

**Report to:** Lead Member for Transport and Environment

**Date of meeting:** 22 January 2018

**By:** Director of Communities, Transport and Environment

**Title:** A259 Bus Priority Measures Experimental Traffic Regulation Order

**Purpose:** To seek authority from the Lead Member to progress with a trial to allow powered two wheelers to use the bus lanes along the A259 Bexhill Road.

---

**RECOMMENDATIONS:** The Lead Member is recommended to:

- (1) Agree to the implementation of a 12 month trial allowing powered two wheelers to use the bus lanes along the A259 Bexhill Road; and**
  - (2) Authorise the making of an Experimental Traffic Regulation Order permitting the use of the bus lanes on the A259 Bexhill Road by powered two wheelers.**
- 

## **1. Background Information**

- 1.1. The Government Motorcycling Strategy, published in February 2005, sought to facilitate motorcycling as a part of its overall transport strategy. The Strategy sets out policy issues to consider and recommends care should be taken to mitigate foreseeable and avoidable risks of powered two wheelers (PTWs) using bus lanes. The Department for Transport published a resultant Traffic Advisory Leaflet (TAL 2/07) regarding the use of bus lanes by PTWs.
- 1.2. Allowing PTWs to use bus lanes provides a means of reducing emissions and journey times as more people may choose to use PTWs over cars. However, arguments against allowing PTWs into bus lanes centre on the principle of private motorised vehicles being allowed access to bus lanes, additional vehicles in bus lanes having a negative impact on other users (notably on buses and cyclists), and a potential increase in road safety conflicts between PTWs and pedal cyclists.
- 1.3. Many UK towns and cities have run and monitored experimental schemes which have subsequently been made permanent. The County Council has already successfully undertaken such a trial on the bus lane along the A259 South Coast Road between Telscombe Cliffs and Saltdean.
- 1.4. The costs associated with the proposed trial along the A259 Bexhill Road would include legal notices and the installation of appropriate signing and lining, as well as before and after monitoring surveys. These costs will be covered from the capital programme allocation for the Bexhill Hastings Link Road Complementary Measures.

## **2. Supporting Information**

- 2.1 Delivery of the A259 Bexhill Road bus lane between Glyne Gap and Filsham Road is part of the Bexhill to Hastings Link Road complementary highway improvement plan. The Traffic Regulation Orders (TROs) necessary to create the bus lanes were advertised in early 2017 and approved by the Planning Committee in May 2017. Construction is programmed to commence in March 2018. A plan showing the extent of the scheme is included at Appendix 1.
- 2.2 Each scheme for allowing PTWs into a bus lane should be treated on its own merits as the circumstances will vary between schemes. For this reason, it is proposed that a trial be undertaken into allowing PTWs into the A259 Bexhill Road bus lanes and for monitoring to be carried out for the duration of the trial.

2.3 East Sussex Highways consulted with key stakeholders about the possibility of undertaking a trial on the bus lanes on the A259 Bexhill Road. The cycle group Hastings Urban Bikes are opposed to a trial on safety grounds. The bus company Stagecoach has raised no objections nor have Sussex Police or SECAMB. Two local councillors have given their support for the proposals. Copies of the comments received from the stakeholder consultation are available in the Members' Room.

2.4 East Sussex County Council and East Sussex Highways have undertaken a safety assessment of the A259 Bexhill Road between Harley Shute Road and Glyne Gap and the design for the bus lanes. This has not identified any major concerns with allowing their use by PTWs.

2.5 In other locations it is usual for taxis to also be permitted to use bus lanes and this is also the intention here. The design and consultation for the permanent TROs included this possibility. However, again it is considered prudent to allow use by taxis on a trial basis.

2.6 An Experimental Traffic Regulation Order (TRO) would be required to enable PTWs and taxis to use the bus lane on a trial basis. Experimental TROs can operate for a period of up to 18 months, during which a decision would need to be made as to whether the Order should be made permanent, modified or revoked. Objections to the Order can be made within the first six months from the date that it is made. Any objections to the Experimental TRO must be considered before any order giving permanent effect to its provisions can be made. It is therefore proposed that a 12 month trial be undertaken and would be accompanied by a publicity campaign led by East Sussex Highways.

2.7 Before and after surveys would be undertaken to assess the impact of the trial. East Sussex Highways will arrange for the installation of the necessary cameras and data recording equipment, and provide for the regular monitoring of the information available. Sussex Police will be approached on a proactive basis in relation to accident data over the duration of the trial. The trial will be ended immediately in the event that any significant safety issues become apparent. Any objections would need to be considered by Planning Committee. A further report will be presented to the Lead Member outlining the results of the trial and recommending whether the Order should be made permanent or not.

### **3. Conclusion and Reasons for Recommendations**

3.1 The A259 Bexhill Road bus lane between Glyne Gap and Filsham Road in Hastings is part of the Link Road complementary measures and will be implemented in 2018/19. At present, the TROs allow buses and cyclists to use the bus lane. Allowing PTWs to use the bus lane would potentially reduce the exposure of riders to general traffic, improve safety and reduce journey times as well as reduce pollution levels.

3.2 A safety assessment has not identified any issues with PTWs using the A259 Bexhill Road bus lane that should prevent a trial going ahead. Therefore, it is recommended that the Lead Member agrees that an Experimental Traffic Order is advertised that would permit PTWs to use the proposed bus lanes along the A259 Bexhill Road for 12 months on a trial basis.

RUPERT CLUBB  
Director of Communities, Economy and Transport

Contact Officer: Sarah Valentine  
Tel. No. 01273 335724

Email: sarah.valentine@eastsussex.gov.uk

#### **LOCAL MEMBERS**

Councillor Matthew Beaver

#### **BACKGROUND DOCUMENTS:**

1. Traffic Advisory Leaflet 2/07 – The Use of Bus Lanes by Motorcyclists