

Statement of Reasons

Gloucestershire County Council – Northgate Street/Southgate Street and Surrounding Roads – Gloucester City Cycle Spine – Major Project 2025

Proposals

1. To reduce the speed limit to 20mph along parts of Northgate Street, Worcester Street and Spread Eagle Road; and
2. To realign and optimise blue badge parking and loading provision on Northgate Street and Hare Lane; and
3. To introduce continuous footway crossings along Hare Lane, Southgate Street, St. Aldate Street and St John's Lane; and
4. To alter/improve/remove existing road humps and introduce a new junction table along Northgate Street; and
5. To introduce pedestrian/cycle crossing facilities along Southgate Street, Parliament Street and Worcester Street; and
6. To make improvements to the existing Gloucester City Cycle Route by upgrading parts of the existing footways by reshaping and resurfacing, removing parts of the existing advisory cycle lane and introducing a section of shared use footway/cycleway and sections of new segregated footways/cycleways.
7. To prohibit all vehicles proceeding south-eastwards on Black Dog Way from turning right into Northgate Street; and
8. To prohibit all vehicles proceeding westwards on London Road from traveling ahead into Northgate Street or turning right into Black Dog Way; and
9. To prohibit all vehicles proceeding north-westwards on Bruton Way from turning left into Northgate Street
10. To reverse the direction of the existing one way on Northgate Street at its junction with Black Dog Way to permit vehicles to travel in a north-easterly direction; and
11. To reverse the existing bus gate on Northgate Street at its junction with Black Dog Way to permit vehicles to travel in a north-easterly direction.

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 many locations including:

- Public transport hubs such as Gloucester train station.
- Kingsholm Rugby Stadium.
- Gloucester City Centre.

Pedestrian and Cycle Crossings – The existing crossing facilities have been reviewed and currently they are mostly informal crossing points. 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 parallel crossings and zebra crossings are, therefore, proposed along Southgate Street, Parliament Street and Worcester Street.

Road Humps – Flat-topped road humps are being proposed along Southgate Street, Hare Lane, St. Johns Lane and St. Aldate Street as part of continuous footways on the route. Some existing flat-topped road humps are proposed to be removed, altered, improved or introduced as part of a junction table along Northgate Street. 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 road humps will form an essential part of this route by creating ‘at-level’ crossing points for pedestrians across side roads. The flat-topped humps will also help slow traffic turning into or out of these side roads making it safer for pedestrians by supplementing the new Highway Code changes (i.e. drivers to give way to pedestrians at junction crossings). 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 essential blue badge holder parking and loading space within the considered extents of Northgate Street and Hare Lane and deter unauthorised vehicles from parking, allowing greater priority for sustainable travel options. With the provision of upgraded crossings, short extents of blue badge parking and loading bays on Northgate Street and Hare Lane are required to be repositioned. These measures also aim to prevent inconsiderate and inappropriate parking, close to junctions and where this could cause obstructions for other vehicles including emergency services. The proposals would also supplement Rule 243 of the Highway Code (i.e. no parking within 10 metres of or opposite a junction).

20mph Speed Limit – A local speed reduction from 30mph to 20mph is proposed on Northgate Street and adjacent short sections of Worcester Street and Spread Eagle Road. This would tie in with the existing extent of 20mph speed limit on Northgate Street and support a safer environment for all road users and a greater level of comfort for those cycling on the carriageway. An increase in the perceived safety of the route can also encourage more cycling, especially those that are less confident to use the route in its current arrangement, especially for commuting.

Segregated Cycle Track – A cycle link along Northgate Street and Southgate Street is proposed. The Northgate Street cycle link is to be introduced using a section of low-trafficked ‘cycle street’ between The Oxbode and Spread Eagle Road and a section of segregated cycle tracks (with separate footways) between Spread Eagle Road and London Road. This is to be accommodated by narrowing of the Northgate Street carriageway, introducing pedestrian priority crossings, using contrasting materials to create visual traffic calming and repositioning/reprioritisation of parking and loading spaces in order to help manage unnecessary traffic access and further manage down traffic speeds locally.

The Southgate Street cycle link is to be introduced by removing the existing advisory cycle lane and introducing a new segregated two-way cycle lane and a short area of shared use footway/cycleway.

This link 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.

Prohibited Turns and movements – A series of prohibited turning movements are proposed at the junction of Northgate Street – Bruton Way – London Road – Black Dog Way. These turning restrictions are required to facilitate the proposed one-way north-eastbound bus gate restriction on Northgate Street.

Bus Gate – it is proposed to reverse the existing Bus Gate along Northgate Street to allow permitted vehicles to travel in a north-easterly direction rather than a south-westerly direction. The Bus Gate will still operate 24/7 and the existing exemptions for Local Buses, Taxis, Pedal Cycles and Authorised Vehicles (Private Hire Vehicles) will remain. The Bus Gate reversal will provide greater priority for these permitted vehicles departing the city centre, simplify traffic operation at the junction and provide safety-based improvements for all road users.

One Way

To complement the reversal of the Bus Gate along Northgate Street as mentioned above, the existing one way on this stretch of road will also need to be reversed to ensure the Bus Gate is with-flow in a north-easterly direction.

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 restrictions, one way restriction, banned turn restrictions and bus gate reversal.
- Section 23 of the RTRA - formal pedestrian/cycle crossings.
- Section 84 of the RTRA – 20mph speed limit.

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 – introducing shared use and segregated footway/cycleways.
- Section 90A of the HA80 - flat-topped road humps, junction table 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 2016 and relevant Traffic Signs Manual Chapters.

Equality Act 2010

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