Statement of Reasons

Gloucestershire County Council – Traffic Regulation Order and Statutory Notice changes to the public highway along Southgate Street and Surrounding Roads – Gloucester City Cycle Spine – Major Project 2026

Proposals

1. To introduce junction tables along Llanthony Road and St Luke Street as well as re-align the existing junction table at the entrance to The Docks; and
2. To introduce/alter pedestrian/cycle crossing facilities along Bristol Road, Southgate Street and St Ann Way; and
3. To upgrade 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; and
4. To remove some existing shared use permit holders zone GC/pay and display parking bays from Southgate Street and replace them with permit holder zone GC only parking bays along Spa Road; and
5. To introduce/revoke waiting, loading and stopping restrictions along Church Street, Southgate Street and St Ann Way; and
6. To introduce a banned right turn from Trier Way into Southgate Street and a banned left turn from Southgate Street into Trier Way.

Reasons

This scheme forms part of the Gloucestershire Cycle Spine, extending across the county. The improvements support Gloucestershire County Council's (GCC) ambitions for a greener Gloucestershire, aligns with GCC's aims of becoming carbon net zero by 2045, supports improvements to public health and makes it easier for people to cycle and walk to work, homes and transport hubs. The scheme will contribute to a significant cycling and walking network across the Gloucestershire County, improving quality and connectivity.

The scheme will improve facilities for cyclists, pedestrians and non-motorised users in the area and make a further contribution to CO2 reductions. It will provide access directly to Gloucester City Centre and connect to existing cycle facilities along Gloucester Cycle Spine.

Pedestrian and Cycle Crossings – The existing crossing facilities have been reviewed and currently they are mostly informal crossing points or solely for pedestrians. The LTN 1/20 Cycle Infrastructure Design guidance determines what type of crossing is appropriate to ensure the safety of pedestrians and cyclists in locations such as these. New/altered puffin crossings, zebra crossings and signalised cycle crossing facilities are, therefore, proposed.

Road Humps – Flat-topped junction tables are being proposed along Southgate Street across its junctions with Llanthony Road and St Luke Street as part of continuous footways on the route. The existing junction table across the junction with The Docks is being re-aligned as part of this scheme. They have all been designed in line with LTN 1/20 Cycle Infrastructure Design guidance and highway standards for road humps. The proposed flat-topped junction tables will form an essential part of this route by creating 'at-level' crossing points for both cyclists and pedestrians across side roads. These improvements at junctions will in turn assist in encouraging the public to use 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 in town locations.

Waiting/Loading Restrictions – The proposals seek to optimise provision for waiting and loading restrictions along Church Street, Southgate Street, Somerset Place, Bristol Road, Trier Way, Spa Road and St Ann Way to deter unauthorised vehicles from parking, allowing greater priority for sustainable travel options. These measures also aim to prevent inconsiderate and inappropriate parking close to these junctions and where this could cause obstructions for other vehicles including emergency services.

Two new loading only bays are being proposed along Church Street to assist businesses on Southgate Street with their loading/unloading requirements.

The removal of some existing shared use permit holders zone GC/pay and display parking bays along Southgate Street is to ensure that this location is kept free of parked vehicles for the reasons mentioned above. New permit holders zone GC only parking bays are being proposed along Spa Road to maintain sufficient levels of permit parking in the area.

It is proposed to remove the existing taxi rank along Southgate Street to ensure that this location is kept free of parked vehicles for the reasons mentioned above. A new taxi rank is proposed along St Ann Way to maintain taxi provision in the area.

Banned Movements – The proposal to ban the right turn from Trier Way into Southgate Street would reduce traffic delay. The banned left turn from Southgate Street into Trier Way is necessary to allow for kerb buildouts to be installed which are necessary to accommodate the improved crossings allowing pedestrians and cyclists to cross the road safely.

Segregated Cycle Tracks – The segregated bi-directional (two-way) cycle track will mainly be introduced along the western then north-western side of Southgate Street between its junctions with St Ann Way and The Docks. This cycle track will be separated in intervals from the carriageway by buffer zones, kerbs and verge and sit alongside improved footway to improve cyclist and pedestrian safety into the town centre.

There are also short extents of bi-directional and uni-directional (one-way) cycle track proposed along Bristol Road, Trier Way and St Ann Way.

The cycle spine itself aims to provide dedicated, protected space for cycle users, reducing conflicts between cyclists, pedestrians and vehicles while promoting the uptake of active travel generally. In line with vision of Gloucestershire County Council's Local Transport Plan this link would contribute to a safer and more efficient local network, reducing dependence on car travel therefore increasing the reliability of key bus routes public transport.

Road Traffic Regulation Act 1984 (RTRA)
The specific grounds which GCC are using for the implementation of some of the proposals are as follows:

- Section 1 of the RTRA – waiting/loading/stopping restrictions and banned turns.
- Section 23 of the RTRA - formal pedestrian/cycle crossings.

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

Highways Act 1980 (HA80)
The specific grounds which GCC are using for the implementation of some of the proposals are as follows:

- Sections 65 and 66 of the HA80 - upgrading parts of the existing footway to a shared use footway/cycleway or a new segregated footway/cycleway.
- Section 90A of the HA80 - junction tables and continuous footway crossings.

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 and Traffic Signs Manual Chapters 3 and 5.

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