

CITY OF BRISTOL

**(VARIOUS ROADS, BRISTOL BRIDGE AREA, CENTRAL AND HOTWELLS & HARBOURSIDE WARDS, CITY OF BRISTOL) (RESERVED BUS LANES) (SUSPENSION OF PROHIBITED MOVEMENTS) (SUSPENSION OF BUS LANE) (SUSPENSION OF ONE WAY TRAFFIC) EXPERIMENTAL ORDER 2020**

NOTICE is hereby given that on 7<sup>th</sup> July 2020 the City Council of Bristol (“the Council”) made an Experimental Traffic Order under sections 9 and 10 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 as amended (“the Act of 1984”), and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act of 1984 the main effect of which, for a period of eighteen months, unless earlier revoked, varied or made permanent by further order of the Council, is:-

1. to extend the length of the existing north easterly direction bus lane in **Anchor Road** and **Canon’s Road** into the northbound carriageway section of Canon’s Road at its northern end;
2. to introduce a bus lane (bus gate) in a westerly direction in **Union Street** between The Horsefair and Bridewell Street;
3. to introduce a northerly direction bus lane in **St. Augustine’s Parade**, northbound carriageway offside lane, between Denmark Street and Baldwin Street;
4. to introduce a two-way traffic flow bus lane (bus gate) in **Baldwin Street** between St. Augustine’s Parade and Marsh Street;
5. to introduce a south easterly direction bus lane (bus gate) in the south eastbound carriageway of **High Street** into **Baldwin Street**, which extends from Bridge Street south eastwards towards Bristol Bridge. This lane will also facilitate a turn into south westbound Baldwin Street;
  - the experimental bus lanes at items 1-5 will operate at all times and be for use by buses, pedal cycles, public service vehicles, solo motor cycles and taxis;
6. to introduce a bus lane (bus gates) at the **Baldwin Street/High Street/Bristol Bridge** junction to effect traffic flow in:-
  - i. eastbound **Baldwin Street** then into north westbound **High Street**;
  - ii. eastbound **Baldwin Street** then into south eastbound **Bristol Bridge** and **Victoria Street**;
  - iii. north westbound **Victoria Street** and **Bristol Bridge** then into westbound **Baldwin Street**;
  - iv. north westbound **Victoria Street** and **Bristol Bridge** then straight on into north westbound **Baldwin Street** and **High Street**;

- v. south eastbound High Street and Baldwin Street (via the bus lane at item 5) straight on into south eastbound **Baldwin Street, Bristol Bridge** and **Victoria Street**;
  - the experimental bus lane at item 6 will operate at all times and be for use by buses, pedal cycles, public service vehicles, solo motor cycles, taxis and vehicles over 7.5 tonnes maximum gross weight, and exemption will be provided for any vehicle requiring necessary access to the loading place in Baldwin Street, south side, between Bristol Bridge and Welsh Back's closed end;
7. to suspend the existing prohibition of entry for vehicles from Bridge Street into Baldwin Street or into High Street in order to provide alternative route for through traffic as a consequence of the High Street bus lane at item 5;
8. to suspend the existing prohibition of driving for vehicles in The Horsefair and Penn Street in order provide alternative route for through traffic as a consequence of the Union Street bus lane at item 2;
9. to suspend the existing;
- i. eastbound bus lanes in Newgate between Union Street and Fairfax Street;
  - ii. westbound one way traffic working in Newgate between Fairfax Street and the entrance to the Galleries car park; and
  - iii. prohibition of entry for vehicles from the south western section of Newgate into its north eastern section -
- in order to provide additional route for through traffic as a consequence of the Union Street bus lane at item 2.

Further information available from 16<sup>th</sup> July 2020

The experimental order will come into force on 2<sup>nd</sup> August 2020 and a copy thereof, together with plans, copies of the orders to be suspended and the Council's Statement of Reasons for making the order may be viewed on the City Council website at [www.bristol.gov.uk/bristolbridgeTRO](http://www.bristol.gov.uk/bristolbridgeTRO) and may be inspected in hardcopy format at the Citizen Service Point, 100 Temple Street, Bristol, BS1 6AG, between 10.00 a.m. and 4.00 p.m. on Monday to Friday.

The order provides that in pursuance of section 10(2) of the Act of 1984, the Council's Director: Economy of Place may, if it appears to that officer essential in the interests of the expeditious, convenient and safe movement of traffic, or in the interests of providing suitable and adequate on-street parking facilities, or for preserving or improving the amenities of the area through which any road affected by the order runs, and after consultation with the Chief Officer of Police and the giving of such public notice as the Secretary of State may direct, modify or suspend any or all of this order or any provision thereof.

### **How to object**

The Council will consider in due course whether the provisions of the experimental order should be continued in force indefinitely. Any person may object to the making of an order for the purpose of such an indefinite continuation. An objection must:

- (a) be made within the period of six months –
  - (i) beginning on the date the order comes into force; or
  - (ii) if the order is varied by another order or modified pursuant to Section 10(2) of the Act of 1984, beginning with the day on which the variation or modification or the latest variation or modification comes into force;
- (b) state the grounds on which it is made; and
- (c) be submitted online via [www.bristol.gov.uk/bristolbridgeTRO](http://www.bristol.gov.uk/bristolbridgeTRO) or sent in writing to Traffic Regulation Orders Team (100TS), PO Box 3399, Bristol, BS1 9NE quoting reference CAE/RGW/EP-1181.

Please include your name and address and note that all representations received may be considered in public by the City Council and that the substance of any representation together with the name and address of the person making it could become available for public inspection.

Any person who desires to question the validity of, or of any provision contained in the experimental traffic order on the grounds that it is not within the relevant powers of the Act of 1984, or any instrument made under the Act of 1984 has not been complied with in relation to that order, may within six weeks after the date on which the order was made, apply to the High Court for this purpose.

N. Gallagher, Director: Economy of Place. Traffic Regulation Orders Team (100TS), PO Box 3399, Bristol, BS1 9NE. Dated: 16<sup>th</sup> July 2020