



ROAD TRAFFIC REGULATION ACT 1984

SOUTH GLOUCESTERSHIRE COUNCIL (BADMINTON ROAD AND STATION ROAD, YATE) (PROHIBITION AND RESTRICTION OF WAITING) (VARIATION NO.1) EXPERIMENTAL ORDER 2021

STATEMENT OF REASONS

Background

As a result of the COVID-19 crisis, mandatory cycle lanes in Badminton Road and Station Road are currently being trialled as part of the council's network management duty and guidance announced by the Secretary of State for Transport, Grant Shapps on 9th May 2020 to speed up the 'cycling revolution', help individuals become fitter and healthier and reducing air pollution. The Government expects local authorities to make *significant changes to their road layouts to give more space to cyclists and pedestrians*.

With increased cycling and walking for both exercise and to carry out safe and socially distanced travel, the proposed scheme intends to retain this interest as the country gets back to work. With the reopening of shops, public houses and workplaces, the proposed measures will encourage people to continue cycling and walking by testing measures that afford safe access to shops and businesses in the town.

Purpose of Scheme

Phase 1 work proposes to provide cycle lanes either side of Badminton Road/Station Road from Badminton Road council offices to the roundabout junction with Westerleigh Road and Kennedy Way. Cycle facilities on the A432 would extend east of their existing termination point near Nibley, past the proposed park and ride site, railway station and on to the town centre approach.

Further investigations for Phase 2 are looking at options for joining the wider cycle network around the central shopping area. Initial consultation over the format indicates a higher quality type of facility will be required to cater for the conflicting vehicle, pedestrian and cycle movements at junctions on Station Road and Kennedy Way. This remains a strong medium term ambition for the council to link up to the existing local cycle and pedestrian network around the shopping and leisure areas of the town centre.

The Phase 1 measures are being implemented under an Experimental Traffic Order that prohibits parking at any time or restricts parking to certain periods and which also restricts loading or unloading to certain times in specific places. This helps to support the mandatory cycle lanes that prohibit motor vehicles from driving in them at all times.

The cycle lane will feature physical separation from motor vehicle traffic at key locations. The existing kerb provides footway segregation, and the mandatory cycle lane is interspersed with short advisory sections where it is necessary to enable

access for loading and unloading or parking at permitted times.

Experimental Traffic Orders can potentially be in place for up to 18 months by which time a decision will be made whether to make changes permanent or not. This type of traffic order provides a six month period whilst temporary measures are in place that allows for observation of the trial, for amendments to be made, and for people to comment having seen the result of the layout change in place, before restrictions are made permanent or removed. Any amendment from the original proposal is likely to be undertaken within the first twelve months of the experimental order to allow for a six month consultation on that revised scheme.

Proposed Scheme

The Phase 1 proposals in Badminton Road/Station Road include:-

- Badminton Road (in front of the council offices) providing an access ramp off the road up to the existing shared use path for eastbound cyclists;
- Providing an eastbound on road cycle route extending from Stover Road traffic signals to Westerleigh Road junction;
- Providing a westbound on road cycle lane for the majority of the route extending from Westerleigh Road to Stover Road traffic signals;
- Providing green surface and cycle road markings to highlight key junctions;
- In order to accommodate the cycle lane, parking will be suspended and alternative provision will be signposted;
- The existing left turn filter lanes at the traffic signals for eastbound traffic will be lost to accommodate the cycle lane.;
- New advanced stop lines for cyclists will be provided at the traffic signals junctions;
- Retention of the right turn filter lanes at traffic signal junctions for westbound traffic;
- Yate Town Centre traffic to be directed on traffic signs around Goose Green.

Development of Phase 2 aims to provide a cycle scheme which would comply with the Department for Transport's Local Transport Note 1/20 guidance to local authorities and in doing so result in a coherent and attractive route around Yate Shopping Centre. The Council will be looking at active travel in general as part of the Yate Master Planning and engagement that will continue through 2021.

The taxi rank which is currently suspended in Station Road as part of the experimental Traffic Regulation Order would be permanently removed and become a limited waiting bay if the scheme proposals are made permanent.

Variation 1 to the Experimental Traffic Regulation Order

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

Following 6 months of consultation in respect of Phase I scheme which extended from 24 August 2020 to 1 March 2021, feedback has been received in respect of the proposals and a request to change the times of the day when loading can take place in Station Road in the length of loading restriction between numbers 36 and 48



Station Road. Delegated officers are satisfied, that following supporting evidence, variation to the experimental Traffic Regulation Order should be introduced and consulted upon where the morning loading restrictions for vehicles are reduced from 8am – 10am as initially trialled, to a shorter period of between to 8am – 9am. The online consultation will be re-opened for a further six month period, allowing for submission of comments on the revised scheme.

Drawing Reference

Drawing number T438-725-03H

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