

Title of meeting: Traffic and Transportation Decision Meeting

Date of meeting: 17th July 2017

Subject: Isambard Brunel Road – Revoke Traffic Regulation Order

Report by: Alan Cufley, Director of Transport, Environment and Business Support

Wards affected: Charles Dickens

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1. The purpose of this report is to seek approval to advertise and amend the Consolidated Bus, Taxi and Cycle Lanes and Prohibition of Driving Except Buses, Taxis and Cycles (No 79) Order to remove reference to the bus lane at item 8 in schedule 1 relevant to Isambard Brunel Road. That facility is currently suspended and forms part of the construction compound for the redevelopment of Chaucer House in Isambard Brunel Road (between Greetham Street and Station Road). The removal of this from the order will facilitate the implementation of a comprehensive improvement to the public realm.

2. Recommendations

- 2.1. It is recommended that the Cabinet Member for Traffic and Transportation:
- (1) Gives approval to advertise and amend the Consolidated Bus, Taxi and Cycle Lanes and Prohibition of Driving Except Buses, Taxis and Cycles (No 79) Order to remove reference to the bus lane at item 8 in schedule 1 relevant to Isambard Brunel Road, to facilitate the implementation of a comprehensive improvement to the public realm.

3. Background

- 3.1. The City Council made a consolidated traffic regulation order (no. 79) in 2015 to prohibit driving with the exception of buses, taxis and cycles in specified bus and cycle lanes. Schedule 1 of that order details the specific areas to which the order applied and includes at item 8 the bus lane on the south side of Isambard Brunel Road.
- 3.2. The city centre masterplan adopted in January 2013 made commentary on creating / improving the public realm in Isambard Brunel Road, in summary the intention is to:

- Establish a more unified space in the part of Isambard Brunel Road that more effectively links the railway station to Guildhall Square and enhances the pedestrian environment;
- Enlarge the public realm forming 'Isambard Place' to establish a more generously proportioned pedestrian route from the rail station to Guildhall Square;
- Enhance footways through to Greetham Street comprising; widening the footways, coordinating surfacing materials, tree planting and removal of the existing underpass replacing it with a surface crossing.

- 3.3. It is implicit in this policy that there will be a need to either remove the bus lane and integrate buses with general traffic or exclude private traffic from Isambard Brunel Road to realise the space required to make the public realm enhancements.
- 3.4. Planning permission has been granted for the redevelopment of Chaucer House to provide purpose-built student accommodation. Construction is underway and the development will be completed and available to students in time for the start of the 2018 academic year. Due to the confined nature of the site the bus lane and footway on the south side of Isambard Brunel Road has been suspended to allow the developer to establish a site compound and facilitate implementation of the development. During this period the bus movements have been integrated with the general traffic flow on Isambard Brunel Road as shown on the drawing enclosed at Appendix A. This arrangement has operated well and provides a tested model for the future approach.
- 3.5. Upon completion of the build, a comprehensive improvement to the public realm within the area occupied by the developer is envisaged. All of the costs associated with implementing the subsequent public realm improvement will be met by the developer, having been secured through the Section 106 planning agreement associated with the permission.

4. Reasons for recommendations

- 4.1. The removal of the reference in the traffic regulation order which limits the use of the bus lane on the south side of Isambard Brunel Road (between Greetham Street and Station Road) to buses, cycles, hackney carriages and service vehicles, is necessary to facilitate the implementation of the envisaged public realm improvement.

5. Options considered and rejected

- 5.1. The option of retaining the bus lane rather than integrating the bus services with the general traffic use of Isambard Brunel Road was considered. This option has been rejected as the integration of the bus movements with the general traffic flow on Isambard Brunel Road during the Chaucer House redevelopment construction period has proved an effective means of operation. The retention of the bus lane would compromised the delivery of the wider public realm improvement anticipated in the city centre masterplan and secured through the S106 agreement as a part of the planning consent for the redevelopment of Chaucer House and would be a lost opportunity to improve the environment and give a quality setting to this new development

6. Equality Impact Assessment

- 6.1 A preliminary EIA was been completed relating to the incorporation of the bus movements into the generally traffic flow on Isambard Brunel Road to facilitate the redevelopment of Chaucer House. That found that this would not have a negative impact on any of the protected characteristics as described in the Equality Act 2010. The effect of this proposal is to retain the now established arrangements to facilitate the implementation of the public realm improvement. The affected bus stops will be retained in the currently temporary relocated position closer to the city centre and will remain accessible for all users.

7. Legal implications

- 7.1 It is the duty of a local authority to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:
- (a) securing the expeditious movement of traffic on the authority's road network; and
 - (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority."
- 7.2 Local authorities have a duty to take account of the needs of all road users, take action to minimise, prevent or deal with congestion problems, and consider the implications of decisions for both their network and those of others.
- 7.3 Under section 1 of the Road Traffic Regulation Act 1984 (RTRA) a traffic authority has the power to make, amend or revoke a traffic regulation order (TRO) regulating or prohibiting traffic (including pedestrians) on a road or any part of a road for a number of reasons including, for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the character of the road or adjoining property. In this case the continued use of the bus lane by buses, cycles, hackney carriages and service vehicles would prevent the realisation of the public realm improvement and would be contrary to the intended character of the space.
- 7.4 Orders are progressed in accordance with the Local Authority's Traffic Regulation Order (Procedure) (England and Wales) Regulations 1996. The Statutory Authority for signs and road markings are by virtue of the Traffic Signs Regulations and General Directions 2002.
- 7.5 A proposed TRO, amendment or revocation must be advertised for a 3 week consultation period where members of the public can register their support or objections. If objections are received to the proposed order, amendment or revocation the matter must be considered by the appropriate executive member for a decision whether or not to make the order, amendment or revocation taking into account the comments received from the public during the consultation period

8. Director of Finance's comments

- 8.1 The cost of implementing the public realm improvement referenced within this report is anticipated to be funded by the developer in their entirety and therefore does not require any additional cost to, or contribution by, the Council.

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Signed by:
Alan Cufley
Director of Transport, Environment and Business Support

Appendices:

Background list of documents: Section 100D of the Local Government Act 1972

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

Title of document	Location

The recommendation(s) set out above were approved/ approved as amended/ deferred/
rejected

by on

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Signed by:
Councillor Simon Boshier
Cabinet Member for Traffic and Transportation



