

OFFICER DECISION REPORT - TRAFFIC REGULATION ORDER (TRO)

2

APPROVAL TO PROGRESS TRO

PREPARED BY: Traffic Management Team, Highways and Traffic Group

TITLE OF REPORT: Upper Bristol Road (UBR), Bath
PROPOSAL: Active Travel Scheme
SCHEME REF No: 21-015

1. DELEGATION

The delegation to be exercised in this report is contained within **Part 3, Section 4** of the Constitution under the **Delegation of Functions to Officers**, as follows:

Section A	The Chief Executive, Strategic Directors, Divisional Directors and Heads of Service have delegated power to take any decision falling within their area of responsibility....”
Section B	Without prejudice to the generality of this, Officers are authorised to: serve any notices and make, amend or revoke any orders falling within his/her area of responsibility.
Section D9	An Officer to whom a power, duty or function is delegated may nominate or authorise another Officer to exercise that power, duty or function, provided that Officer reports to or is responsible to the delegator.

For the purpose of this report, the Director of Place Management holds the delegated power to make, amend or revoke any Orders.

2. LEGAL AUTHORITY

This proposal, with regards to parking and loading restrictions, the cycle lanes and speed limit, is made in accordance with the Road Traffic Regulation Act 1984, which under Section 1 provides, generally, for Orders to be made for the following reasons, and in the case of this report specifically for the reason(s) shown with an “x” in the right hand column:

(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, or	X
(b)	for preventing damage to the road or to any building on or near the road, or	
(c)	for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or	X
(d)	for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property,	
(e)	(without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or	
(f)	for preserving or improving the amenities of the area through which the road runs, or	

(g)	for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality)	
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This proposal, with regards to the continuous footways and the narrowing of the Marlborough Lane junction, is made in accordance with Section 90A and Section 90G of the Highways Act 1980. The proposal to relocate the existing signalised pedestrian crossing near the junction with Nile Street and to change it to a Parallel Zebra crossing is made in accordance with Section 23 of the Road Traffic Regulation Act 1984.

3. **BACKGROUND**

In May 2020 the Department for Transport launched the Active Travel Fund to enable more journeys to be made on foot and by bicycle. This initially supported temporary highway schemes to aid social distancing in response to the Covid-19 pandemic but a next phase of funding (tranche 2) was then launched for permanent schemes, focusing on reallocating road space to promote active travel.

One of the schemes proposed incorporates lightly segregated cycle lanes along both sides of the A4 Upper Bristol Road (UBR), between its junctions with Midland Road and Charlotte Street, and reducing the existing 30mph speed limit to 20mph. Due to the impact on the existing road layout, particularly changes to on-street parking, a local consultation was carried out between 26 February and 21 March 2021 to which a majority of respondents were in favour of the scheme.

In view of the comments received, the proposals were slightly modified and included some areas of on-street parking bays with cycle lanes running alongside them, separated by a 'buffer' area.

On 23 July 2021 Cabinet agreed that the Upper Bristol Road scheme should proceed to the TRO consultation stage.

This scheme has been separated into four parts, 21-015A (Parking Restrictions), 21-015B (Mandatory cycle lane), 21-015C (Pedestrian Crossing) and 21-015D (20mph Speed Limit)

4. **ISSUES**

21-015A (Parking and Loading Restrictions) - This plan is shown on **Appendix 1 (Part A, B & C)**.

21-015B (Mandatory cycle lane) - This plan is shown on **Appendix 2 (Part A, B, C & D)**.

21-015C (Pedestrian Crossing) - This plan is shown on **Appendix 3**.

21-015D (20mph Speed Limit) - This plan is shown on **Appendix 4**.

The above are necessary in order to provide segregated cycle infrastructure on Upper Bristol Road, to promote an alternative mode of transport to motor vehicles for road users, to improve safety and accessibility for pedestrians and cyclists in the area, and to enhance the local environment. The new proposals will restrict on-street parking in the area, however these restrictions are necessary for the safety of all road users.

Parking and Loading Restrictions

In Upper Bristol Road the proposals are to remove all existing parking bays and replace them with double yellow lines in order that cycle lanes with light segregation in both directions can be provided. Existing single yellow lines would also be replaced with double yellow lines. A total of 10 parking spaces and one loading bay has been included within the proposals and these are located where there is sufficient road width to do so. Parking in these bays would be restricted to 30 minutes to enable a regular turn-around of use. A 30 minute time limit would apply between 8am and 6pm on 8 of the 10 parking spaces. Two bays on the north side of the road near the junction with Nile Street would be subject to the 30-minute restriction up to 11pm in order to cater for people going to the takeaway opposite. If this facility were not provided it is possible that vehicles in the evening could park in an obstructive manner elsewhere, possibly on part of the cycle lane.

A prohibition of loading restriction is proposed to operate between 8am and 9am and 4.30pm to 6pm, Monday to Friday, in order to help keep motor traffic moving at the busiest times.

Changes to parking restrictions in a number of other roads leading off from Upper Bristol Road are also proposed, increasing the amount of parking spaces in these roads, particularly for permit holders, in order to mitigate for the parking that would need to be removed to accommodate the cycle lanes in Upper Bristol Road. This includes additional Zone 6 permit parking bays in Marlborough Road, Royal Avenue, Nile Street, Midland Road, James Street West, New King Street, Great Stanhope Street, Norfolk Crescent and Nelson Place West, new dual use 3 hour parking / Zone 12 parking bays in Park Lane, and converting dual use Zone 6/pay & display bays in Marlborough Lane to Zone 6 permit holders only.

Mandatory cycle lanes

These are proposed either side of UBR between Midland Road and Charlotte Street in order to provide dedicated space for cyclists which motor vehicles must not enter, other than to cross into or from a private access /driveway/car park or a side road.

Pedestrian crossing

It is proposed that the existing Pelican crossing in UBR to the west of the junction with Nile Street is moved to the east of the same junction and converted to a Parallel Zebra crossing. This provides a crossing that cyclists can use without having to dismount, replaces the existing crossing which has reached the end of its serviceable life and enables parking to be provided where the existing crossing is located.

20mph speed limit

This speed limit is proposed on UBR between its junctions with Charlotte Street (already covered by a 20mph limit) and St Michael's Road. The purpose is to bring about lower speeds of motor traffic and created an improved and safer environment for pedestrians and cyclists.

Continuous footways

It is proposed that 'continuous footways' (also known as 'blended crossings') which raise the level of side road carriageways to the height of adjacent footways where they meet the major road, are provided at the UBR junctions with Nile Street, Victoria Bridge Road, Onega Terrace and the western access road leading to the service road behind Crescent Gardens. The purpose of these is to slow vehicles approaching when entering and exiting side roads and to give pedestrians priority when crossing.

Marlborough Lane junction

The proposals include reducing the width of the carriageway by widening the adjacent footways in order to make it easier for pedestrians to cross.

5. SOURCE OF FINANCE

This proposal is being funded against project code TCL0016 (Active Travel Fund).

6. CONSULTATION REQUIREMENT

The proposal requires informal consultation with the Chief Constable, Ward Members and the Cabinet Members for Transport.

PROPOSALS APPROVED FOR INFORMAL CONSULTATION WITH THE CHIEF CONSTABLE, WARD MEMBERS AND CABINET MEMBERS FOR TRANSPORT.

Signature: 

Date: 27th October 2021

Paul Garrod
Traffic Management and Network Manager

7. COMMENTS RECEIVED TO DATE

Chief Constable

Thank you for your email and attachments relating to the Upper Bristol Road, Cycle Lane Scheme (Informal Consultation), as shown on the drawings attached.

With regard to the proposed 20mph speed restriction; as previously discussed, we have a Force stance regarding the introduction of speed restrictions, which has been written to reflect the current speed environment. I copy this below for your information.

“Speed limits are only one element of speed management and local speed limits should not be set in isolation. They should be part of a package with other measures to manage speeds, which include engineering, visible interventions and landscaping standards that respect the needs of all road users and raise the driver’s awareness of their environment, together with education, driver information, training and publicity.

The police service has to ensure all resources are used effectively in responding to community priorities. Avon and Somerset Constabulary will support all appropriate speed limits, including 20mph roads, where;

The limit looks and feels like the limit, giving visiting motorists who wish to conform that chance;

the desired outcome has to be speeds at the limit chosen so as to achieve safe roads for other and vulnerable users, not high speeds and high enforcement;

the limit is self-enforcing (with reducing features) not requiring large scale enforcement;

the limit is only introduced where mean speeds are already close to the limit to be imposed, (24mph in a 20mph limit) or with interventions that make the limit clear to visiting motorists;

speeding problems identified in an area must have the engineering, site clarity and need re-assessed, not simply a call for more enforcement.

Enforcement will be considered in all clearly posted limits, given other priorities, and this will be by:

Targeted enforcement where there is deliberate offending and the limits are clear;

Where limits are not clear (that is they don’t feel like or look like the limit or are on inappropriate roads), they will not be routinely enforced, only targeted where there is intelligence of obvious deliberate disregard which may result in increased threat, harm or risk to other road users.

Deliberate high harm offenders will always be targeted and prosecuted whereas enforcement against drivers who simply misread the road may not be appropriate.

None of the above should in anyway leave the impression that we will not enforce the law. As with all speed limits, and other enforcement work, we will use evidence to ensure that our resources are allocated in the most appropriate way using appropriate tactics. Enforcement of limits that do not comply with the above representations could lead to mistaken offending and could risk the loss of public support.

Enforcement cannot and must not take the place of proper engineering and or clear signing.”

We do not, as part of this consultation, check the accuracy or validity of what is being proposed but we do consider implications for road safety and enforcement. We always expect that:

- a) the powers being exercised are available to you as traffic authority, are valid and are appropriate for the proposals;
- b) the descriptions of the lengths of road, the road names, the road numbers and any directional descriptions are correct and accurate;
- c) where any proposals replace existing restrictions or prohibitions, that the previous orders are adequately revoked or varied;
- d) the mandatory traffic signs giving legal effect to the order will be fully TSRGD compliant, will give drivers adequate guidance and will be placed to accord to the descriptions in the order.

We have worked on the assumption that, by submitting this TRO for consultation, you are also confirming the above points and that subject to consultation process, the order will be made. Any enforcement action taken by the Police will be based on this and, should this transpire not to be the case, Avon & Somerset Constabulary will not accept any liability – financial or otherwise – arising as a result.

With regard to the mandatory cycle lane; the UK Government road classification standard states; *‘A roads will generally be among the widest most direct routes in an area and will be of the greatest significance to through traffic’* and from UK Guidance published in 2012 “All sections of the strategic road network and primary route network which are not classified as motorways are classified as A roads.”, the Upper Bristol Road forms part of the A4 and falls into this category.

All routes are potential Abnormal Indivisible Load (AIL) routes and we view all Abnormal Load notifications on an individual basis. Looking at vehicle width, potentially we could have loads up to 4.6m wide without a Police Escort using A roads through the Force area, and this is the desirable minimum safe clearance ideally on the Upper Bristol Road.

(We request Hauliers to self-escort AIL over 4.1m wide on A roads.)

Private escort personnel do not have any powers to stop or direct traffic so there would be no option for them to temporarily stop traffic at all on this route.

I recall that a letter was written in either 1999 or 2000 to all the Local Authorities within our Force area, citing Statutory Instruments 1999 No.1026, ‘Highways,

England and Wales The Highways (Traffic Calming) Regulations 1999' which came into force on 28 April 1999. The letter drew the attention to paragraph 9 - Prohibition of certain works.

"9. No traffic calming work shall be constructed or maintained in a carriageway so as to prevent the passage of any vehicle unless the passage of that vehicle is otherwise lawfully prohibited." <https://www.legislation.gov.uk/ukxi/1999/1026/made>

At that time, it was requested that, in planning and design of traffic calming measures, note was taken of Abnormal Indivisible Loads as defined in The Authorisation of Special Types 1979, Construction and Use Regulations 1986 and the Road Traffic Act 1972, Section 42 and Section 79 and identified that such vehicles vary in width from a minimum 2.9 metres to an undefined maximum.

The plans provided for the proposals show the introduction of physical traffic management measures described as "Traffic Island" and "Cycle Lane Separator", please can you clarify the impact of the proposed measures on available carriageway width?

Officer response: the available road widths between the proposed cycle lanes are shown on the 4 drawings that accompanied our email. The road width at the narrowest point between physical measures is 5.7 metres but the majority of the road is wider. This section of Upper Bristol Road has a 7.5 tonne environmental weight limit applying to heavy goods vehicles and also due to the tight corners at Queen Square and Gay Street means it is not a suitable route for abnormal loads. Our proposals do not impose any additional constraints than exist already for the movement of abnormal loads.

It is important to note that the government has updated traffic authorities' statutory network management duty under the Traffic Management Act to reallocate more road space to walking and cycling. The government's policy on cycling, Gear Change, published in 2020, encourages councils to provide segregated cycle lanes on main roads. The Department for Transport's Rapid Cycleway Prioritisation Tool also identifies Upper Bristol Road as being one of the top roads in the West of England for increasing levels of cycling if cycle lanes are provided. The 2020 Local Transport Note LTN 1/20 states that cycle lanes should use physical measures to segregate cyclists for motor traffic. We would not therefore, withhold the provision of better walking and cycle infrastructure for potential occasional use by abnormal loads where a more suitable road is available, in this the case the A36 primary route through Bath.

It is noted that proposals include the provision of a continuous footway. As with the other continuous footway proposals received, the concern would be that, as such a feature is new to motorists outside London. It is felt that it would be beneficial to have signage to promote the greater priority being given to pedestrians and the fact that Give Way road markings for the junction are "behind" the proposed "continuous footway" feature, so that the feature is not encroached on by traffic.

Officer response: We would consider undertaking publicity about the use of continuous footways if we go ahead with the proposals. We understand that the proposed changes to the Highway Code will also make it clearer regarding driver's responsibility about giving way to pedestrians who are crossing a side road.

It is also noted that the existing right turn lane into Little Stanhope Street is to be removed as part of the proposals, this has road safety implications, with right turning traffic being potentially vulnerable as they wait for an opportunity to turn. There does not appear to be a concurrent proposal to prohibit the right turn manoeuvre at this location. Please could this be clarified?

Officer response: *we will not be banning the right turn at this junction. It is necessary to remove the right turn lane in order to reallocate the road width to cycle lanes. The reduced speed limit and narrower lanes will encourage lower traffic speeds and we do not foresee any safety implications from making this change.*

It is also noted that the junction bellmouth to Marlborough Lane is to be narrowed by kerb buildouts and the existing right turn lane from Upper Bristol Road into Marlborough Lane is also to be removed. There does not appear to be a concurrent proposal to prohibit the right turn manoeuvre at this location. Please could this also be clarified?

Officer response: *we will not be banning the right turn at this junction either. The movement of large vehicles such as buses has been tracked in the design to ensure they can still make this manoeuvre.*

The concern which we expressed at the previous proposals regarding on street parking remains. There is an awareness that potential vehicle displacement created by removing parking spaces in this location could result in displacement of parking, causing issues elsewhere, particularly at night within the Royal Victoria Park as the most adjacent location. I am aware that removal of natural surveillance by removing vehicles from oversight by owners of residential properties can lead to crime reduction concerns/antisocial behaviour issues, alongside potential public safety issues with lone drivers walking in unlit areas between available parking and their destinations. I have copied my colleague Stephen Jiggins into this response for his awareness, as he is the Crime Prevention Design Advisor for the Bath and North East Somerset Council area.

Officer response: *a number of new, additional parking spaces are being provided in roads that are overlooked by houses, as well as though in Royal Avenue.*

Enforcement of waiting restrictions within the Bath and North East Somerset Council area rests with B&NES Parking Services.

Anecdotally, I have recently been made aware of an issue with the existing "cycle bollards" where in the bollards are not sufficiently retroreflective to be picked up during dusk/hours of darkness, and a report that the cycle bollards become "invisible" when forward visibility of the bollards is obscured by vehicles in front of

cyclists, potentially leading to impact between bollard/cyclist. I am unaware if this has been reported to yourselves. Will the reflectivity of the proposed cycle lane bollards and traffic island separators be enhanced from its current standard as part of the current proposals?

Officer response: the existing 'wand' cycle bollards in Upper Bristol Road were faulty and the supplier of this product has recently replaced them with a new version which have higher reflectivity and are more durable.

Parking

No comment.

Ward Members

Kingsmead:

Cllr Sue Craig – Unlike many other roads in Bath where segregated cycle paths may be considered and/or implemented, this stretch has specific issues in that the majority of properties on the south side have no rear access. There are also long stretches where there are no side streets. For those with mobility issues this scheme means that properties will no longer be accessible by car for loading people, wheelchairs etc, without blocking all traffic on this main artery to and from the city, and individuals having to cross the cycle lane. Cllr Furse and I have been working with officers to try and minimise the impact on some long-standing residents and businesses that need such access. I am grateful to the officers and cabinet members for their engagement and for the considerable amount of effort that they have put into trying to find solutions which work for these residents without compromising the requirements laid down in LTN 1/20.

Unfortunately, it has not been possible to resolve all of the issues raised and I remain concerned about the impact this scheme will have on the elderly and those with mobility problems. I am also concerned about pedestrian access (which is our top priority, above bikes) to buses and to cross the road as they will now have to run the gauntlet of cyclists and scooters. This will be a particular challenge for partially sighted pedestrians and those with poor mobility. I hope that we will be able to develop a solution which removes these issues as soon as possible. We could, for instance, consider a wider strategic solution which creates a loop between the city centre and Windsor Bridge with the Upper and Lower Bristol Roads both being one-way. This would leave plenty of space for bike lanes either side of the road and residents parking and loading bays on the south side of the Upper Bristol Road, allowing reasonable access for everyone. It would also allow the cycle lane to be taken right up to the Windsor Bridge junction to join the planned extension of the cycle route to the RUH and the cycle routes on the south side of Windsor Bridge.

Officer response: creating a loop route by providing a cycle lane in one direction on Upper Bristol Road and in the other direction on Lower Bristol Road would take cyclists wanting to use Upper Bristol Road in both directions considerably out of

their way, meaning it is unlikely they would use it because it would not be direct or convenient.

A couple of points:

1. In the last iteration, in August, there were some cycle stands at the top of Nile Street – I notice these have gone – why is that?

Officer response: we were intending to propose two stands on a new build-out area that was to be created on the west side of Nile St adjacent to a new parking bay. However, the design at this junction was altered to provide access for cyclists approaching the new crossing from Nile St. Consequently, the build-out area is now proposed to be created on the east side of Nile St as this would provide the additional space required for cyclists to get to the new crossing. The cycle stands could not be installed here as they would be restricting pedestrian and cycle access and it is for this reason that they are instead proposed to be installed on the footway on the north side of Upper Bristol Road, outside no. 22 (opposite Nile St). There will also be two stands at the Marlborough Lane junction and two opposite Phase One Gym (there's not enough room immediately outside of the gym).

2. It's a shame that no solution appears to be possible outside the pub other than one which involves pedestrians (which are at the top of the tree as far as Active Travel priorities go) having to share their already limited space with cyclists. If this new stretch of dedicated cycle lanes is as popular with cyclists as it is hoped, then I'm not sure this is going to work.

Officer response: we've looked at this location in considerable detail to avoid the need for a shared use section of footway here, but have concluded that other options would compromise safety. The shared use section of footway is short at 22 metres in length, and for most of the time the loading bay will not be occupied, meaning that cyclists will not need to use the shared use section of footway.

Cllr Andrew Furse – many of the compromises agreed at Cabinet, that were implemented to help mitigate the impact to many residents, have not really been improved.

Taking my comments from the previous scheme with amendments **in Red for this revised scheme 7-11-2021.**

My initial view is that the introduction of Zebra crossing at Nile St on what will now be a 20mph road is a vast improvement. I also note that cycle stands have been introduced. However, from the points below; it appears the items 4, 5, 7 and 8 have been addressed, with the remaining still forming my objection. I would like confirmation on these points 4, 5, 7 and 8.

1. The introduction of cycling conflicts with pedestrians and encouraging cyclists to mount the pavement at a number of locations along the UBR. This will also encourage motorised scooter use of pavements which many pedestrians find very intimidating when walking on a footpath. **The Nile St conflict seems to have been removed. The Hop Pole conflict remains and is a hazard to able and partially sighted pedestrians at a location that is already narrow. Pavement cycling needs to be removed. For me this design feature is unacceptable.**
2. Further reduction of short term parking bays. The introduction of short stay bays were a compromise position to allow residents along the south side of the UBR to use for household drop off and pick up - particularly for those residents of limited mobility. **This concern remains unchanged.**
3. Properties on the south side of the UBR continue to have no road access at the rear, and their only vehicular access is from the UBR. Removing such short term parking could lead to isolation of elderly and limited mobility residents who have lived here for a long time. **This concern remains unchanged.**
4. Pedestrians under this revised scheme will have to cross the cycle lane to use the pedestrian crossings creating potential hazards to pedestrians. **This concern seems to have been addressed by the introduction of zebra markings.**

Officer response: the cycle lanes at the parallel zebra crossing will be at carriageway level, meaning cyclists are required to give way to pedestrians using the crossing.

5. There is no recognition that public transport users having to negotiate cycle lanes when alighting their bus. **This concern seems to have been addressed by the introduction of zebra markings.**

Officer response: the two bus stops at Comfortable Place include the 'island' design which includes the zebra crossing on the cycle lane. However, the two stops near Crescent Gardens are of the bus 'boarder' design which does not include the zebra crossing because there is not sufficient space to do so.

6. There remains no pedestrian crossing at/close to the Argos site which was part of the 106 agreement to Western Riverside development to facilitate improved access from the development and Midland Road to RVP. I am told that the money is available but the scheme fails to deliver this promised crossing. **This remains a significant omission and concern under a scheme that is supposed to promote Active Travel.**
7. There is no improvement for pedestrians crossing Little Stanhope Street, both a busy pedestrian and vehicle junction. **I note the introduction of dropped kerbs and this crossing point is now improved in my view.**
8. The bus stop relocated at Omega Terrace still has no shelter. Where bus shelters have been relocated these appear to block the pavement for

pedestrians more so than today. I note that there is now a bus shelter located close to Ivy Lodge/Onega centre, therefore this concern has been addressed.

Officer response: to confirm, all the bus stops within the section of Upper Bristol Road covered by this scheme will have shelters.

9. Limited stay parking seems to have been provided for the businesses along the UBR without due consideration of residents' needs. This concern remains unchanged.

During the meeting on the 9th it was stated that the initial design that was approved by cabinet in June contained some errors that this scheme now corrects. I am told that this scheme is now compliant to the Active Travel design requirements.

However these 'corrections' have been fully at the expense of the pedestrian experience, contrary to the council's travel priority which is; Pedestrians 1st, followed by Cyclists, public transport users and then private motorists. In my view this scheme fails to place the pedestrian 1st in transport hierarchy and is this contrary to council policy, and fails to further improve public transport use.

Looking at government guidance, it seems to indicate that; Cycles must be treated as vehicles and not as pedestrians. On urban streets, cyclists must be physically separated from pedestrians and should not share space with pedestrians. This scheme is contrary to this Government guiding principle in Cycle Infrastructure Design 2020.

The scheme that was approved by cabinet did contain many compromises arrived at after the initial proposal was presented with no ward involvement. To arrive at these compromises both elected members and officers have undertaken considerable work.

This revised scheme seems to only consider and accept the cycle lobby position as definitive at the expense of pedestrians, public transport users and residents with limited mobility - and is now in my view an unacceptable scheme delivering only cycling priorities and no others. Active travel by definition should promote both walking and cycling, accepting other needs - this scheme only promotes cycling with the revisions has made the environment more difficult for pedestrians.

Cabinet Member for Climate & Sustainable Travel

Cllr Sarah Warren – Please proceed to consultation.

8. RECOMMENDATION

As no significant objections and/or comments have been received following the informal consultation described above, the Traffic Regulation Order process should commence.



Signature:
Paul Garrod
Traffic Management & Network Manager

Date: 22nd November 2021

9. **DECISION**

As the officer holding the above delegation, I:

Approve the progression of this Traffic Regulation Order.	X
Agree that this Traffic Regulation Order should not be progressed at this time.	

In taking this decision, I confirm that due regard has been given to the Council's public sector equality duty, which requires it to consider and think about how its policies or decisions may affect people who are protected under the Equality Act.

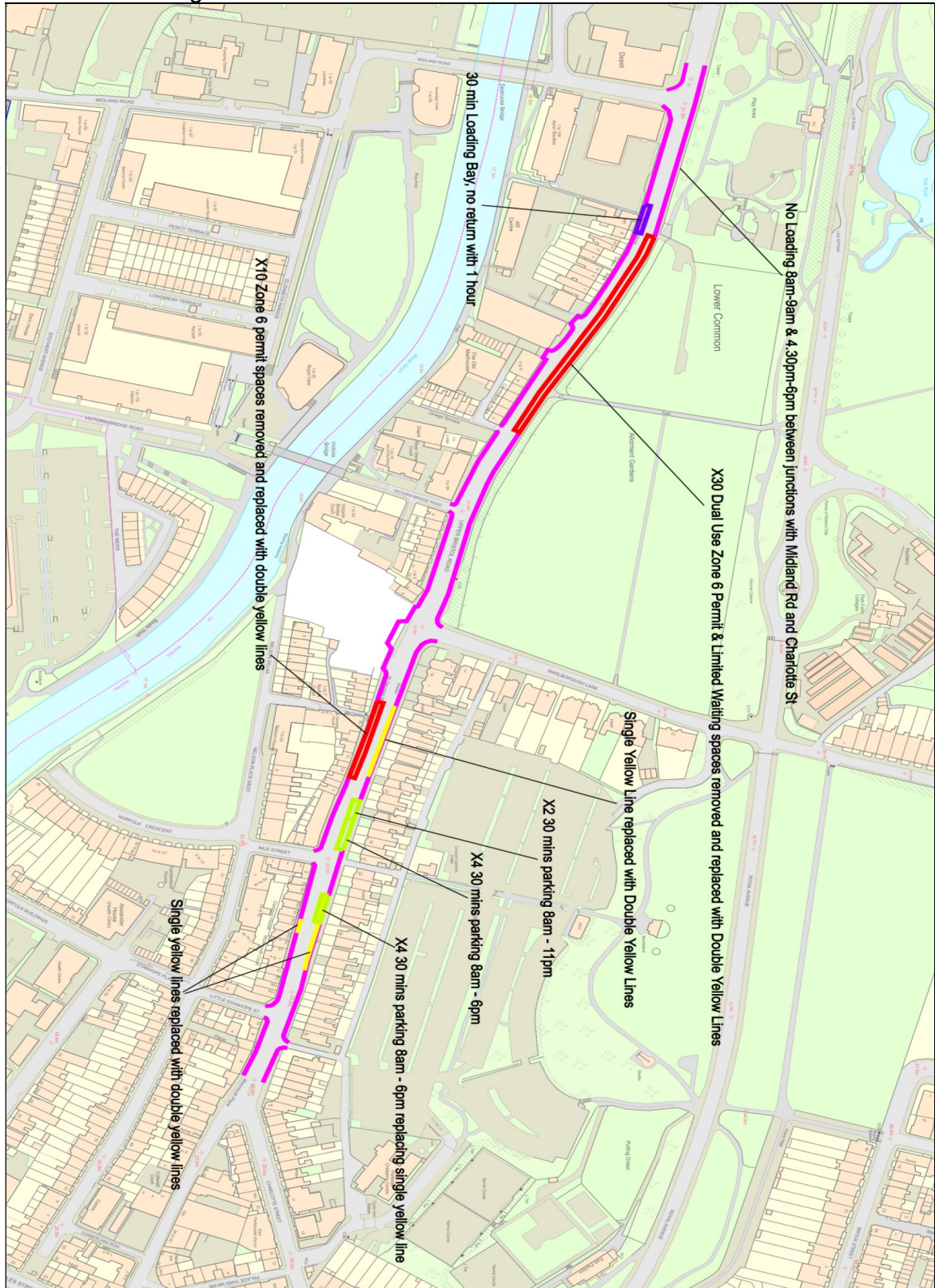


Signed: ...

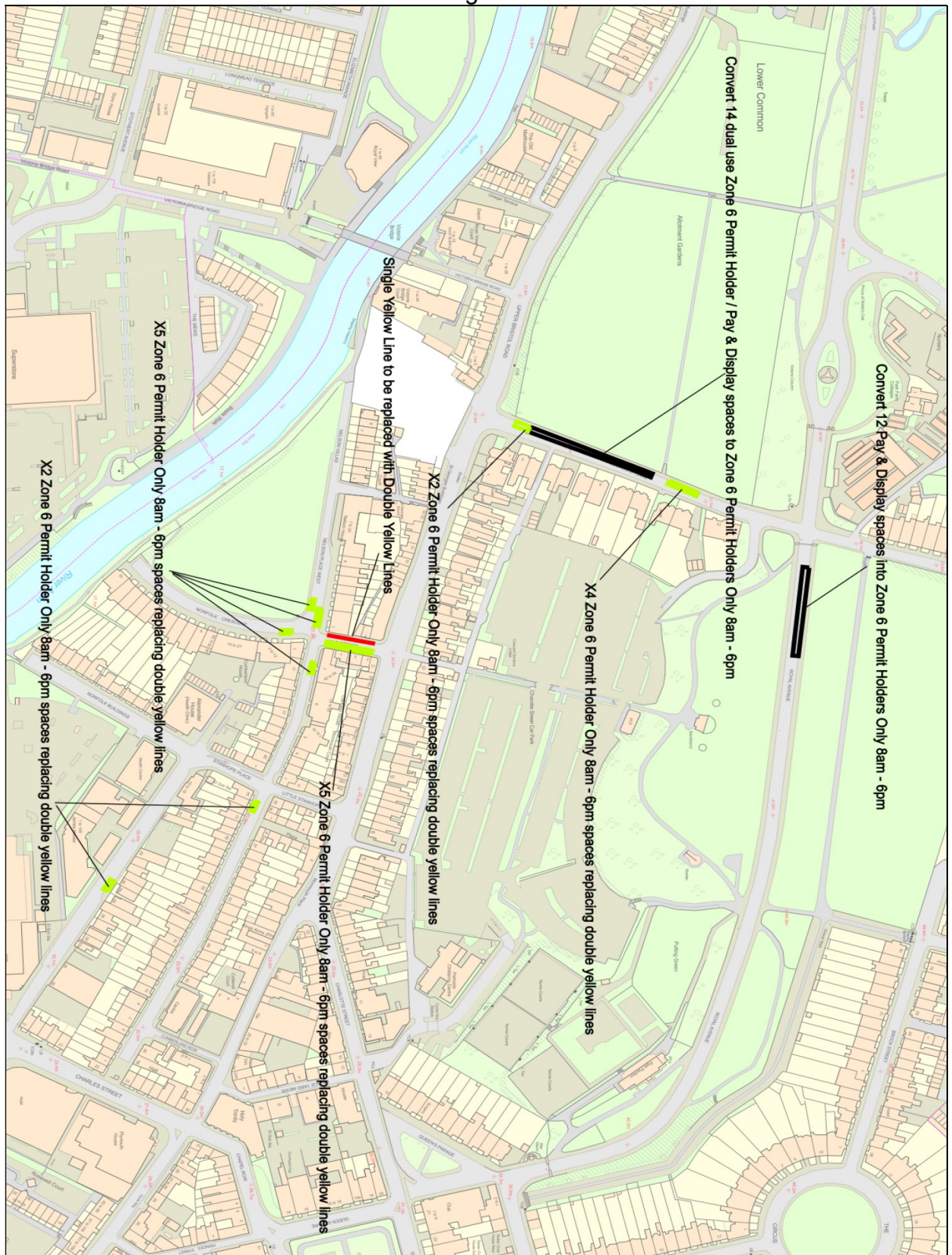
Date: 24/11/21

Chris Major
Director for Place Management

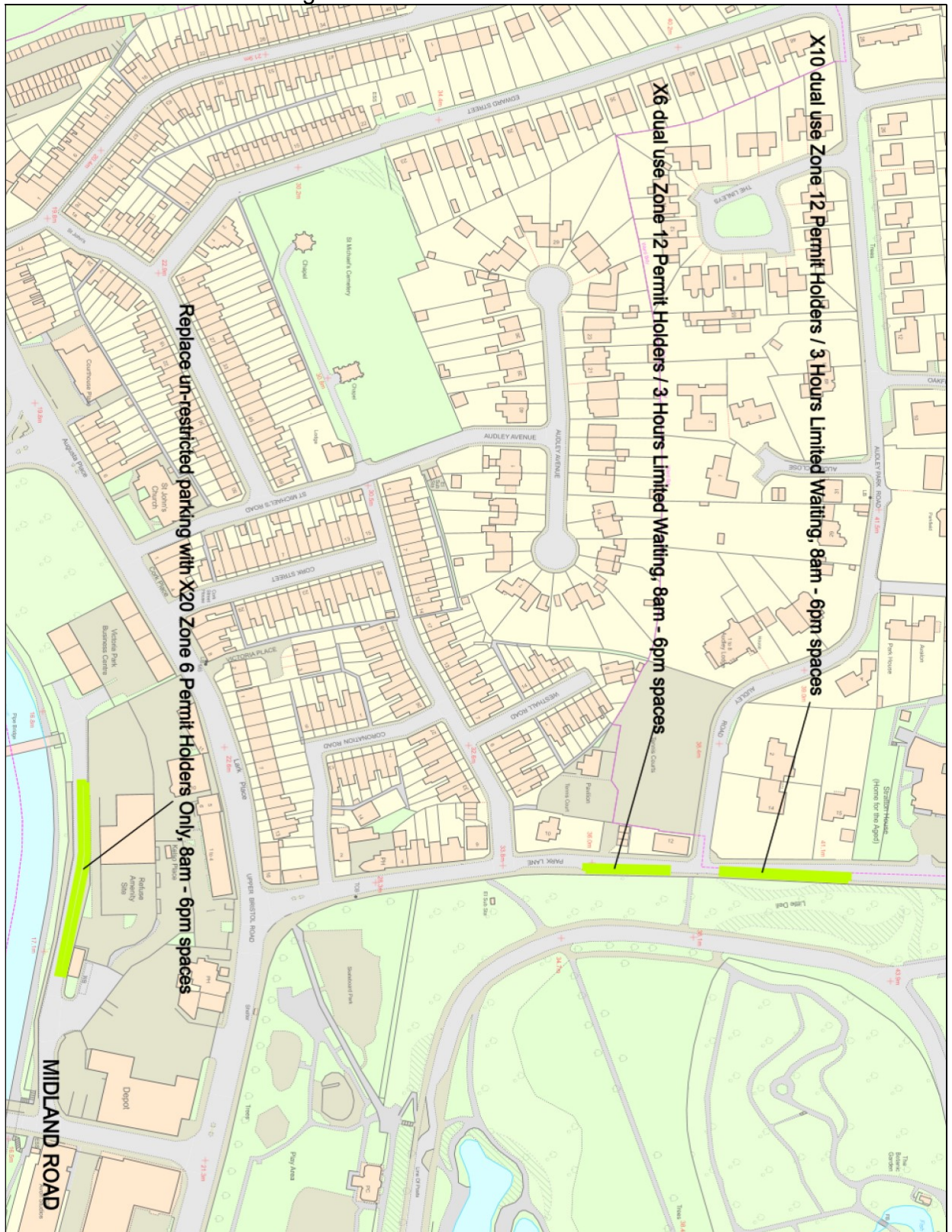
Appendix 1A – Upper Bristol Road - Proposed Parking Restrictions – Added and Removed Parking:



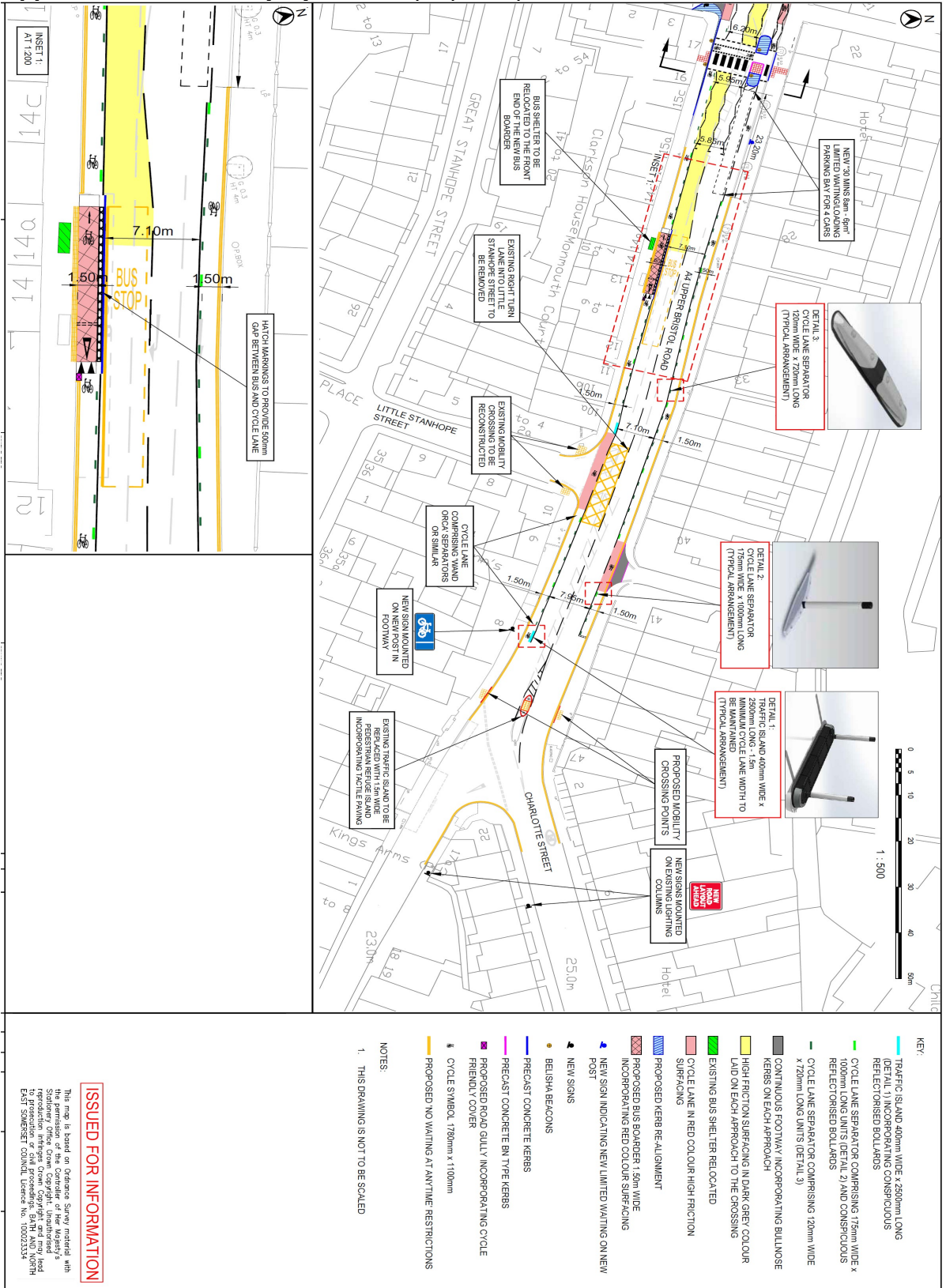
Appendix 1B – Marlborough Lane, Nile Street, Nelson Place West, Great Stanhope Street, Norfolk Crescent, James Street West and Royal Avenue - Proposed Parking Restrictions – Added and Removed Parking:



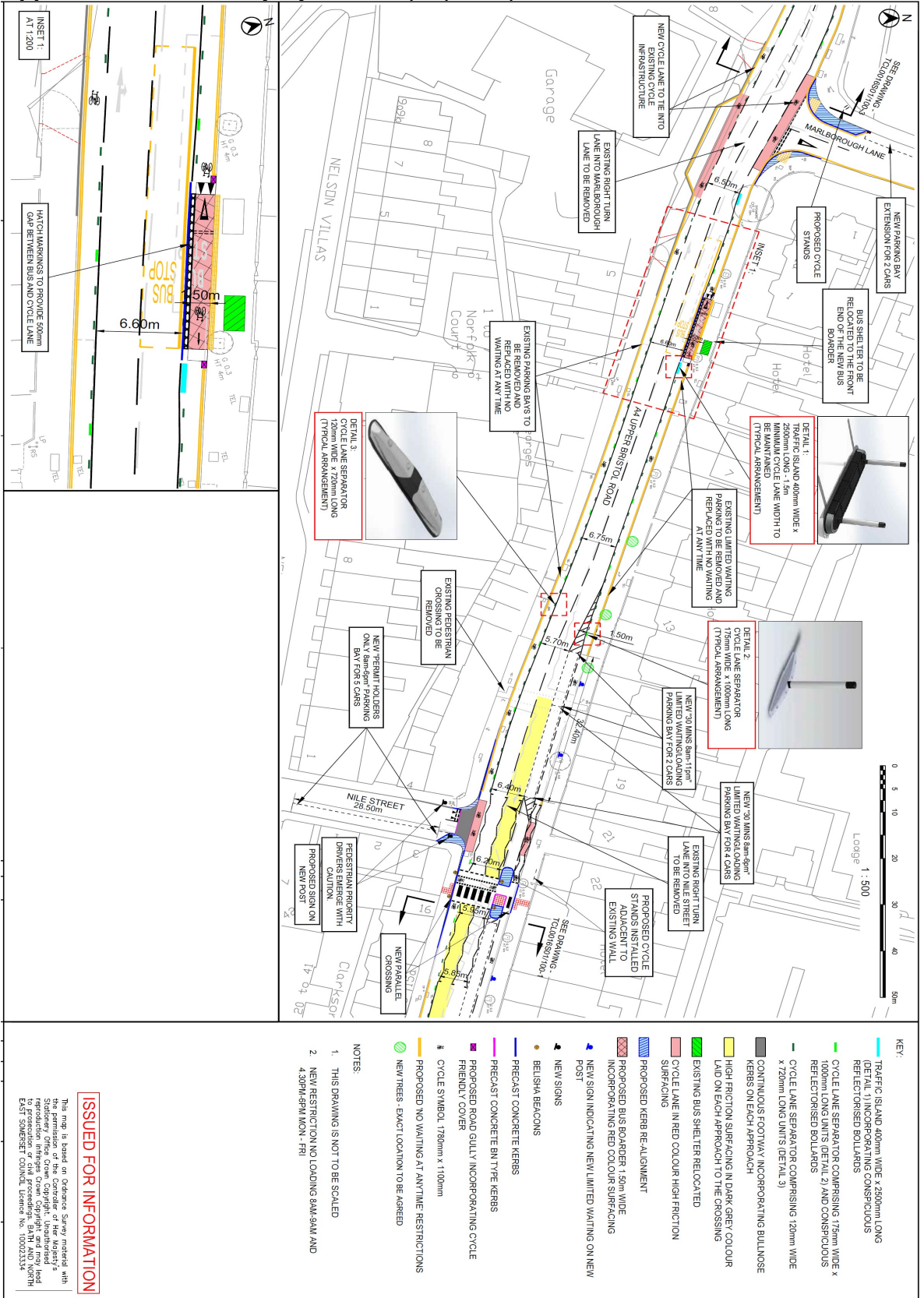
Appendix 1C – Midland Road and Park Lane - Proposed Parking Restrictions – Added and Removed Parking:



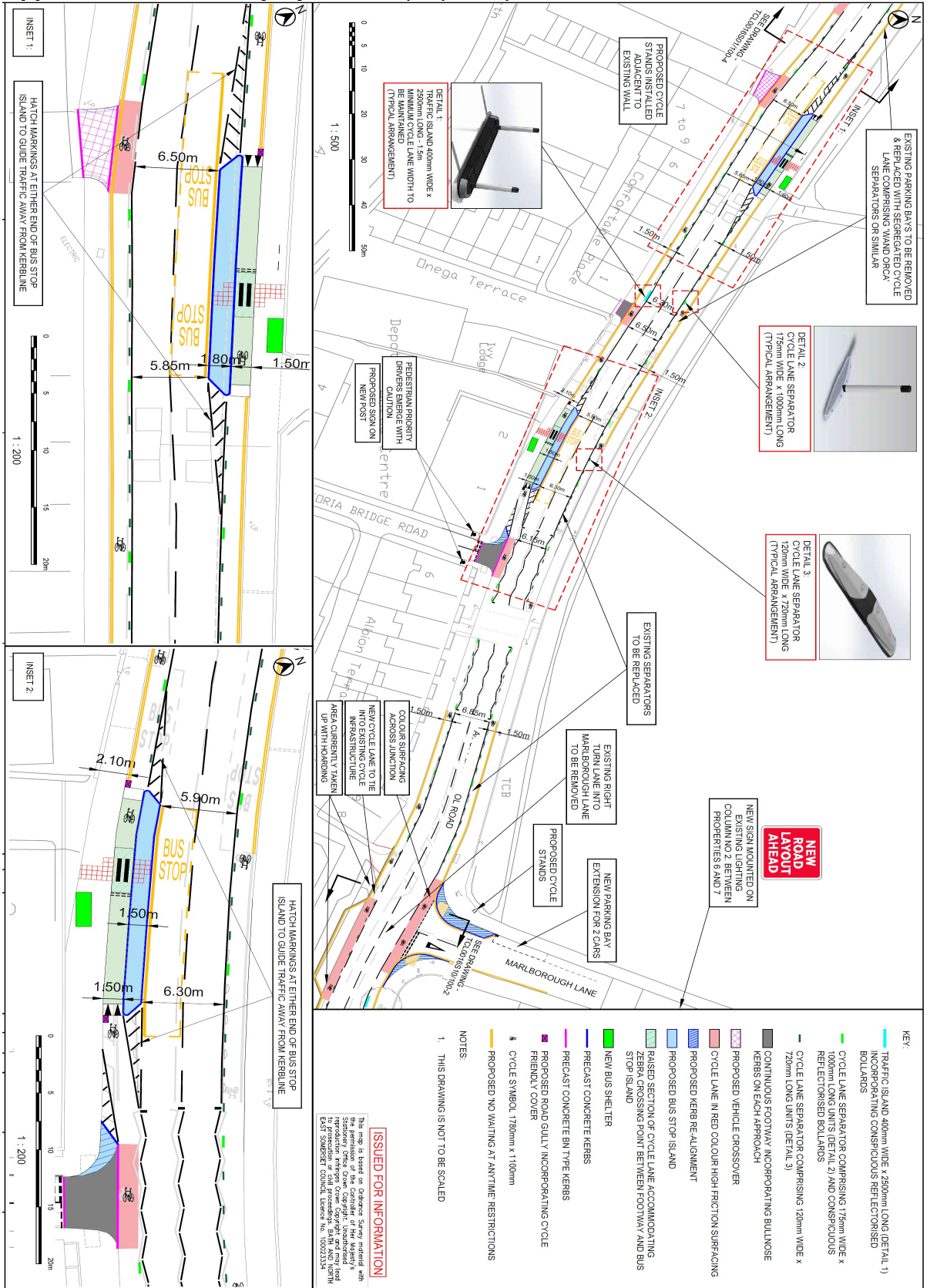
Appendix 2 – Mandatory Cycle Lane proposal plan – Part A:



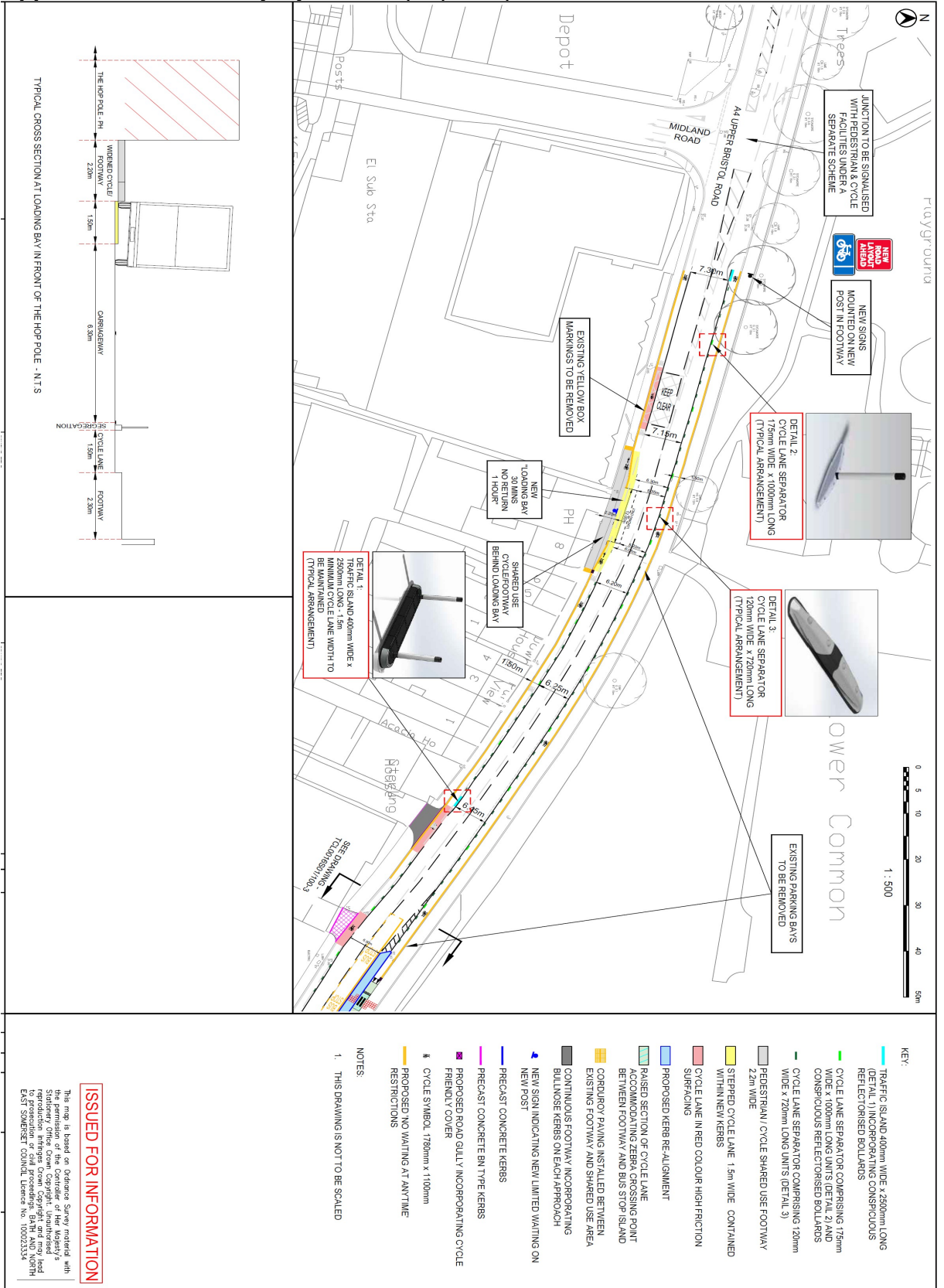
Appendix 2 – Mandatory Cycle Lane proposal plan – Part B:



Appendix 2 – Mandatory Cycle Lane proposal plan – Part C:



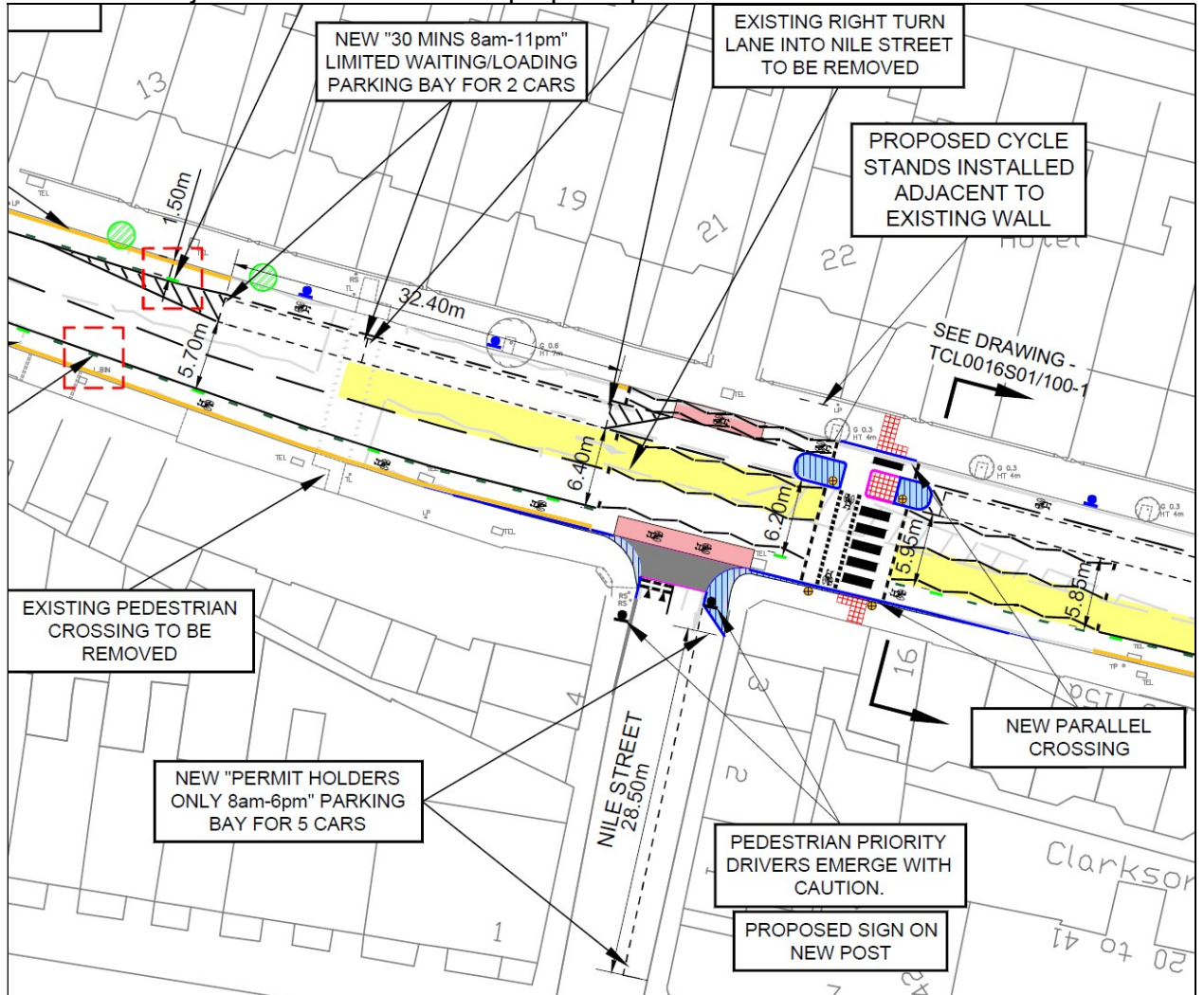
Appendix 2 – Mandatory Cycle Lane proposal plan – Part D:



ISSUED FOR INFORMATION

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Appendix 3 – Relocation of existing pedestrian crossing on Upper Bristol Road to the east of its junction with Nile Street proposal plan:



Appendix 4 – Proposed 20mph Speed Limit – Upper Bristol Road - Extending from its junction with Charlotte Street in a westerly direction to 10 metres west of its junction with St Michael's Road:

