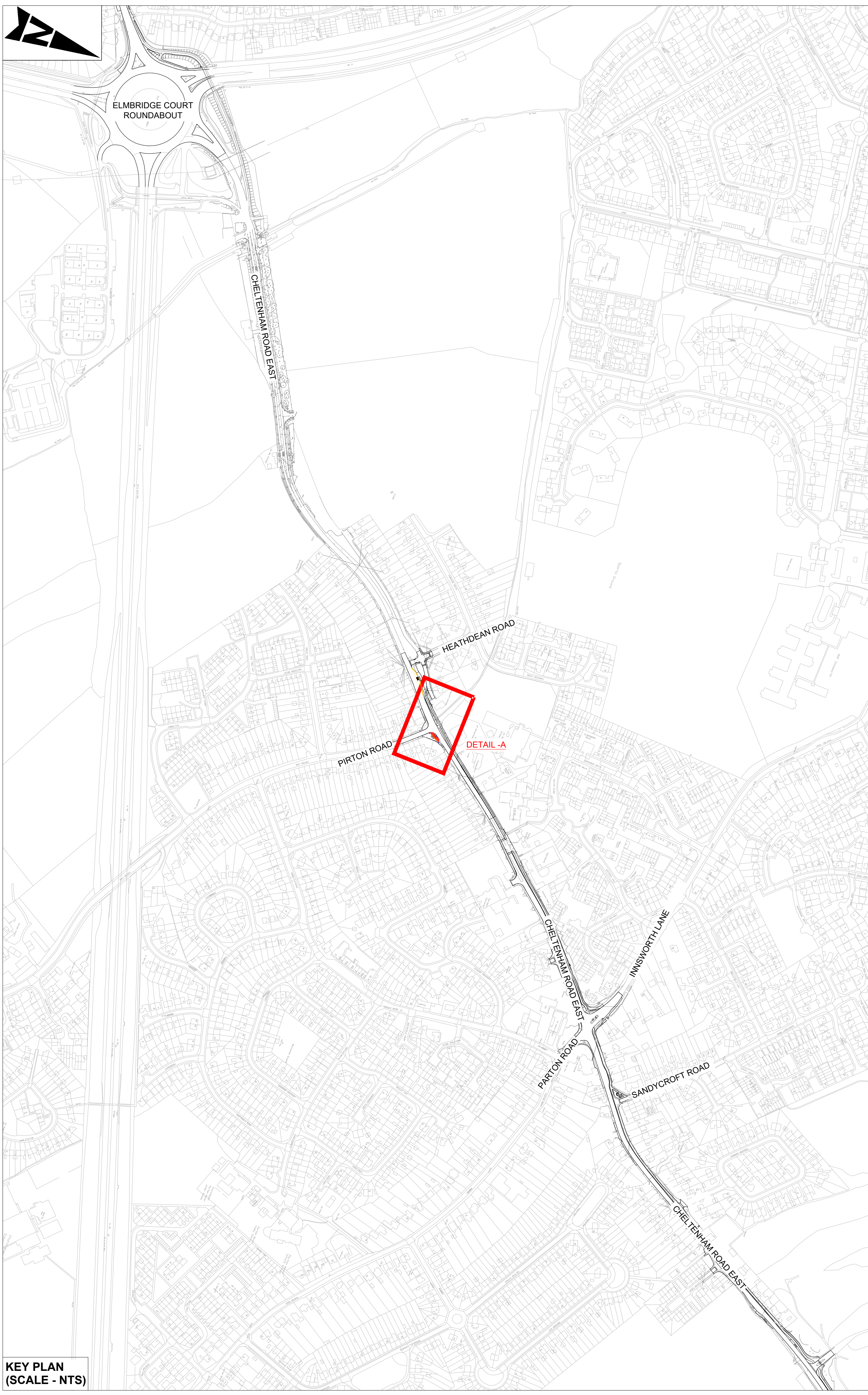
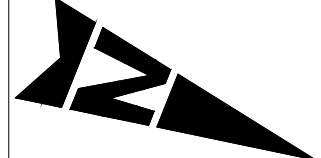
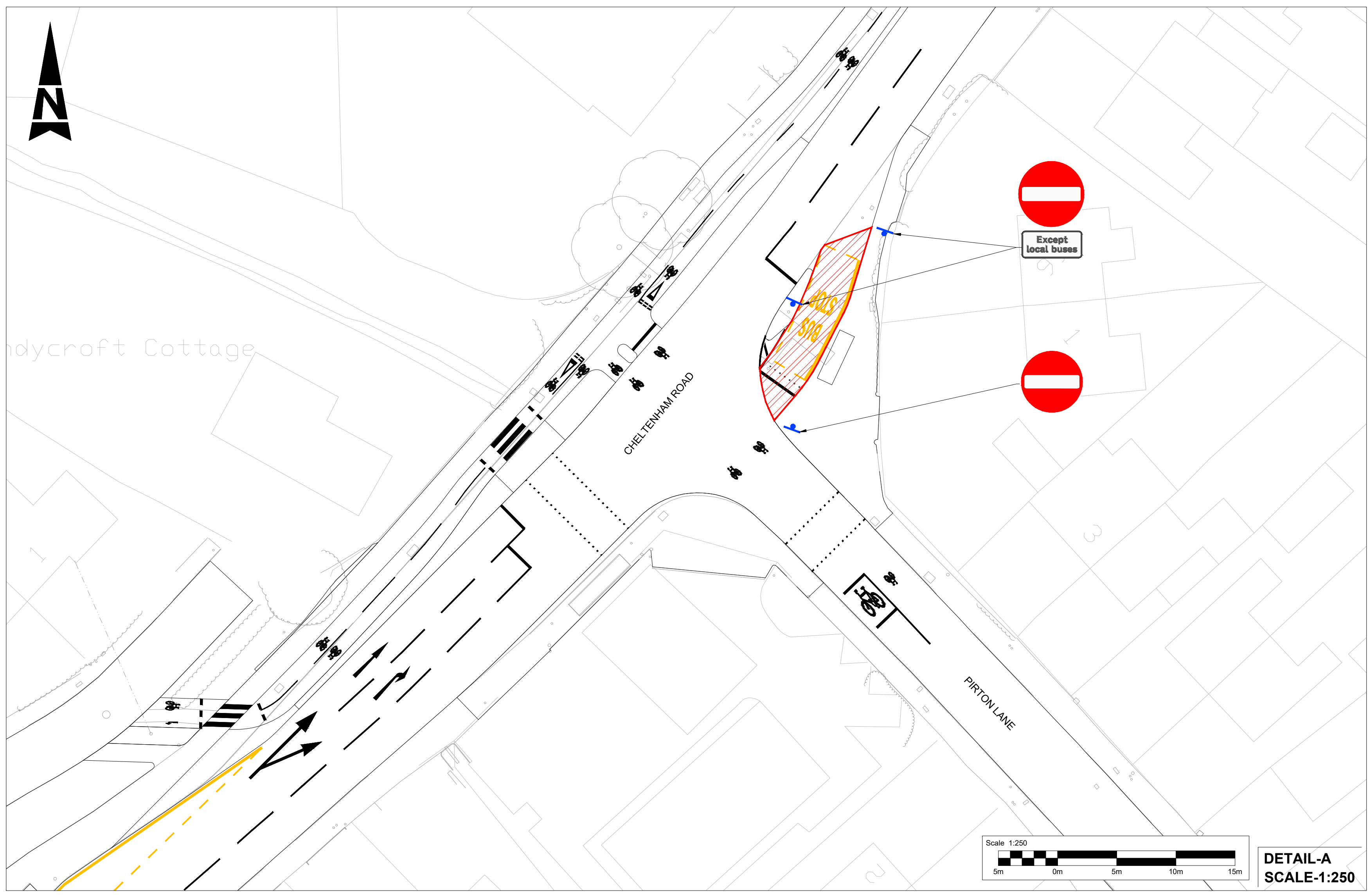




KEY PLAN
(SCALE - NTS)

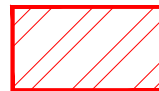


DETAIL-A
SCALE:1:250

NOTES:

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.

KEY:

-  PROPOSED SIGNAGE TO BE ILLUMINATED
-  EXTENTS OF NO ENTRY
-  BUS STOP MARKINGS (FOR INFORMATION PURPOSES ONLY, SUBJECTED TO CHANGE)

GLOUCESTERSHIRE COUNTY COUNCIL
(NO ENTRY) (B4063 CHELTENHAM ROAD EAST/PIRTON LANE)
(TEWKESBURY BOROUGH) ORDER 2024

Gloucestershire County Council ("the Council") in exercise of its powers under Sections 1, 2 and 4 of the Road Traffic Regulation Act 1984 ("the Act") and Parts II and IV of Schedule 9 of Act and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of that Schedule, hereby make the following Order:-

1. (i) This Order shall come into operation on **2024** and may be cited as the "Gloucestershire County Council (No Entry) (B4063 Cheltenham Road East/Pirton Lane) (Tewkesbury Borough) Order 2024".

(ii) This Order affects roads in the Churchdown St John's Ward within the Borough of Tewkesbury in the County of Gloucestershire.

2. In this Order –

"Local Bus" means a Public Service Vehicle used in the provision of a Local Service not being an excursion or tour;

"Local Service" has the meaning given in section 2 of the Transport Act 1985;

"Motor Vehicle" means a mechanically propelled vehicle intended or adapted for use on the roads as defined in Section 185 of the Road Traffic Act 1988;

"Pedal Cycle" has the same meaning as in Regulation 4 of the Traffic Signs Regulations and General Directions 2016 and means a unicycle, bicycle, tricycle, or cycle having four or more wheels not being in any case mechanically propelled unless it has electrically assisted pedal cycle of such class as to be treated as not being a Motor Vehicle for the purposes of the Act;

"Public Service Vehicle" has the meaning given in section 1 of the Public Passenger Vehicles Act 1981;

"Vehicle" means a Motor Vehicle or any other vehicle including a Pedal Cycle unless specifically exempted by the provisions of this Order

3. No person shall cause or permit any Vehicle except with the permission of a Police Officer in uniform to enter the road stated in Column 1 to Schedule 1 to this Order ("the Bus Stop") from the road described in Column 2 to Schedule 1 to this Order ("the Main Road")
4. Nothing in Article 3 shall render it unlawful to cause or permit a Local Bus to enter the Bus Stop from the Main Road.

5. Nothing in Article 3 shall render it unlawful to cause or permit a Vehicle to be used for Fire and Rescue, Police or Ambulance emergency service purposes to enter the Bus Stop from the Main Road.
6. No person shall cause or permit any Vehicle except with the permission of a Police Officer in uniform to enter the road stated in Column 1 to Schedule 2 to this Order ("the Bus Stop") from the road described in Column 2 to Schedule 2 to this Order ("the Side Road")

SCHEDULE 1

No Entry Except Local Buses

1. The Bus Stop	2. Main Road
Off the main carriageway on the junction of C364 Pirton Lane and B4063 Cheltenham Road East	B4063 Cheltenham Road East

SCHEDULE 2

No Entry

1. The Bus Stop	2. Side Road
Off the main carriageway on the junction of C364 Pirton Lane and B4063 Cheltenham Road East	C364 Pirton Lane

GIVEN under the Common Seal of Gloucestershire County Council this day
of 2024

THE COMMON SEAL of
GLOUCESTERSHIRE COUNTY COUNCIL

was hereunto affixed

in the presence of:-

for Assistant Director of Legal Services

PUBLIC NOTICE
GLOUCESTERSHIRE COUNTY COUNCIL
(NO ENTRY) (B4063 CHELTENHAM ROAD EAST/PIRTON LANE) (TEWKESBURY BOROUGH)
ORDER 2024

NOTICE is hereby given that Gloucestershire County Council intend to make an order under the Road Traffic Regulation Act 1984, the effect of which would be to prohibit vehicles entering a new bus stop positioned off the main carriageway on the junction of B4063 Cheltenham Road East and Pirton Lane. Local Buses will be allowed to enter the bus stop from the B4063 Cheltenham Road East side but not the Pirton Lane side.

The order affects roads in the Churchdown Ward within the Borough of Tewkesbury in the County of Gloucestershire.

A copy of the draft order and the consultation plan together with a copy of the Statement of Reasons may be viewed at The Map Room, Shire Hall, Westgate Street, Gloucester, GL1 2TG and Tewkesbury Borough Council Offices, Gloucester Road, Tewkesbury, GL20 5TT during their normal working hours or online at <http://www.gloucestershire.gov.uk/tros>. Please quote reference CB81046

Any objections or representations in respect of the above proposal should be sent in writing addressed to the Assistant Director of Legal Services, Shire Hall, Westgate Street, Gloucester, GL1 2TG or emailed to highwayconsult@gloucestershire.gov.uk (please quote reference CB81046) no later than the 15th March 2024. Please state clearly any grounds on which they are made.

Any comments that you make concerning this proposal cannot be treated as confidential. For further details about how we deal with your comments and personal details, please go to <http://www.gloucestershire.gov.uk/tros>.

Dated this 22nd day of February 2024



for Assistant Director of Legal Services

STATEMENT OF REASONS

No Entry Restrictions – B4063 Cheltenham Road East/Pirton Lane, Churchdown, Cheltenham

Proposal

To implement a Traffic Regulation Order (TRO) for a No Entry restriction entering a new bus stop to be positioned off the main carriageway on the junction of B4063 Cheltenham Road East and Pirton Lane. Local Buses will be allowed to enter the bus stop from the B4063 Cheltenham Road East side but not the Pirton Lane side.

Reasons

Gloucestershire County Council (GCC) have been making improvements to the pedestrian and cycle facilities along 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.

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.

As the improvement 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, the existing bus stop outside the ESSO garage on the B4063 Cheltenham Road East needs to be relocated to allow provision of an off-carriageway cycle track on the northern side of the junction, a salient component of the active travel scheme. The current bus stop is of poor standard and is situated in a constrained location with multiple points of conflict between different road users.

This section of the B4063 Cheltenham Road East is on a very busy bus route with the No.94 service operating at 10 minute intervals during the daytime. It has also been revealed that this bus stop is designated as a timed stop (which can have up to 10mins wait times), which allows buses to lose time if they are ahead of timetable. If the bus stop was to remain outside the ESSO garage, this timed stop would cause the B4063 Cheltenham Road East/Pirton Lane junction to be blocked if a bus did stop for a longer period of time.

Additionally, the bus stop is used by children from the local school Northwest of the B4063 Cheltenham Road East/Pirton Lane junction and during peak school times means the bus could be stopped for several minutes to pick up and drop off the school children.

Several different locations were considered to move the bus stop to within 100m of the original bus stop, however, due to Stagecoach operating EDL E400 10.9m double decker and 12m single decker busses in Gloucestershire, the close proximity of private driveways along Cheltenham Road East meant that no suitable location could be identified. This is because both bus types would overhang the gap between individual driveways rendering at least one driveway inaccessible during the bus pick up and drop offs.

It was also looked at taking the buses off the B4063 Cheltenham Road East to a new stop located in the land between Dancey Road and the B4063, but this would have meant busses crossing the busy B4063 both to enter and exit the bus stop. This was rejected under safety grounds.

Diversion of the bus route down St John Avenue was considered, but this was rejected due to the additional time it would add onto bus journeys and would take the bus route too far off commuter desire lines. The current location of the bus stop outside the Esso garage has been identified as optimum for a timed stop and works extremely well for the local school.

Removal of the right turn into Pirton Lane from B4063 Cheltenham Road East was also explored, however, this was rejected due to the high number of vehicles that currently carry out this manoeuvre which would result in a loss of vehicle route for the local community.

The only suitable location that was identified was to move the bus stop to the westside of the B4063 Cheltenham Road East/Pirton Lane junction, where the footway is extremely wide. This space allows for an off-carriageway bus stop clearway with its own traffic signal phase to allow local buses to pull in from the B4063 Cheltenham Road East side and leave onto the Pirton Lane side. This would also allow for buses to wait if they needed to without blocking the main carriageway. The overarching scheme aims to improve this whole junction interface by introducing new traffic light signals integrated with improved signalised pedestrian crossings whilst providing better visibility for all road users and providing a safer junction that keeps congestion and queuing at a minimum. There is enough space to ensure the two adjacent properties' driveways are not impeded and would not fall within the extent of the No Entry restrictions, allowing them free entry and exit from their driveways. The bus stop clearway will, however, prohibit waiting, stopping and parking on the footway adjacent to it so that no vehicles block entry and exit of the bus stop.

Road Traffic Regulation Act 1984

The specific grounds with which the County Council are using for the implementation of the proposed scheme as above are encompassed in the following sections of the Road Traffic Regulation Act 1984 for making a TRO:

- Section 1 (a) For avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.
- Section 1 (c) For facilitating the passage on the road or any other road of any class of traffic (including pedestrians).

Thorough consideration was given to the factors set out in Section 122 of the Road Traffic Regulation Act 1984 in proposing this TRO.

Traffic Signs Regulations and General Directions 2016 and Traffic Signs Manual

All of the associated signing and lining will be in accordance with the Traffic Signs Regulations and General Directions 2016 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.

Statutory Consultation

Consultation will be carried out with Statutory Consultees, including The Police, Emergency Services, Freight Transport Association, Road Haulage Association, and the local County Councillors at the same time as the formal public consultation. Stagecoach the main local bus operator in this location has been consulted all of the way through this design and support the relocation of the bus stop.