

Experimental Traffic Order for Princess Victoria Street (Clifton Ward) - Timed Closure to Motor Vehicles and Revised One Way Traffic Operation

Statement of Reasons

Bristol City Council is promoting the Bristol Street Space – Princess Victoria Street Project, in the Clifton Ward. The Project aims to promote Princess Victoria Street as a destination High Street and support sustainable economic growth in the locality by providing an enhanced public realm for pedestrians and residents, with improved accessibility and flexible public space for local shops and hospitality businesses. In addition to the direct benefits to Princess Victoria Street, non-essential motor traffic through the surrounding streets will be discouraged in favour of greater uptake of active travel modes (walking and cycling) for journeys to and through the area, which will reduce local car dependency and carbon emissions and contribute to improved air quality, safety, security and health and a better quality of life.

The following transport strategies, which are adopted by Bristol City Council, directly or indirectly support the aims of the Bristol Street Space – Princess Victoria Street project: One City Plan, Local Cycling & Walking Infrastructure Plan, Joint Local Transport Plan 4, and the Bristol Transport Strategy.

The Council proposes to give effect to the Bristol Street Space - Princess Victoria Street Project by introducing the following measures under the provisions of an Experimental Traffic Order:

- 1) Closure to motor vehicles of the length of Princess Victoria Street which extends between its junctions with Regent Street and Waterloo Street, between the hours of 11am and 5pm every day.
- 2) Replacement of the existing westbound one way traffic operation on Princess Victoria Street, between its junctions with Regent Street and The Mall, with one way traffic operation in the eastbound direction.

The pay & display parking and loading places on Princess Victoria Street, between Regent Street and Waterloo Street, will be suspended for the duration of the experimental order.

Although the general effect of the experimental measures on the affected section of Princess Victoria Street are relatively predictable, the Council considers the use of an Experimental Traffic Order to be appropriate as:

- i) the effects and volume of displaced loading traffic on surrounding streets, and the associated viability of loading at the advertised times and locations are unknown;
- ii) the effects of displaced residential and access traffic on potential diversion routes are unknown;
- iii) the magnitude of increased pedestrian and cycle traffic both accessing the newly created public space and on surrounding roads are unknown.

Highway conditions and user counts across all classes on the directly affected section of road and surrounding streets will be monitored during the experiment to assess the above, via dedicated monitoring equipment. The experimental order will allow the Council to react more quickly if circumstances require the measures to be modified or removed.

The experimental order will last for a maximum of 18 months. During the first six months of the experiment, there will be an opportunity for anyone who is opposed to its provisions remaining in force on a permanent basis to submit an objection. Objections will be considered carefully – they

may lead to the modification of the measures in order to achieve improved results (in which case, there will be a further six months period for anyone wishing to submit an objection to the modified provisions remaining in force on a permanent basis) – and will help to determine whether a permanent order should be made in like terms to the experimental order

It appears to the Council that it is expedient to make the order:

- for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or
- for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or
- 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 existing character of the road or adjoining property, or
- for preserving or improving the amenities of the area through which the road runs.
- for assessment and management of the quality of air pursuant to paragraphs (a) to (c) of sub section (1) of Section 87 of the Environmental Act 1995 (air quality)