



## **Statement of Reasons**

### **Southmead Road, Filton between Braemar Avenue and Brandon House junction**

### **Northeast bound mandatory on-carriageway cycle lane and No Waiting At Any Time restriction (double yellow lines)**

#### **Background**

The coronavirus (COVID-19) crisis has had a terrible impact on the lives and health of many UK citizens, as well as severe economic consequences. But changes in how and when we travel has also resulted in cleaner air and quieter streets, transforming the environment in many of our towns and cities. That is why towns and cities in the UK are proposing and making radical changes to their roads to make it attractive for more people to continue making journeys on foot or by bicycle, more often.

In May, the Secretary of State for Transport stated that the government expects local authorities to make significant changes to their road layouts to give more space to cyclists and pedestrians. Such changes will help embed altered behaviours and demonstrate the positive effects of active travel.

The government tasked local authorities to use their powers to quickly implement schemes that will capitalise on the increases in active travel and greatly reduced motor vehicle use seen during lockdown. This will often provide choice to help people social distance and reduce the risk of virus transmission whilst it remains in circulation.

In response to the COVID-19 crisis, the following measures are being progressed / trialled as part of the Council's network management duty and statement and subsequent guidance announced by the Secretary of State for Transport, Grant Shapps on 9th May 2020.

#### **Purpose of Scheme**

To help cyclists travelling into South Gloucestershire from Bristol direction, the council proposes to install a north east bound mandatory cycle lane that will encourage cycling for local employment and recreation. The cycle lane initially is proposed northeast bound between Braemar Avenue and Brandon House junction.

A mandatory cycle lane with segregation from motor vehicle traffic offers a direct and convenient alternative to motor vehicle use and so can help with the climate emergency. Journeys for on foot will also be improved as faster cyclists would have a separate and more suitable facility. This is particularly of benefit for the most vulnerable people travelling along this route.

Additionally a No Waiting At Any Time restriction (double yellow lines) is to be implemented to support the effective operation of the mandatory on carriageway cycle lane.

### **Proposed Scheme**

- Introduction of a mandatory northeast bound 1.5m wide on-carriageway cycle lane, where carriageway width allows, between Braemar Avenue and Brandon House junction
- Introduction of No Waiting At Any Time restriction (double yellow lines) to support the effective operation of the mandatory on carriageway cycle lane – implemented through an Experimental Traffic Regulation Order (ETRO). Connecting into existing restrictions near to the Brandon House junction.

The purpose of the using an experimental order for the No Waiting At Any Time (double yellow lines) is to first trial this restriction as part of the overall scheme which could potentially be in place for up to 18 months before a decision is made whether to make these road layout changes permanent or not. Monitoring of this scheme and ongoing consultation will be carried out once these measures are in place on site.

This course of action provides a consultation period whilst temporary measures are in place which allows for observation, amendments, and for people to comment having seen the result of a layout change in place before permanent alterations are made.

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 for the No Waiting At Any Time restrictions through the Experimental Traffic Regulation Order should be made permanent, should the mandatory cycle lane be retained following consultation with the public.

### **Drawing Reference**

- T413-489-004 – No waiting at any time (double yellow lines)
- T413-489-002 drawings A, B, & C – mandatory on-carriageway cycle lane