

SOUTH GLOUCESTERSHIRE COUNCIL

(NORTH FRINGE TO HENGROVE METROBUS SCHEME - ZONE 1 - RESERVED BUS LANES) (24 HOURS) ORDER 2016

The South Gloucestershire District Council (hereinafter referred to as "the Council") in exercise of its powers under sections 1(1), 2(1) to (3) and 4(1) of the Road Traffic Regulation Act 1984 as amended (hereinafter referred to as "the Act of 1984") and of all other enabling powers, after consultation with the chief officer of police in accordance with Part III of Schedule 9 to the Act of 1984, hereby makes the following order:-

1. This order shall come into operation on the 21 August 2016 and may be cited as the South Gloucestershire Council (North Fringe to Hengrove Metrobus Scheme - Zone 1 - Reserved Bus Lanes) (24 Hours) Order 2016.

2. (1) In this Order:-

"bus" means a motor vehicle constructed or adapted to carry more than 8 passengers (exclusive of the driver) and local bus not so constructed or adapted;

"Bus Lane 1" means any area of carriageway of that length of **A38 Gloucester Road** which extends from its junction with the segregated carriageway providing left-turn bus lane from Bradley Stoke Way to A38 Gloucester Road in a southerly direction for a distance of 89 metres which is bounded on the east by the eastern kerbline of that road and, where that eastern kerbline is broken by the junction of that road with another road or an accessway, by the line joining the said eastern kerbline on either side of that junction and on the west by a road marking complying with diagram 1049 in Schedule 6 of the Traffic Signs Regulations and General Directions 2002 which runs parallel with the eastern kerbline of that road, broken only by the gap opposite the junction of that road on its east side with another road or an accessway, by a crossing for foot passengers marked on the road in accordance with Regulations made under section 25 of the Act of 1984, or by a street refuge;

"Bus Lane 2" means any area of carriageway of that length of **Bradley Stoke Way** which extends from a point 50 metres north west of the north westernmost nearside kerbline of the Patchway Brook roundabout in a north westerly direction for a distance of 453 metres to its junction with the segregated carriageway providing left-turn bus lane from Bradley Stoke Way to A38 Gloucester Road which is bounded on the south west by the south western kerbline of that road and, where that south western kerbline is broken by the junction of that road with another road or an accessway, by the line joining the said south western kerbline on either side of that junction, and on the north east by a road marking complying with diagram 1049 in Schedule 6 of the Traffic Signs Regulations and General Directions 2002 which runs in a north westerly direction parallel with the south western kerbline of that road for 408 metres and then parallel with the north eastern kerbline of the south carriageway of that road for 45 metres, broken only by the gap opposite the junction of that road on its south west side with another road or an accessway, by a crossing for foot passengers marked on the road in accordance with Regulations made under section 25 of the Act of 1984, or by a street refuge;

| | |
|------------------------------|--------------------------|
| AUTHORITY FOR SEALING | |
| Council Resolution | PT 1 SE Mayor Schone Sch |
| Committee minute | 71 of 25/03/2015 |
| Initials | JS |

"Bus Lane 3" means any area of carriageway of that length of the **segregated carriageway providing the left turn bus lane from Bradley Stoke Way to A38 Gloucester Road** which extends from its junction with Bus Lane 1 in a generally south westerly direction to its junction with Bus Lane 2 which is bounded on the south east by the curved south eastern kerbline of that road and, where that south eastern kerbline is broken by the junction of that road with another road or an accessway, by the line joining the said south eastern kerbline on either side of that junction, and on the north west by a curved kerbline which runs parallel with the south eastern kerbline of that road, broken only by the gap opposite the junction of that road on its east side with another road or an accessway, by a crossing for foot passengers marked on the road in accordance with Regulations made under section 25 of the Act of 1984, or by a street refuge;

"Bus Lane 4" means any area of carriageway of that length of **Bradley Stoke Way** which extends from a point 340 metres north of the northernmost nearside kerbline of the Savages Wood roundabout in a north westerly direction for a distance of 792 metres which is bounded on the south west by the south western kerbline of that road and, where that south western kerbline is broken by the junction of that road with another road or an accessway, by the line joining the said south western kerbline on either side of that junction, and on the north east by a road marking complying with diagram 1049 in Schedule 6 of the Traffic Signs Regulations and General Directions 2002 which runs parallel with the south western kerbline of that road, broken only by the gap opposite the junction of that road on its south west side with another road or an accessway, by a crossing for foot passengers marked on the road in accordance with Regulations made under section 25 of the Act of 1984, or by a street refuge;

"Bus Lane 5" means any area of carriageway of that length of **Bradley Stoke Way** which extends from a point 306 metres north of the northernmost nearside kerbline of the Great Stoke roundabout in a southerly direction for a distance of 256 metres which is bounded on the east by the eastern kerbline of that road and, where that eastern kerbline is broken by the junction of that road with another road or an accessway, by the line joining the said eastern kerbline on either side of that junction, and on the west by a road marking complying with diagram 1049 in Schedule 6 of the Traffic Signs Regulations and General Directions 2002 which runs parallel with the eastern kerbline of that road, broken only by the gap opposite the junction of that road on its east side with another road or an accessway, by a crossing for foot passengers marked on the road in accordance with Regulations made under section 25 of the Act of 1984, or by a street refuge;

"Bus Lane 6" means any area of carriageway of that length of **Bradley Stoke Way** which extends from a point 81 metres east of the easternmost nearside kerbline of the Aztec West roundabout in a easterly direction for a distance of 79 metres which is bounded on the south by the southern kerbline of that road and, where that southern kerbline is broken by the junction of that road with another road or an accessway, by the line joining the said southern kerbline on either side of that junction, and on the north by a road marking complying with diagram 1049 in Schedule 6 of the Traffic Signs Regulations and General Directions 2002 which runs parallel with the southern kerbline of that road, broken only by the gap opposite the junction of

that road on its south side with another road or an accessway, by a crossing for foot passengers marked on the road in accordance with Regulations made under section 25 of the Act of 1984, or by a street refuge;

"Bus Lane 7" means any area of carriageway of that length of **Great Stoke Way** which extends from a point 56 metres north of its junction with Trevelyan Walk in a northerly direction for a distance of 155 metres which is bounded on the west by the western kerbline of that road and, where that western kerbline is broken by the junction of that road with another road or an accessway, by the line joining the said western kerbline on either side of that junction, and on the east by a road marking complying with diagram 1049 in Schedule 6 of the Traffic Signs Regulations and General Directions 2002 which runs parallel with the western kerbline of that road, broken only by the gap opposite the junction of that road on its west side with another road or an accessway, by a crossing for foot passengers marked on the road in accordance with Regulations made under section 25 of the Act of 1984, or by a street refuge.

"civil enforcement officer" means a person authorised by the Council to act as a "civil enforcement officer" as defined in section 76 of the Traffic Management Act 2004;

"community bus" means a public service vehicle being used as a community bus service and for which a community bus permit has been issued and not withdrawn;

"dial-a-ride bus" means a vehicle -

- (i) displaying so as to be conspicuous on the outside of the vehicle a logo in a form approved by or with the authority of the Council and containing the words "dial-a-ride"; and
- (ii) constructed or adapted for the carriage of disabled persons and their companions and which is being used to provide a service for the carriage of such persons;

"hackney carriage" has the same meaning as in section 80 of the Local Government (Miscellaneous Provisions) Act 1976 but complying with the requirements of the Council in respect of roof-top signs;

"motor cycle" means a mechanically propelled vehicle, not being an invalid carriage, with less than four wheels and the weight of which unladen does not exceed 410 kilograms with or without a sidecar attached;

"parking attendant" means a person duly authorised by or on behalf of the Council to supervise any parking place in accordance with provisions contained in section 63A of the Act of 1984;

"pedal cycle" means a bicycle, tricycle or cycle having four or more wheels, not being in any case a motor vehicle;

"private hire vehicle" means a vehicle constructed or adapted to seat fewer than nine passengers other than a hackney carriage or public service vehicle which is provided for hire with the services of a driver for the purpose of

carrying passengers but complying with the requirements of the relevant licensing authority in respect of roof-top signs;

"school bus" means a vehicle constructed or adapted to carry 12 or more passengers and being used to carry persons to or from school as defined by section 114(1) of the Education Act 1944.

- (2) For the purposes of this order a vehicle shall be deemed to wait for more than two minutes in the same place if any one part of the road is below any part of the vehicle or its load (if any) throughout a period exceeding two minutes whether or not the vehicle is moved during that period.
 - (3) Any reference in this order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.
3. Save as provided in Article 4 of this order no person shall, except upon the direction or with the permission of a police constable in uniform or of a traffic warden or of a parking attendant, cause or permit any vehicle other than a bus, community bus, dial-a-ride bus, hackney carriage, motor cycle, pedal cycle, private hire vehicle or school bus to enter, proceed or wait in bus lane 1 or bus lane 2 or bus lane 3 or bus lane 4 or bus lane 5 or bus lane 6 or bus lane 7 otherwise than for the purpose of crossing it.
4.
 - (1) Nothing in this order shall render it unlawful for any person to cause or permit any vehicle to enter or proceed in any direction in bus lane 1 or in bus lane 2 or in bus lane 3 or in bus lane 4 or in bus lane 5 or in bus lane 6 or in bus lane 7 so far as such entry or proceeding is reasonably necessary to enable the vehicle to be used for any of the purposes specified in paragraph (2) of this Article, or to wait in the bus lane for so long as may be necessary for any of those purposes.
 - (2) The purposes referred to in paragraph (1) of this Article are:-
 - (i) the removal of any obstruction to traffic;
 - (ii) police, fire brigade or ambulance purposes; and
 - (iii) the loading or unloading of any goods or burden at premises adjacent to, or accessible only from the bus lane:

Provided that such loading or unloading can be reasonably carried out only from the bus lane and that it takes place only whilst no prohibition of loading and unloading in the bus lane by virtue of any other order is in force.
 - (3) Nothing in this order shall render it unlawful for any person to cause or permit any vehicle to enter or proceed in a southerly direction in bus lane 1 or in a westerly direction in bus lane 2 or in a generally south westerly direction in bus lane 3 or in a generally north westerly direction in bus lane 4 or in a generally northerly direction in bus lane 5 or in an easterly direction in bus lane 6 or in a northerly direction in bus lane 7 so far as such entry or proceeding is reasonably necessary to enable the vehicle to be used for any of the purposes specified in paragraph (4) of this Article or (save as provided in that paragraph)

to wait in the bus lane for so long as may be necessary for any of those purposes.

(4) The purposes referred to in paragraph (3) of this Article are:-

- (i) in the service of any local authority, the Environment Agency, a water undertaker or sewerage undertaker in pursuance of statutory powers or duties or in connection with the supply of gas or electricity or any telecommunication apparatus as defined in the Telecommunications Act 1984;
- (ii) the avoidance of an accident;
- (iii) the gaining of access to or egress from off-street loading or garaging premises adjacent to or accessible only from the bus lane;
- (iv) the boarding or alighting of any person:

Provided that such boarding or alighting does not cause the vehicle to wait in the same place for more than two minutes.

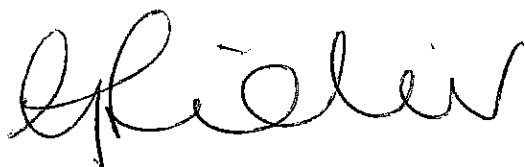
(5) Nothing in this order shall render it unlawful for any person to cause or permit any ambulance to enter or proceed in bus lane 1 or in bus lane 2 or in bus lane 3 or in bus lane 4 or in bus lane 5 or in bus lane 6 or in bus lane 7 in the direction specified in relation to that bus lane in paragraph (3) of this Article whilst it is in execution of official duties.

5. In so far as any provision of this order conflicts with any provision of any order made or having effect as if made under the Act of 1984 and which imposes a restriction or prohibition on waiting by vehicles or grants an exemption from such restriction or prohibition then that provision of this Order shall prevail.

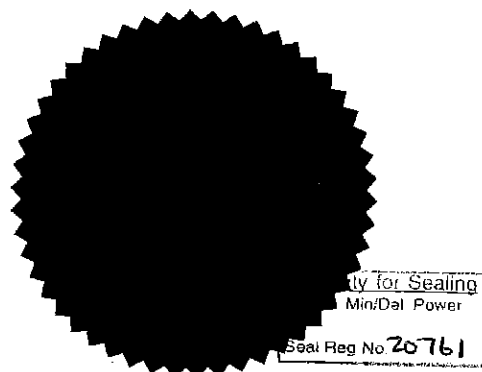
6. Save as provided in Article 5 the provisions of this order shall be in addition to and not in derogation from the provisions of any regulations made or having effect as if made under the Act of 1984 or by or under any other enactment.

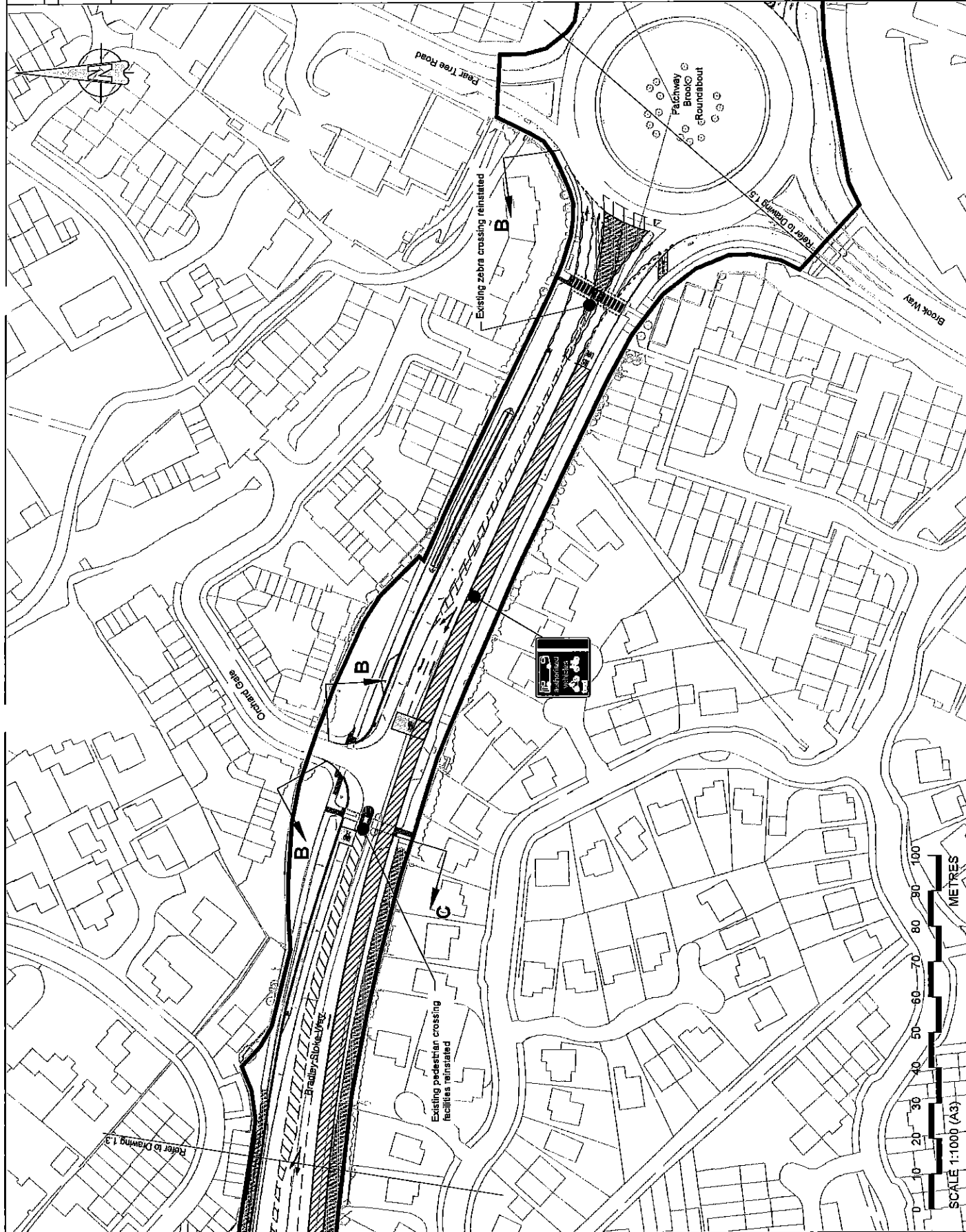
Given under the Common Seal of South Gloucestershire District Council the 10th day of August 2016.

THE COMMON SEAL of
SOUTH GLOUCESTERSHIRE
DISTRICT COUNCIL was hereunto
affixed in the presence of:-



Deputy to the
Head of Legal Governance & Democratic Services





NOTES

- All dimensions are in metres unless stated otherwise.
- Dimensions in brackets are typical.
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INFORMAL CONSULTATION KEY

Traffic Regulation Orders

Extent of proposed 24 hour bus lane (all existing waiting restrictions retained)

Additional Information

Boundary of area with changes proposed as part of Metrobus scheme

Extent of proposed advisory cycle lane and advanced stop lines

B - B

Road widening on northern side of Bradley Stoke Way for provision of bus lanes (all existing waiting restrictions retained)

C - C

Road widening on southern side of Bradley Stoke Way for provision of bus lanes (all existing waiting restrictions retained)

CH230H-ILL

NORTH FRINGE TO HENGROVE METRO BUS

INFORMAL CONSULTATION ZONE 1

AZTEC WEST ROUNDABOUT TO PATCHWAY BROOK ROUNDABOUT

Scale: 1:1000 (A3)

Drawing 1.4

P4

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West of England
travel

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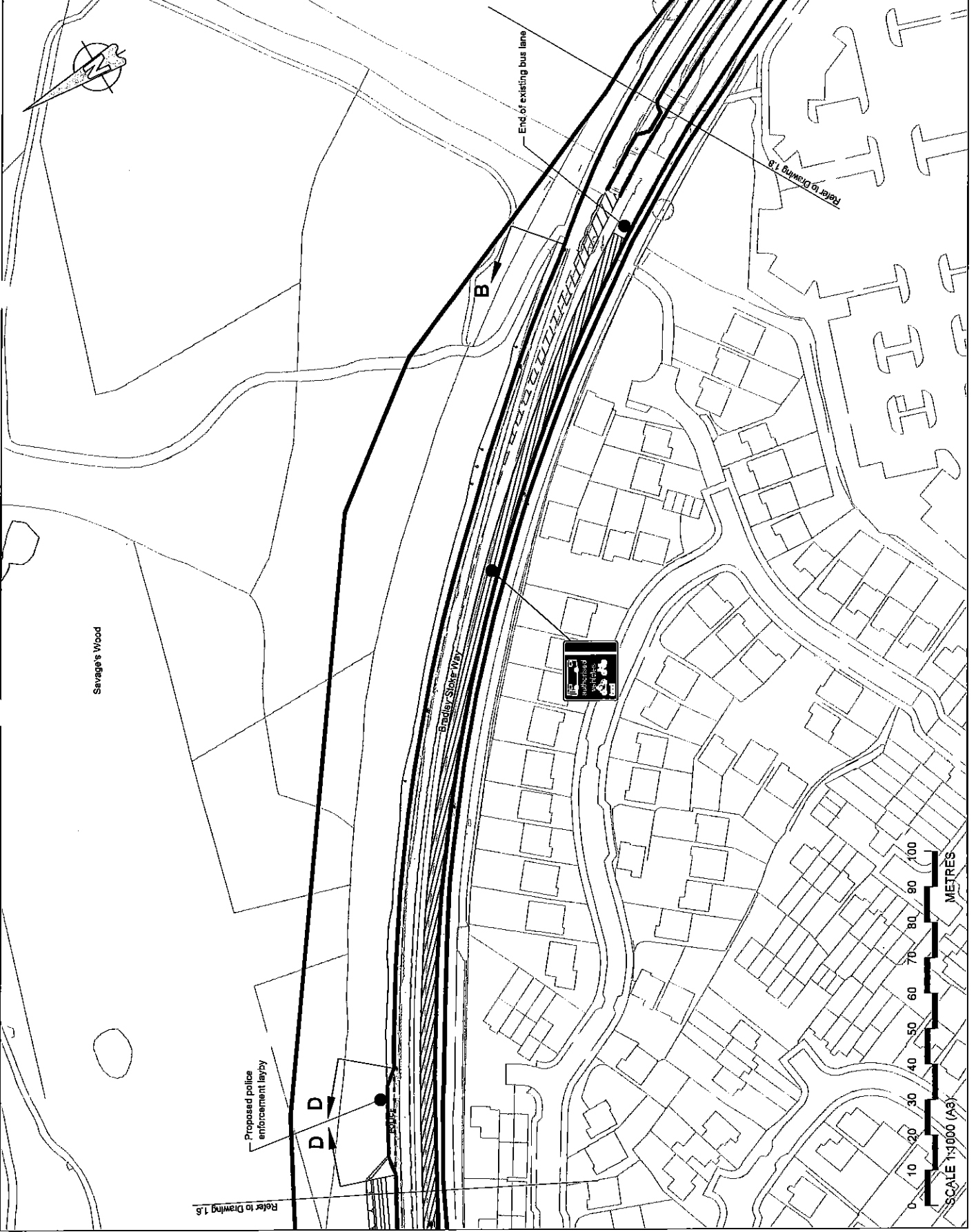
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STATION

INFORMAL CONSULTATION
Zone 1
NORTH FRINGE TO
HENGROVE METRO BUS
STATION



NOTES

1. All dimensions are in metres unless noted otherwise.
2. Dimensions in brackets are typical.
3. Dimensions in brackets are typical.
4. The plan is based on the following assumptions:

INFORMAL CONSULTATION KEY

Traffic Regulation Orders

Extent of proposed 24 hour bus lane

Extent of proposed no waiting at any time restriction

Additional Information

Boundary of area with changes proposed as part of MetroBus scheme

Extent of proposed advisory cycle lane

B - B

Road widening on northern side of Bradley Stoke Way for provision of bus lanes

D - D

Provision of police layby

Police

Extent of proposed layby for police use only

End of existing bus lane

Refer to Drawing 1.5

Refer to Drawing 1.5

Refer to Drawing 1.5

A detailed map of the study area. The map shows a road labeled 'Woodlands Lane' running horizontally. To the north of the road is a residential area with a grid of streets. A point labeled 'B' is marked on the road. To the south of the road is a large, irregularly shaped area labeled 'B' with a dashed line boundary. A small inset map shows the location of the study area within a larger region. A north arrow is located in the top right corner.

INFORMAL CONSULTATION KEY

Extent of proposed 24 hour bus lane (all existing waiting restrictions retained)

Extent of proposed no waiting at any time restriction

Additional Information

Boundary of area with changes proposed as part of MetroBus scheme

| | |
|-------|--|
| A - A | Provision of segregated left turn for westbound bus lane |
| B - B | Road widening on northern |

side of Bradley Stoke Way
for provision of bus lanes
(all existing waiting
restrictions retained)

C - C
Road widening on southern
side of Bradley Stoke Way
for provision of bus lanes

[BUSSTÖP] MetroBus Stop
(all existing waiting restrictions retained)

Non-MetroBus Bus Stop

| Row | By | Child | Appr'd | Orig | Description |
|--------|----|-------|--------|------|-------------|
| Client | | | | | |

West of England
travel

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1 The Square
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Printed NORTH FRINGE TO HENGROVE METRO BUS

Drinking

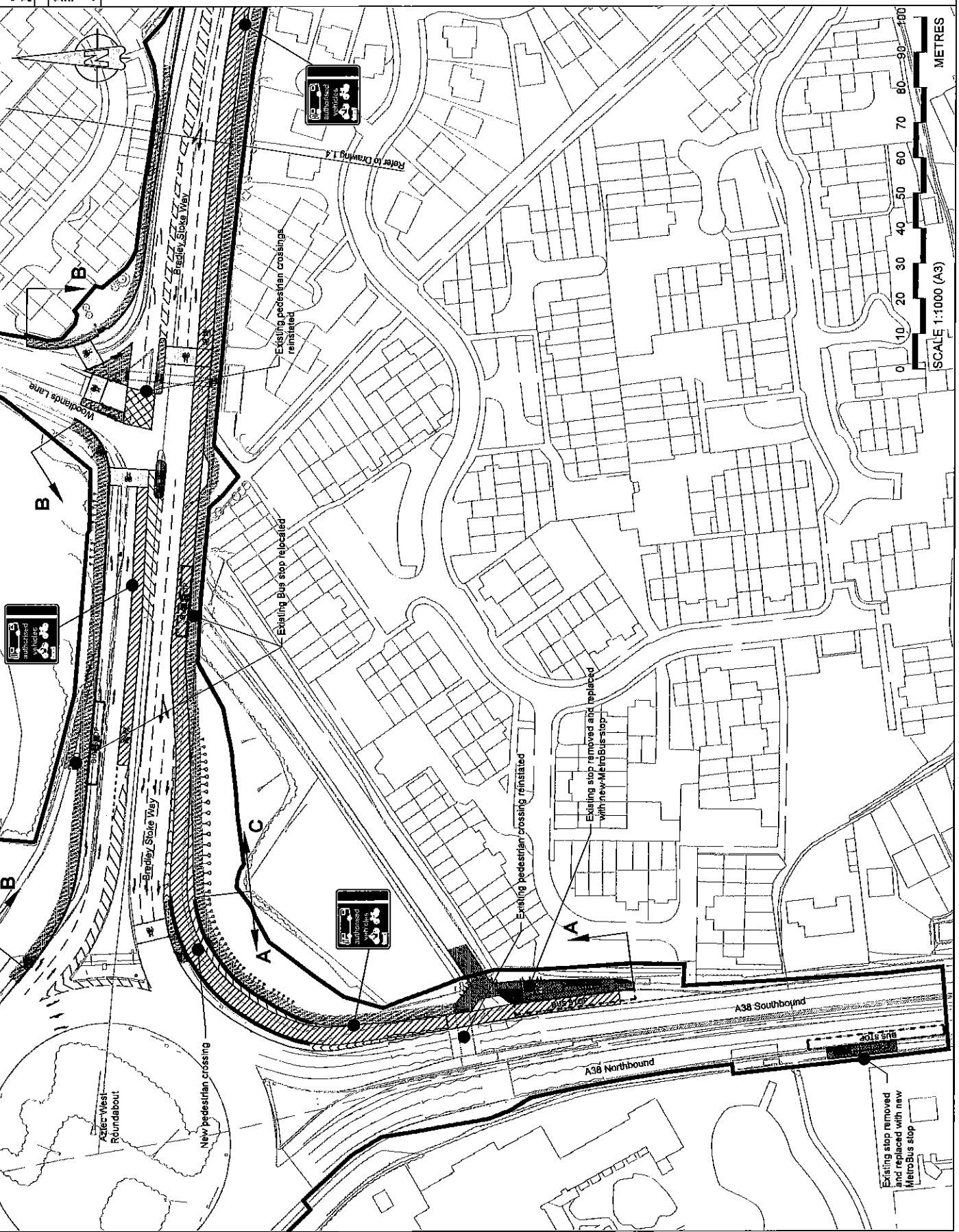
INFORMAL CONSULTATION

ZONE 1

Developed by: AC / ETS Date: 07/1/2014





| | |
|--|----------------|
| Drawing 1.3 Drawing Mts Approved by: _____ Checked by: PF Date: 07/11/2013 | Revision P4 |
|--|----------------|

Drawing Scale: 1:1000 @ A3



1. All dimensions are in metres unless noted otherwise.
2. Dimensions in brackets are typical.
3. This drawing should not be scaled and only written dimensions should be used. Any discrepancies should be brought to the attention of this department immediately.
4. The site is located on the Northwest of Bristol.

INFORMAL CONSULTATION KEY
Traffic Regulation Orders

- | | |
|---|--|
|  | Extent of proposed 24 hour bus lane |
|  | Extent of proposed no waiting at any time restriction |
|  | Prohibition of entry excepting buses, cycles and authorised vehicles: <ul style="list-style-type: none"> (a) Willow Brook Centre entry, to be relocated to edge of junction |
|  | Extent of proposed cancelling of existing bus lane |

Additional information

- Boundary of area with changes proposed as part of MetroBus scheme
 Extent of proposed advisory cycle lane
 Road widening on northern side of Bradley Stoke Way for provision of bus lanes
 Removal of nearside bus lane on northbound Bradley Stoke Way for provision of MetroBus stop
 MetroBus stop

| | | | |
|------|----|-------|------|
| Year | Gr | Class | Page |
| | | | |

West of England

travel

CH2M HILL
1 The Scars
10000 North 130th Ave
Miami, FL 33186
TEL: (408) 617 8100
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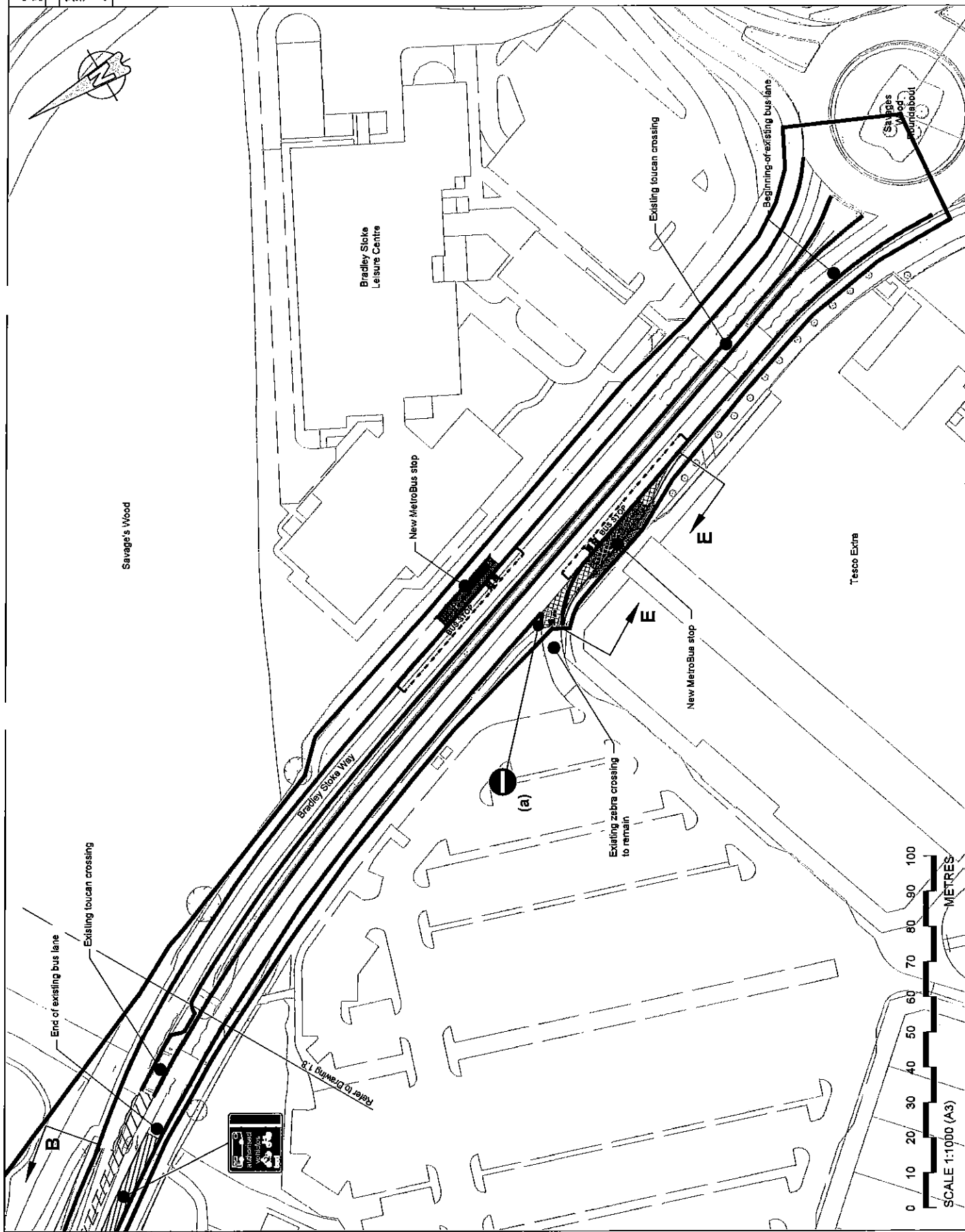
CH2M HILL

**NORTH FRINGE TO
HENGROVE METRO BUS**

Project

INFORMAL CONSULTATION
ZONE 1
PATCHWAY BROOK ROUNDABOUT TO
SAVAGES WOOD ROUNDABOUT

| | | |
|---|--|---------------------------|
| Sheet by: ACI/ETS Checkmark: FF Approved by: Drawing No. | Date: 02/11/2014 Date: 02/11/2014 Date: Revision: | P4 |
| Drawing 1.8 | | Drawing Scale: 1/100 @ A3 |

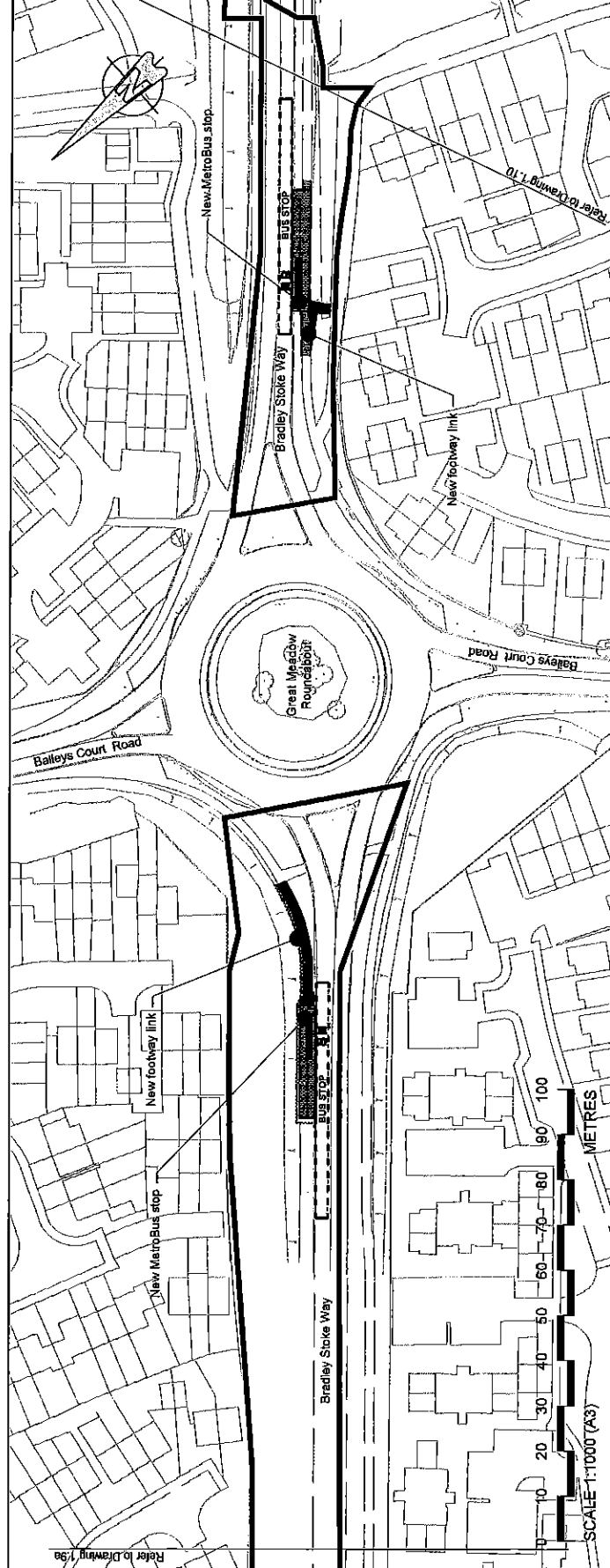
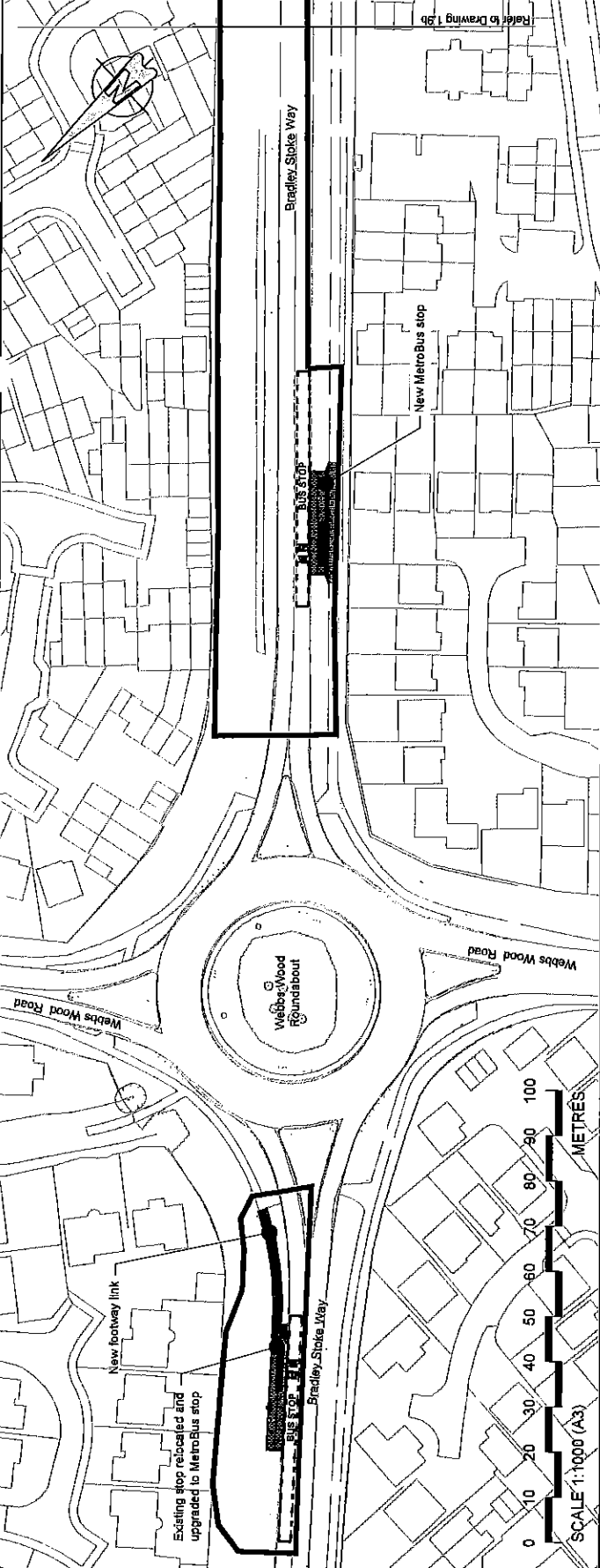


SCALE 1:1000 (A3)

CH220/HILL
This plan has been prepared for the planning and design of the proposed scheme. It is not to be used for any other purpose. Use only for the purpose for which it was prepared.

- NOTES**
1. All dimensions are in metres unless otherwise stated.
 2. Dimensions in brackets are typical.
 3. The plan is not to scale and only approximate dimensions should be used. Any discrepancies should be brought to the attention of the planning department immediately.
 4. The plan is located on the north-east of Bristol.

INFORMAL CONSULTATION KEY
Additional Information
Boundary of area with changes proposed as part of MetroBus scheme
Bus stop, MetroBus Stop



West of England
travel

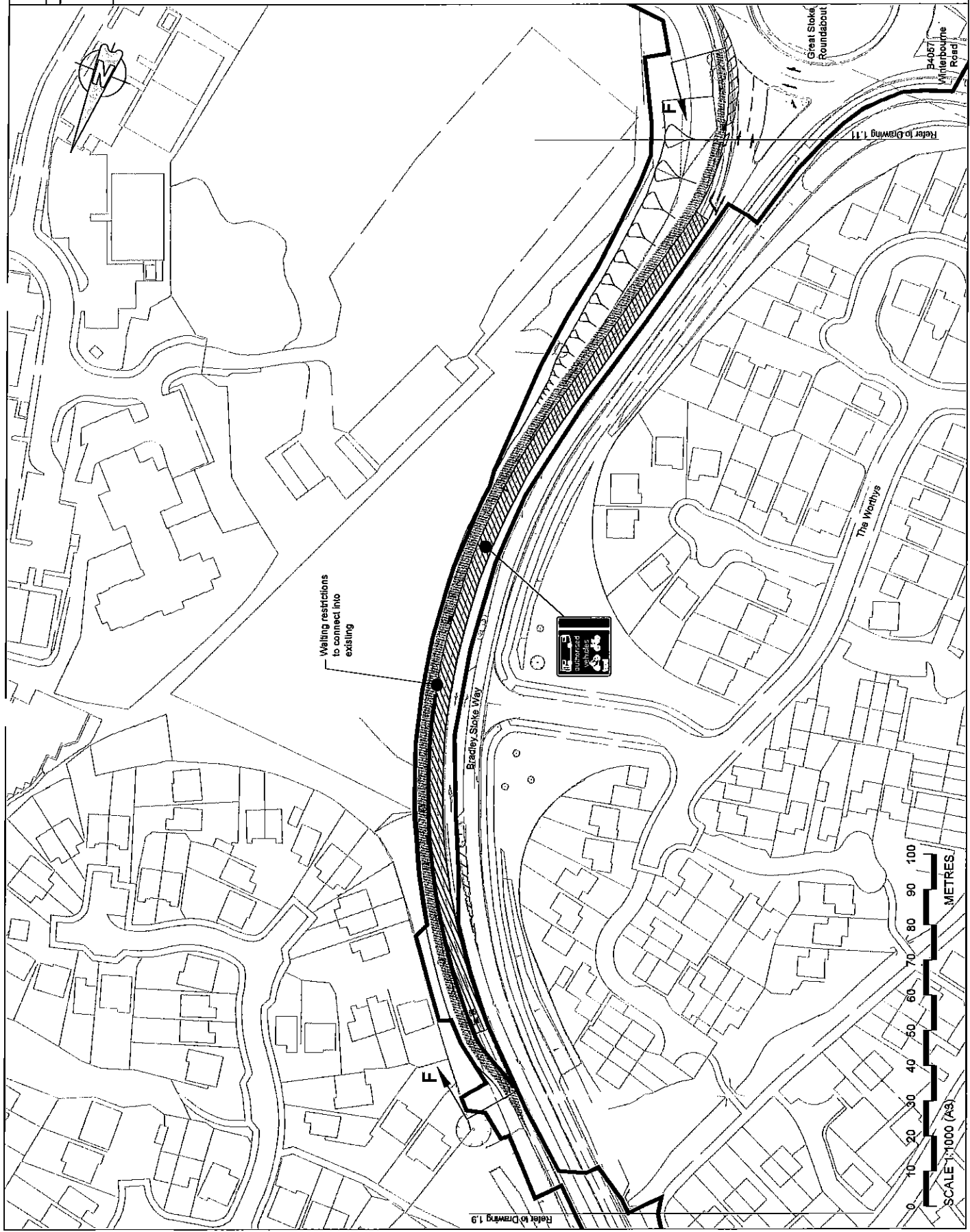
CH220/HILL

NORTH FRINGE TO HENGROVE METRO BUS

INFORMAL CONSULTATION ZONE 1
WEBBS WOOD ROUNDABOUT TO GREAT MEADOW ROUNDABOUT

INFORMAL CONSULTATION KEY
Additional Information
Boundary of area with changes proposed as part of MetroBus scheme
Bus stop, MetroBus Stop

Scale
Drawing 1.9
P5



Waiting restrictions
to be connected into
existing

Bradley Stoke Way

The Worthys

Great Stoke
Roundabout

SCALE 1:1000 (A3)
METRES
0 10 20 30 40 50 60 70 80 90 100

Refer to Drawing 1.9

Refer to Drawing 1.11

GENERAL NOTES

1. All dimensions are in metres unless stated otherwise.

2. Dimensions in brackets are typical.

3. Dimensions in brackets are typical.

4. The line is limited on its horizontal alignment.

INFORMAL CONSULTATION KEY

Traffic Regulation Orders

Extent of proposed 24 hour bus lane (all existing waiting restrictions retained)

Extent of proposed no waiting at any time restriction

Additional Information

Boundary of area with changes proposed as part of MetroBus scheme

Road widening on eastern side of Bradley Stoke Way for provision of bus lane

F - F

West of England

travel

CH2M HILL

NORTH FRINGE TO HENGROVE METRO BUS

INFORMAL CONSULTATION ZONE 1

GREAT MEADOW ROUNDABOUT TO GREAT STROKE ROUNDABOUT

Zone 1

Drawn by: AJ/EBB Date: 07/10/04

Checked by: JF Date: 07/10/04

Approved by: [Signature] Date: 07/10/04

Project No. [Blank] Scale: P4

Drawing 1.10

Drawn Date: 11/05/04

NOTES

All dimensions are in inches unless noted otherwise. Dimensions in brackets are typical.

This drawing should not be scaled and only written dimensions should be used. Any discrepancies should be brought to the attention of this department immediately. The site is located on the Northeast of Basel.

INFORMAL CONSULTATION KEY

Traffic Regulation Orders

Extent of proposed 24 hour bus lane (all existing waiting restrictions retained)

Additional Information

Boundary of area with changes proposed as part of MetroBus scheme



Extent of proposed advisory
cycle lane

F - F
Road widening on eastern
side of Bradley Stoke Way
for provision of bus lane

G - G
Road widening on western
side of Great Stoke Way for
provision of bus lane

| Rev | By | Chg | Approved | Date | Description |
|-----|----|-----|----------|------|-------------|
| | | | | | |

West of England



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CH2MHILL

Project NORTH FRINGE TO
HENGROVE METRO BUS

INFORMAL CONSULTATION

1

**GREAT STROKE ROUNDABOUT TO
PARKWAY NORTH ROUNDABOUT**

Drawn by: AC/ETS Date: 07/11/2014

| | |
|------------------|------------------|
| Checked by: P.F. | Date: 07/11/2014 |
|------------------|------------------|

| | | |
|------------------|----------|--|
| Approved by: | Date: | |
| Operator's M.O.: | Mileage: | |

Drawing 111

[illegible]