



ROAD TRAFFIC REGULATION ACT 1984

SOUTH GLOUCESTERSHIRE COUNCIL (A432 BADMINTON ROAD, COALPIT HEATH) (30 MPH SPEED LIMIT) ORDER 202(-)

STATEMENT OF REASONS

Background

In June 2020 the government announced that in response to the COVID-19 Pandemic measures needed to be taken to encourage more travel by bicycle and walking. Short term temporary measures have been implemented across South Gloucestershire Council whilst longer term more permanent measures have been in development. The announcement coincided with the release of the Department for Transport Local Transport Note (LTN) 1/20 'Cycle Infrastructure Design' to which all new Government funded highways projects must comply.

Purpose of the Scheme

The A432 Badminton Road is a key link between the A4174 Avon Ring Road and the conurbation of Yate that has been identified for improvement. The existing on-carriageway cycle facilities are well below the standards set out in the LTN. Short term trial measures with a view to becoming permanent have also been implemented on this corridor on the Station Road part of the A432 in Yate. These measures highlight and support the Council's vision of developing a network of cycle routes throughout Yate and the wider area, in accordance with the Yate Master Plan and the developing transport policies of Central Government.

The upgraded cycle route along Badminton Road would offer improvements for those cyclists already using the route and create a convenient and useable facility for residents and visitors to and from Yate, including commuters, who are new to cycling and/or seeking an alternative to driving.

The Proposed Scheme

The proposed scheme has been broken into 4 stages:

Stage 1 – Nibley Lane to Coalpit Heath

Stage 2 – Coalpit Heath to A4174 Ring Road

Stage 3 – Nibley Lane to Stover Road

Stage 4 – Coalpit Heath Village

This consultation focusses on the first stage of improvements between Nibley and Coalpit Heath. The proposals are as follows:

- The wide single carriageway road will be narrowed to incorporate 2m wide segregated cycle lanes in both directions.
- Cycle demarcation kerbing and coloured surfacing will be used intermittently to highlight the cycle facilities and deter vehicles from encroaching the cycle lane.
- The junction at Mayshill will be altered to accommodate the wider facilities.
- The existing underused bus laybys at Mayshill will be removed in order to retain a pedestrian refuge crossing point.
- The speed limit of the road will be reduced to 30mph temporarily with a view to becoming permanent in order for the reallocation of space to meet the requirements set out in LTN1/20.
- The existing southbound vehicle activated 40mph warning sign located between Nibley and Mayshill will be replaced with a new one reflecting the revised speed limit.
- The existing northbound vehicle activated 40mph warning sign located between Coalpit Heath and Mayshill will be replaced with a new one reflecting the revised speed limit.
- The narrowed road width of 6.30 metres (3.15 metres in each direction) available to motorised vehicles will contribute to the reduction in speed.

Drawing Reference

Drawing number T001-375-014 shows the existing speed limit and T001-375-015 Rev A shows the proposed speed limit.