

Statement of Reasons

Gloucestershire County Council – Black Dog Way and Surrounding Roads – Gloucester City Cycle Spine – Major Project 2026

Proposals

1. To introduce/alter/improve/remove existing road humps along Northgate Street and Great Western Road; and
2. To introduce/improve/remove pedestrian/cycle crossing facilities along Black Dog Way, Bruton Way, Great Western Road, London Road and Northgate Street; and
3. To make improvements to the existing Gloucester City Cycle Route by upgrading 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 paid for parking on Great Western Road; and
5. To alter/introduce waiting and loading restrictions along Alvin Street, Black Dog Way, Spread Eagle Road, Bruton Way, Great Western Road, London Road and Northgate Street; and
6. To extend and reverse the existing bus gate and one way restriction on Northgate Street.

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. 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, toucan crossings, puffin crossings and cyclops crossings are, therefore, proposed.

Road Humps – Flat-topped road humps are being proposed along Great Western Road as part of a raised formal parallel crossing. The existing junction table at the end of Northgate Street is also proposed to be extended to accommodate the new improved bus gate.

Waiting/Loading Restrictions – Longer extents of waiting and loading restrictions are proposed along Alvin Street, Black Dog Way, Bruton Way, Spread Eagle Road, Great Western Road, London Road and Northgate Street to deter unauthorised vehicles from waiting or loading, allowing greater priority for sustainable travel options. With the provision of a new formal raised parallel crossing along Great Western Road, the extent of paid for parking on the east side of Great Western Road will be shortened to allow for improved sightlines. 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.

Shared Use Footway and Cycleway/Segregated uni-directional Cycle Track – The segregated one-way cycle track will be introduced along both sides of London Road, between its junctions with Black Dog Way/Bruton Way and Alvin Street. Also along Northgate Street between its junctions with Spread Eagle Road and Black Dog Way/Bruton Way. This cycle track will be separated in intervals from the main 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 some small areas of proposed shared use footway/cycleway proposed along Great Western Road, London Road and Bruton Way.

Bus Gate – It is proposed to extend and reverse the existing Bus Gate direction and One Way restriction along Northgate Street. The Bus Gate will still be with-flow and 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.

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, bus gate and one way.
- 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 part of the existing footway to a shared use footway/cycleway and implementing a segregated footway/cycleway.
- Section 90A of the HA80 - flat-topped road humps.

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.