

SOUTH GLOUCESTERSHIRE COUNCIL

(NORTH FRINGE TO HENGROVE METROBUS SCHEME - ZONE 2) (STOKE GIFFORD TRANSPORT LINK) (RESERVED BUS LANES) (24 HOURS) ORDER 2017

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 1 June 2017 and may be cited as the South Gloucestershire Council (North Fringe to Hengrove Metrobus Scheme - Zone 2) (Stoke Gifford Transport Link) (Reserved Bus Lanes) (24 Hours) Order 2017.

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 the carriageway of that length of **STOKE GIFFORD TRANSPORT LINK**, Winterbourne which extends from a point 382 metres south of the southernmost nearside kerbline of its junction with the Parkway North roundabout in a southerly direction for a distance of 254 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 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 1049A in Part 6 of Schedule 9 to the Traffic Signs Regulations and General Directions 2016 which runs parallel with the east 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 2" means any area of the carriageway of that length of **STOKE GIFFORD TRANSPORT LINK**, Winterbourne which extends from a point 12 metres south west of its junction with Hambrook Lane in a south westerly direction for a distance of 610 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 1049A in Part 6 of Schedule 9 to the Traffic Signs Regulations and General Directions 2016 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;

AUTHORITY FOR SEALING

Council Resolution *P.T. + SE Metrobus Scheme*

Committee minute *21* of *3/06/2015*

Initials *[Signature]*

"**bus lane 3**" means any area of the carriageway of that length of **STOKE GIFFORD TRANSPORT LINK**, Winterbourne which extends from a point 152 metres south west of its junction with Hambrook Line in a north easterly direction for a distance of 138 metres which is bounded on the north west by the north western kerbline of that road and, where that north western kerbline is broken by the junction of that road with another road or an accessway, by the line joining the said north western kerbline on either side of that junction, and on the south east by a road marking complying with 1049A in Part 6 of Schedule 9 to the Traffic Signs Regulations and General Directions 2016 which runs parallel with the north western kerbline of that road, broken only by the gap opposite the junction of that road on its north 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 4**" means any area of the carriageway of that length of **STOKE GIFFORD TRANSPORT LINK**, Winterbourne which extends from a point 7 metres north east of its junction with Hambrook Line in a northerly direction for a distance of 538 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 1049A in Part 6 of Schedule 9 to the Traffic Signs Regulations and General Directions 2016 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

"**bus lane 5**" means any area of the third lane (as measured from the western kerbline of the southbound carriageway) of that length of **STOKE GIFFORD TRANSPORT LINK**, Winterbourne which extends from a point 31 metres north of the northernmost kerbline of its junction with the A4174 Avon Ring Road in a southerly direction for a distance of 17 metres which is bounded on the west by a road marking complying with 1049A in Part 6 of Schedule 9 to the Traffic Signs Regulations and General Directions 2016 which runs parallel with the western kerbline of that road and on the east by a road marking complying with diagram 1042 in Schedule 9 of the Traffic Signs Regulations and General Directions 2016;

"**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 or a civil enforcement officer, 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 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 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 southerly direction in bus lane 2 or in a southerly in bus lane 5 or in a northerly direction in bus lane 2 or in a northerly direction in bus lane 3 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:

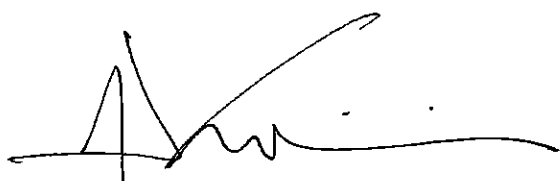
Provided that such boarding or alighting does not cause the vehicle to wait in the same place for more than two minutes.

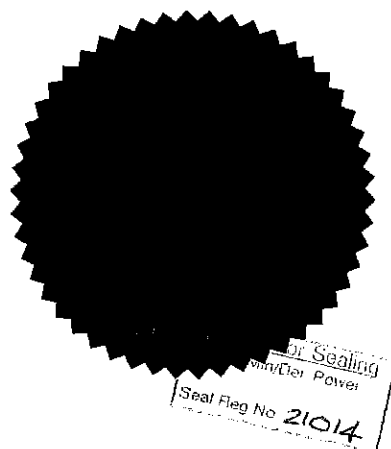
(5) Nothing in this order shall render it unlawful for any person to cause or permit any ambulance to enter or proceed in bus lane 1 or in bus lane 2 or in bus lane 3 or in bus lane 4 or in bus lane 5 in the direction specified in relation to that bus lane in paragraph (3) of this Article whilst it is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

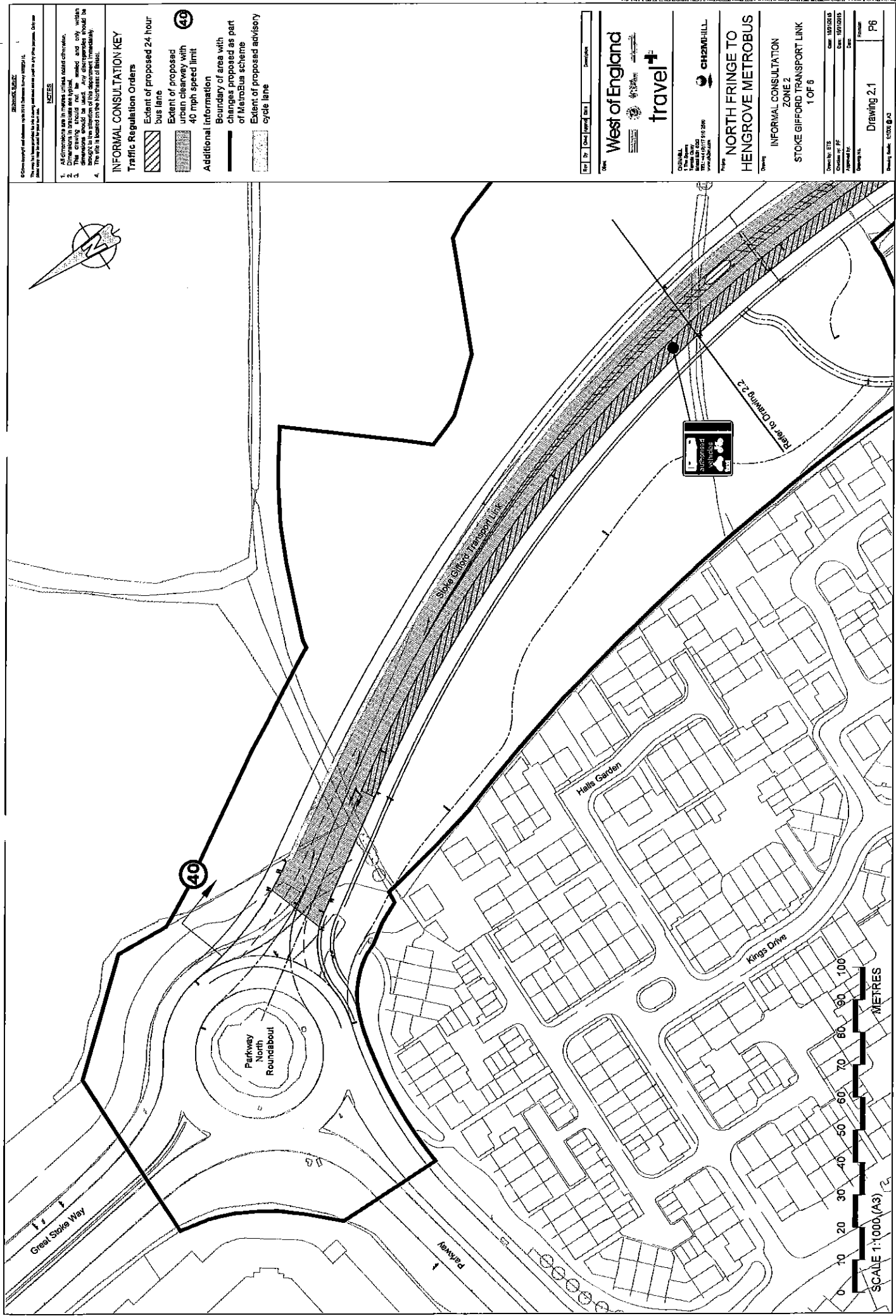
Given under the Common Seal of South Gloucestershire District Council the 18th day of January 2017.

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


Councillor



Plans are for illustration only. They do not form part of the order.



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NOTES

1. All dimensions are in metres unless stated otherwise. Dimensions in brackets are typical.
2. The proposed transport link is shown as a dashed line. Any discrepancies should be brought to the attention of the Department immediately.
3. The link is located on the North-West of Stoke.

INFORMAL CONSULTATION KEY

Traffic Regulation Orders

- Extent of proposed 24 hour bus lane
- Extent of proposed urban clearway with 40 mph speed limit

Additional Information

- Boundary of area with changes proposed as part of MetroBus scheme
- Extent of proposed advisory cycle lane

Item	To	From	Date	Description
West of England				
travel				

CH2M-HILL

NORTH FRINGE TO HENGROVE METROBUS

INFORMAL CONSULTATION

ZONE 2

STOKE GIFFORD TRANSPORT LINK

1 OF 6

Drawn by: ETS
Checked by: JF
Approved by: [Signature]
Date: 10/01/2011

Drawing 2.1
Page P6

CONTRACTOR

West of England
travel

Client

West of England
travel

Project

West of England
travel

Drawn

West of England
travel

Checked

West of England
travel

Scale

West of England
travel

Sheet

West of England
travel

Zone

West of England
travel

Page

West of England
travel

NOTES

1. All dimensions are to centre line unless stated otherwise.
2. This drawing should not be scaled and only written dimensions should be used. Any dimensions should be brought to the attention of the client for approval.
3. The site is located on the Northside of Bristol.

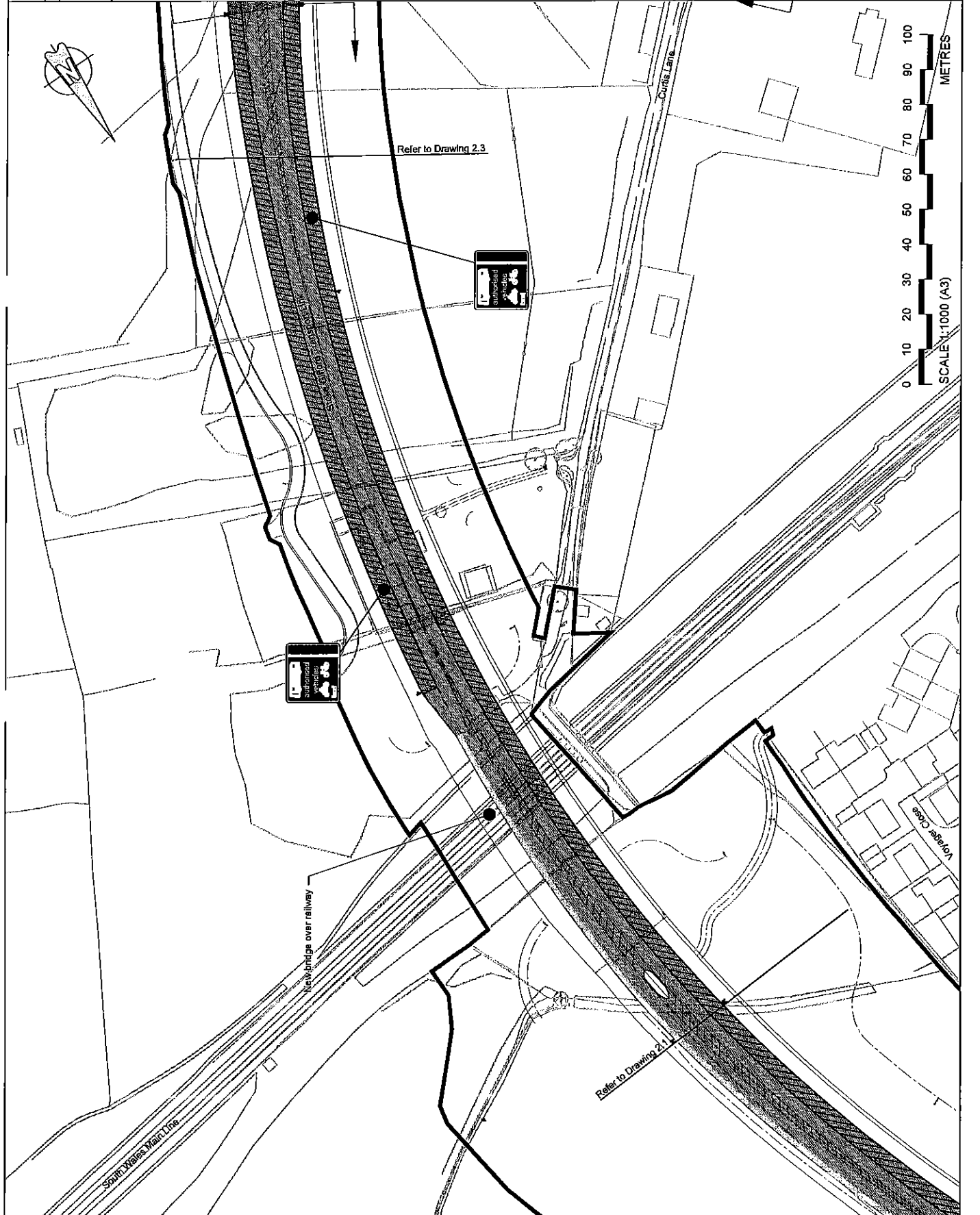
INFORMAL CONSULTATION KEY

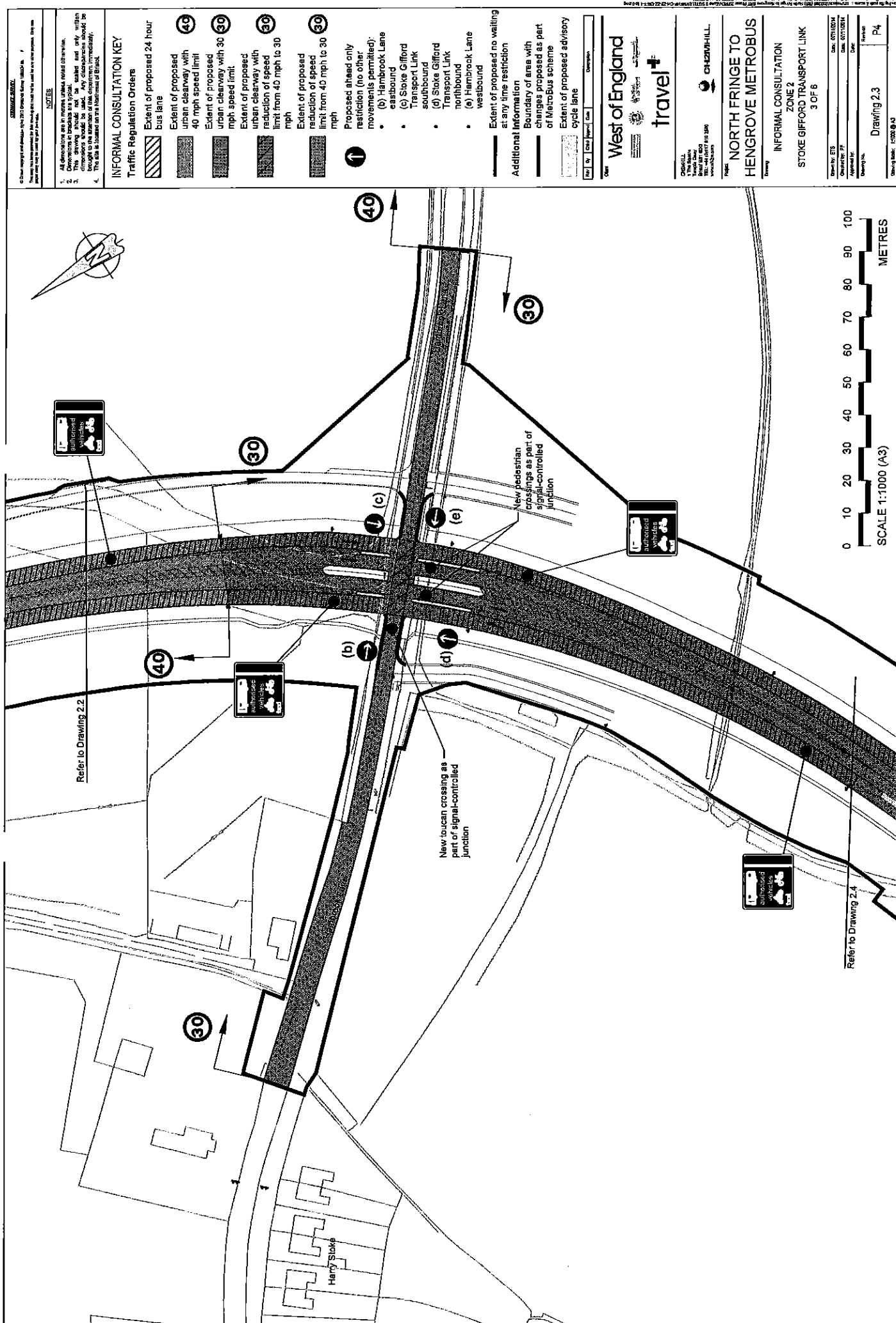
Traffic Regulation Orders

- Extent of proposed 24 hour bus lane
- Extent of proposed urban clearance with 40 mph speed limit

Additional Information

- Boundary of area with changes proposed as part of MetroBus scheme
- Extent of proposed advisory cycle lane





GENERAL NOTES

1. All drawings shall be made to British Standard dimensions.

2. Dimensions in brackets are typical.

3. This drawing should not be scaled and only written dimensions should be used. Any dimensions not written should be taken from the relevant drawing.

4. This site is located on the northern side of the road.

NOTES

1. All drawings shall be made to British Standard dimensions.

2. Dimensions in brackets are typical.

3. This drawing should not be scaled and only written dimensions should be used. Any dimensions not written should be taken from the relevant drawing.

4. This site is located on the northern side of the road.

INFORMAL CONSULTATION KEY

Traffic Regulation Orders

- Extent of proposed 24 hour bus lane
- Extent of proposed urban clearway with 40 mph speed limit
- Extent of proposed urban clearway with 30 mph speed limit
- Extent of proposed urban clearway with reduction of speed limit from 40 mph to 30 mph
- Extent of proposed reduction of speed limit from 40 mph to 30 mph
- Extent of proposed reduction of speed limit from 30 mph to 20 mph

- Proposed ahead only restriction (no other movements permitted):
 - (b) Hambrook Lane eastbound
 - (c) Stoke Gifford Transport Link southbound
 - (d) Stoke Gifford Transport Link northbound
 - (e) Hambrook Lane westbound

Additional Information

Extent of proposed no waiting at any time restriction

Boundary of area with changes proposed as part of MetroBus scheme

Extent of proposed advisory cycle lane

No	By	Class	Project	Date	Comments



West of England

travel+

CHICHESTER HILL

NORTH FRINGE TO HENGROVE METROBUS

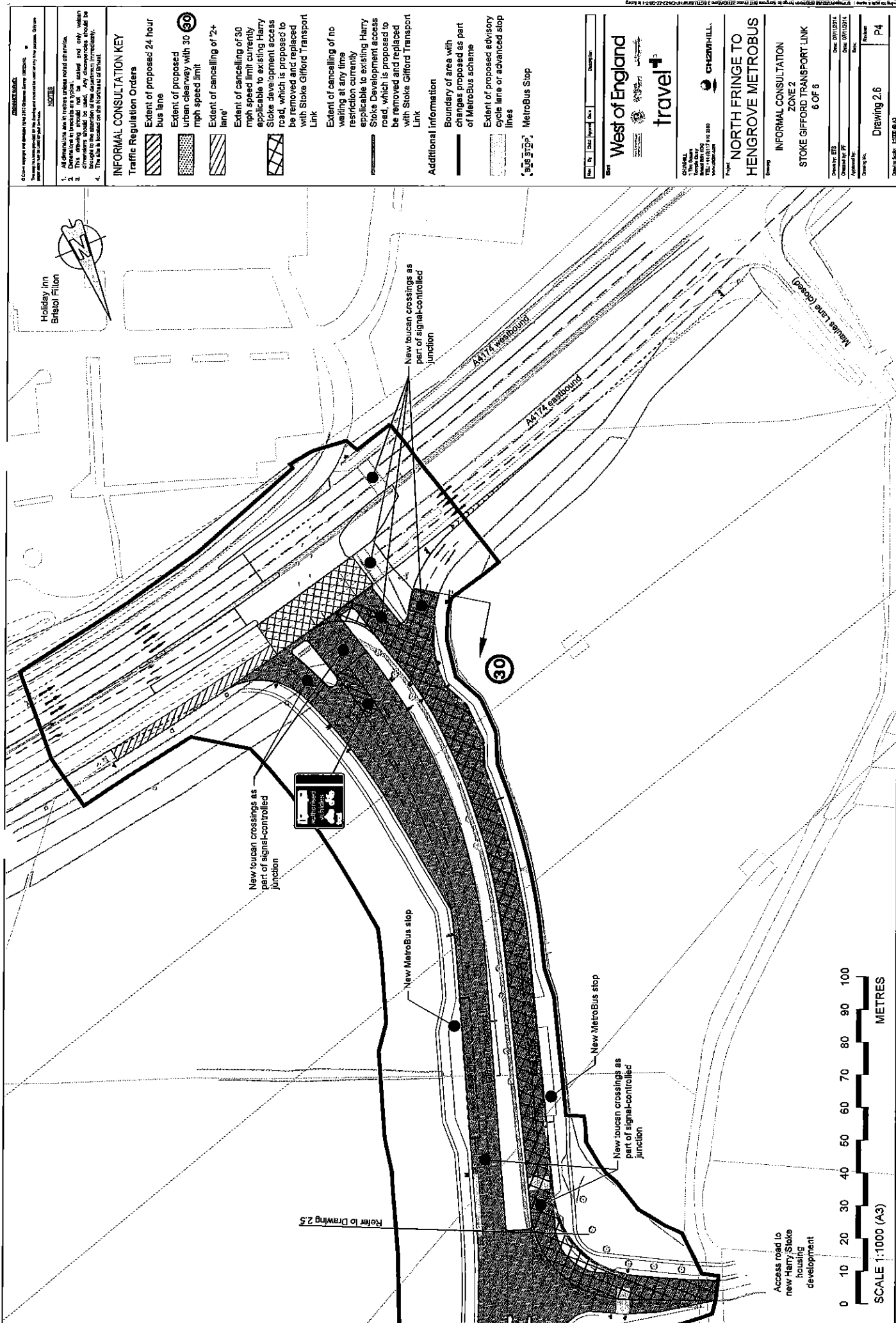
INFORMAL CONSULTATION

ZONE 2

STOKE GIFFORD TRANSPORT LINK

3 OF 6

Drawn by: ETS	Date: 07/10/24
Checked by: PF	Date: 07/10/24
Approved by:	Date:
Drawing No:	Revision:
Drawing 2.3	
Sheet 1 of 3	

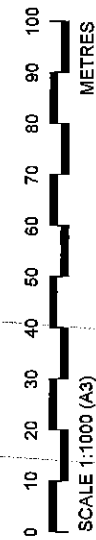


Holiday Inn
Bristol Filton



Refer to Drawing 2.5

Access road to
new Harry Stoke
housing
development



- NOTES**
1. All dimensions are in metres unless noted otherwise.
 2. Dimensions should not be scaled and only when dimensions are given in brackets should they be used.
 3. This drawing should not be used for any other purpose than that for which it was prepared.
 4. The site is located on the North East of Bristol.

INFORMAL CONSULTATION KEY

Traffic Regulation Orders

- Extent of proposed 24 hour bus lane
- Extent of proposed urban clearway with 30 mph speed limit
- Extent of cancelling of '2+ lane'
- Extent of cancelling of 30 mph speed limit currently applicable to existing Harry Stoke development access road, which is proposed to be removed and replaced with Stoke Gifford Transport Link
- Extent of cancelling of no waiting at any time restriction currently applicable to existing Harry Stoke Development access road, which is proposed to be removed and replaced with Stoke Gifford Transport Link

Additional Information

- Boundary of area with changes proposed as part of Metrobus scheme
- Extent of proposed advisory cycle lane or advanced stop lines
- "Bus Stop", Metrobus Stop

West of England

travel

CH2M HILL

CH2M HILL

NORTH FRINGE TO HENGROVE METROBUS

INFORMAL CONSULTATION

ZONE 2

STOKE GIFFORD TRANSPORT LINK

6 OF 6

Drawn by: EES

Checked by: JF

Approved by: [Signature]

Drawn by: [Signature]

Scale: 1:1000

Scale: 1:1000

Scale: 1:1000

Scale: 1:1000

Drawing 2.6

P4