



ROAD TRAFFIC REGULATION ACT 1984

SOUTH GLOUCESTERSHIRE COUNCIL (A4174 FILTON ROAD AND B4058 BRISTOL ROAD, HAMBROOK) (PROHIBITION OF RIGHT TURN) (PRESCRIBED LEFT TURN) (BUS LANE SUSPENSION) EXPERIMENTAL ORDER 2019

S T A T E M E N T O F R E A S O N S

Background

In 2017, the Government published the UK plan for tackling roadside nitrogen dioxide concentrations. National assessment of air quality identified that the legal limits for the traffic related pollutant nitrogen dioxide (NO₂) are not being complied with in many different parts of the country.

Where the national assessment identified roadside nitrogen dioxide concentrations that exceeded the legal limit of 40 µg/m³, the Government have instructed local authorities to look at what actions they could take to comply with the limit in the shortest possible time.

Work on this is being led by the Department for Environment, Food & Rural Affairs and the Department for Transport working together through the Joint Air Quality Unit (JAQU).

The council has been instructed to address an area identified as exceeding the annual mean NO₂ limit of 40 µg/m³ on a section of the A4174 ring road between the M32 and the A4017 Bromley Heath Road.

To reduce nitrogen dioxide levels and accelerate compliance with the legal limit, traffic management measures have been investigated and modelling confirmed that proposals to improve ring road traffic flow would be beneficial. The traffic management measures include removing certain turns and controlling flow at nearby signal controlled roundabouts. The council has been directed by government to implement these measures as soon as practical.

It is vital that action is taken in the shortest time possible to improve air quality where air pollution is above legal limits because poor air quality is the largest environmental risk to public health in the UK.

Proposals

South Gloucestershire Council intends to implement traffic management measures that would improve air quality in the vicinity of the traffic signal controlled junction on the A4174 known as Hambrook crossroads.

This would be achieved by the measures producing more efficient flow of the large traffic volumes through the polluted section of ring road.

The measures essentially consist of:

- 1) removing the westbound bus lane through the junction to the M32 traffic signals
- 2) removing the right turn facility onto the B4058 northbound from the westbound carriageway of the A4174 ring road
- 3) removing the straight on movement from B4058 Bristol Road, Frenchay for northbound traffic
- 4) removing the right turn facility onto the A4174 eastbound from the B4058 Bristol Road, Frenchay for northbound traffic

This means access from south of the A4174 to destinations east and north for motor vehicles must be made via the M32 junction 1 signal controlled roundabout, or by taking alternative routes.

Journeys on foot and by bike will be largely unaffected as the restrictions relate to motor vehicles and the existing crossing facilities will be left in place.

The measures are to be implemented on a trial basis through the powers granted in an Experimental Traffic Order (ETO). An ETO has a maximum duration of 18 months by which time a decision to implement changes permanently will have to be taken. This method allows for limited variation of the measures if necessary during the first 12 months of the trial period.

Whilst a minimum notice period of just seven days is required for experimental traffic orders, the council has informed the public as soon as practical before implementation takes place in August 2019. This is in line with the programme agreed with the governments Joint Air Quality Unit (JAQU) who have directed that the scheme goes ahead and are providing funding for the scheme.

Aims of the scheme

To reduce delay to A4174 traffic by removing some of the time it is forced to stop and wait for side road turning movements.

To lower NO₂ levels through reduced congestion.

Monitoring

Additional pollution monitoring is underway and will continue during and after the trial finishes, irrespective of the outcome of the traffic trial.

Bus journey times will be used as an indicator of improvement in traffic flow on the A4174, alongside monitoring of general traffic data collected by permanent automatic counters situated on the ring road. We will also take account of data collected on feeder routes.

Having your say

It is expected that following publication of a legal notice that the traffic management will become operative in August 2019 and the trial measures may remain in place for up to eighteen months. You may submit formal comments or object during the first six months of the trial period.

It is considered appropriate that this proposal should be introduced using the approved procedure for experimental Traffic Regulation Orders in order to facilitate the modification of the scheme in the light of experience of its operation, should the need arise.

The Council will consider in due course whether a permanent Order in like terms to this Experimental Traffic Regulation Order should be made.