

STATEMENT OF REASONS

City of Newcastle upon Tyne

(Bus Lanes) Traffic Regulation Order 2014 (Neville Street Variation) Order 2018

(On Street Parking Places) Order 2009 (Neville Street Variation) Order 2018

Traffic Regulation (Consolidation) Order 2009 (Neville Street Variation) Order 2018

The Council's reasons for proposing to make the above Orders are as follows:-

A number of bus priority measures have been introduced in the vicinity of Central Station with a view to ensuring the efficient movement of public transport and facilitating reliable journey times in the City Centre. These measures included a bus lane on Neville Street between the Central Station portico and Clayton Street West. Following a post implementation review, amendments are required to maximise network performance in this part of the city.

The exit from Central Station's short stay car park on to Neville Street is often blocked, causing vehicles to queue within the car park. At busy times this in turn leads to traffic backing up on to Bewick Street and Clayton Street West. To enable a more efficient exit from this car park and allow for more free-flowing traffic around the car park 'loop', it is proposed that the bus lane adjacent to the exit is shortened and ceases prior to the car park exit point. This allows for two lanes of traffic at the car park exit, which will accelerate egress and reduce congestion.

In addition, it is proposed that the bus lane is extended to the east of the station towards the junction of Neville Street and Westgate Road. This extension will provide a link to the existing bus priority measures on Westgate Road and will improve access for public transport and taxis. Cyclists will still be able to use the bus lane as they can at present or have the option of the shared footway on the north side of the street. The bus lane will operate 24 hours a day and will be for use by buses, cycles, motor-cycles, heavy goods vehicles and taxis (including private hire).

It is also proposed to amend the loading bays on Neville Street so that they can only be used by goods vehicles and for a maximum period of 30 minutes. This will remove ad hoc waiting by private hire firms, ensuring that access is available for deliveries at all times.

The proposed Orders will also include an administrative exercise to move existing Bus Lanes on Clayton Street West and Westgate Road from the Consolidation Order into the Bus Lanes Order, so that all Bus Lanes in the city are contained in the same Order as currently they are within 2 different Orders.