the times specified and the single yellow line in Cornwall Gardens is not required, these provisions will therefore be removed from the experimental order

Making the restrictions clearer to road users should also reduce the need for volunteers to be available at school drop off and pick up times.

These changes will be again be monitored and members of the public are encouraged to comment so that a decision can be made to whether these changes should be made permanent.

Dated: 1<sup>st</sup> February 2021

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Norton Road  
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# **BRIGHTON & HOVE CITY COUNCIL ROAD TRAFFIC REGULATION ACT 1984**

## **Brighton & Hove (Prohibition of Motor Vehicles) (Various Roads) Experimental Order 2020 Amendment No.2 2021**

### **STATEMENT OF REASONS**

The coronavirus (Covid-19) public health crisis has had a significant impact upon the lives and health of people in the city, as well as significant economic consequences. It has also resulted in cleaner air and quieter streets and an increase in residents cycling and walking.

As the city begins to see more people go back to work, there is need for residents to carry on cycling and active travel. With public transport capacity reduced, the city could experience significant congestion unless an increase in alternative sustainable options including cycling is facilitated.

The Council has set out a COVID19 Transport Emergency Response Action Plan and the proposals within this traffic order are needed to support the delivery of this agreed plan. Details of the action plan can be viewed at [www.brighton-hove.gov.uk/travel-and-transport](http://www.brighton-hove.gov.uk/travel-and-transport)

The prohibition of motor vehicles in George William Mews, Highlands Road and Park Close (west of the junction with Fairfield Crescent) at school drop off and pick up times will give more space to pedestrians; this will make it safer for them and improve air quality. It will also make it a quieter and safer area for cyclists.

These changes will be monitored and members of the public are encouraged to comment so that a decision can be made to whether these changes should be made permanent.

Dated: 19<sup>th</sup> February 2021

Executive Director Economy, Environment & Culture  
Brighton & Hove City Council  
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Norton Road  
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# **BRIGHTON & HOVE CITY COUNCIL**

## **ROAD TRAFFIC REGULATION ACT 1984**

### **Brighton & Hove (Prohibition of Motor Vehicles) (Queens Park Rise) Experimental Order 2020**

#### **STATEMENT OF REASONS**

The coronavirus (Covid-19) public health crisis has had a significant impact upon the lives and health of people in the city, as well as significant economic consequences. It has also resulted in cleaner air and quieter streets and an increase in residents cycling and walking.

As the city begins to see more people go back to work, there is need for residents to carry on cycling and active travel. With public transport capacity reduced, the city could experience significant congestion unless an increase in alternative sustainable options including cycling is facilitated.

The Council has set out a COVID19 Transport Emergency Response Action Plan and the proposals within this traffic order are needed to support the delivery of this agreed plan. Details of the action plan can be viewed at [www.brighton-hove.gov.uk/travel-and-transport](http://www.brighton-hove.gov.uk/travel-and-transport)

The prohibition of motor vehicles roads outside of schools at pick up and drop off times will give more space to pedestrians; this will make it safer for them and improve air quality. It will also make it a quieter and safer area for cyclists.

These changes will be monitored and members of the public are encouraged to comment so that a decision can be made to whether these changes should be made permanent.

Dated: 28<sup>th</sup> August 2020

Executive Director Economy, Environment & Culture  
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# **BRIGHTON & HOVE CITY COUNCIL ROAD TRAFFIC REGULATION ACT 1984**

## **Brighton and Hove (Prohibition of Motor Vehicles) (Queens Park Rise) Experimental Order 2020 Amendment No.1 2021 (TRO-19a-2020)**

### **STATEMENT OF REASONS**

The coronavirus (Covid-19) public health crisis has had a significant impact upon the lives and health of people in the city, as well as significant economic consequences. It has also resulted in cleaner air and quieter streets and an increase in residents cycling and walking.

As the city begins to see more people go back to work, there is need for residents to carry on cycling and active travel. With public transport capacity reduced, the city could experience significant congestion unless an increase in alternative sustainable options including cycling is facilitated.

The Council has set out a COVID19 Transport Emergency Response Action Plan and the proposals within this traffic order are needed to support the delivery of this agreed plan. Details of the action plan can be viewed at [www.brighton-hove.gov.uk/travel-and-transport](http://www.brighton-hove.gov.uk/travel-and-transport)

The prohibition of motor vehicles on roads outside of schools at pick up and drop off times gives more space to pedestrians; and makes it safer for them and improves air quality. It also makes it a quieter and safer area for cyclists. Following the initial experimental order, it is now necessary to make some changes to the order.

Queens Park Rise will be closed at its junction with Queens Park Terrace at all times, this restriction is clearer and easier for motorists to understand, it then means the only closure at school drop off and pick up times is at the Queens Park Rise and St Luke's Terrace junction.

Making the restrictions clearer to road users should also reduce the need for volunteers at school closure times.

The parking and waiting restrictions will need to be altered in Queens Park Rise at its junction with Queens Park Terrace. The double yellow lines will need to be extended to ensure adequate room for vehicles to turn, to be able to install the double yellow lines the existing permit and shared parking provision on either side of the road will need to be reduced.

These changes will be again be monitored and members of the public are encouraged to comment so that a decision can be made to whether these changes should be made permanent.

Dated: 8<sup>th</sup> February 2021

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