

## Statement of Reasons

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### **1. Gloucestershire County Council – B4063 Cheltenham Road East/Cheltenham Road and Surrounding Area Cycleway Improvements Major Project 2023**

**AND**

### **2. Gloucestershire County Council - Llanthony Road (482695) and Surrounding Area Cycleway Improvements Major Project 2023**

#### **Proposals**

1. To introduce flat top road humps as part of raised pedestrian/cycle crossings and/or continuous footway crossings across the B4063 Cheltenham Road East/Cheltenham Road and side roads accessed from the B4063 Cheltenham Road East/Cheltenham Road, including Wellsprings Road, Colebridge Court and Gardens, Elmbridge Road and Maple Court; and
2. To introduce flat top road humps as part of raised pedestrian/cycle crossings and/or continuous footway crossings across Llanthony Road (482695) and side roads accessed from Llanthony Road, including Severn Road, across its access to the western driveway into Intoplay Children's Nursery and the Road providing Vehicular Access to 125 Business Park; and
3. To remove/upgrade/introduce pedestrian and/or cycle crossing facilities along the B4063 Cheltenham Road East/Cheltenham Road route itself, including side roads such as Oxstalls Lane, Elmbridge Road, Old Cheltenham Road, Greyhound Gardens, Nine Elms Road and Pirton Lane; and
4. To introduce a new Parallel Crossing across Severn Road at its junction with Llanthony Road; and
5. To remove the existing cycle lane along B4063 Cheltenham Road East/Cheltenham Road, improve parts of the existing footways by reshaping and resurfacing, introduce sections of shared use footways/cycleways by upgrading some of the existing footways and introduce new sections of segregated footways/cycleways.

#### **Reasons**

Gloucestershire County Council (GCC) are making improvements to the pedestrian and cycle facilities on the B4063 between Gloucester and Cheltenham. GCC is committed to providing a high quality, sustainable travel route which has significant potential for more journeys to be made by foot, bike and public transport.

GCC has partnered with a number of organisations to deliver this scheme. These include National Highways who are part funding the scheme through their Designated Funds Portfolio; the Department for Transport who have allocated funding as part of their Emergency Active Travel Fund tranche 2 and tranche 3 and Levelling Up funds. Sustrans have also allocated funds and the remaining funding is being sourced by GCC itself.

Central government has recently announced that all transport projects should provide good quality active travel facilities and that future transport funding will be dependent on the quality of schemes delivered. Therefore, GCC are taking bold steps to improve conditions along the B4063 Cheltenham Road East/Cheltenham Road in line with the governments Gear Change policy.

The B4063 Gloucester to Cheltenham Cycle track started as a National Highways project with the strategic aim to link the major areas of Gloucester, Cheltenham and the villages in between. A study was undertaken in 2015/16 to assess the most continuous, direct, comfortable, safe and attractive route for cyclists of all abilities. The B4063 was selected as the preferred route as it's near the A40 strategic corridor but is safer

than cycling on the A40 itself. The A40 is not suitable for a cycle route due to high traffic speeds and the M5 motorway junction. The route is also highlighted as part of Gloucestershire's Local Transport Plan 2020-2041 and represents a key element of the Cycle infrastructure for delivery in the county.

To facilitate this scheme, GCC has already introduced Phase 1 (Arle Court Roundabout to the M5 Motorway Bridge) and is in the process of delivering Phase 2 (M5 Motorway Bridge to Elmbridge Court Roundabout). For Phase 3 (Elmbridge Court Roundabout to Estcourt Road Roundabout), GCC intends to provide a continuous footway/cycle track from the Elmbridge Court roundabout to the Estcourt Road roundabout with a majority of segregated cycle tracks (with separate footways) and some shared use footway/cycle tracks (i.e. footway and cycle track combined) of various lengths along the B4063. This provision will necessitate the narrowing of the carriageway, which together with other proposed traffic calming measures, will help to reduce traffic speeds.

The scheme aims to encourage the use of more sustainable modes of transport in line with the Gloucestershire Local Transport Plan 2020-2041 where greater priority is given to the movement of pedestrians, cyclists and public transport. By supporting local people to walk, wheel and take public transport for more journeys it is hoped this will help reduce congestion in the longer term as well as reducing the negative impacts motor traffic has on local residents. An increase in the perceived safety of the route will encourage more cyclists, especially the less confident, to use the route, especially for commuting, as well as make the route more attractive for existing cyclists by improving the links between Cheltenham and Gloucester.

The cycle facilities currently provided along the B4063 from the Elmbridge Court roundabout to the Estcourt Road roundabout consists of a mixture of both on and off-carriageway cycle lanes, shared pavements with pedestrians and in places are simply non-existent. This mixture of infrastructure is not consistent, does not feel safe and does not provide a route which would encourage people to take up cycling.

This section of the B4063 serves both local and through traffic and serves both residential and commercial development. It is also a very busy bus route with the No.94 service operating at 10 minute intervals during the daytime.

The proposed flat topped humps and continuous footway crossings will form an essential part of the B4063 improvements by creating an 'at-level' crossing point for pedestrians and/or cyclists. The flat-topped humps and continuous footway crossings will also help slow traffic turning into the side roads making it safer for cyclists and pedestrians by supplementing the new Highway Code changes (i.e. drivers to give way to pedestrians at junctions).

All formal crossings will provide safer facilities for pedestrians, and those including crossing facilities for cycles will form part of the new cycle network.

The flat top humps and parallel crossing in the Llanthony Road, Gloucester area are to facilitate the beginning of a new continuous footway/cycleway through Gloucester City Centre. The scheme has yet to be fully designed so will be advertised on a phased approach.

#### **Road Traffic Regulation Act 1984**

GCC are relying on their powers to introduce various formal pedestrian/cycle crossings contained in Section 23 of the Road Traffic Regulation Act 1984 (RTRA).

In addition, thorough consideration was given to the factors set out in Section 122 of the RTRA in proposing this scheme.

#### **Highways Act 1980**

The specific grounds which GCC are using for the implementation of the flat-topped humps and continuous footway crossings are contained in Section 90A of The Highways Act ("the HA")

**Traffic Signs Regulations and General Directions 2016**

All of the associated signing and lining will be in accordance with traffic signs regulations and general directions 2016.

**Equality Act 2010**

Thorough consideration was given to the Equalities duty of the County Council under Section 149 of the Equality Act 2010.