

Mill Road Bridge Bus Gate-Potential Modifications- Options Appraisal

mode	Pros	Cons / possible consequences
1 Taxi access All taxis	It supports the local taxi trade and offers access options for local residents, shoppers, businesses Consistent with other bus gates in the city Enforcement relatively straight forward	Significantly increased number of vehicles using the bridge, detracting from the aim of increasing safety for cyclists and encouraging modal shift Reduces improvements to air quality aims as many taxis are not yet ultra-low emission. Taxis require to be registered, only practicable for local taxis
2 Ultra-low emission local taxis only	It supports the local taxi trade and offers access options for local residents, shoppers, businesses It is more in line with air quality aims and it supports the City Council move to get all licensed taxis ultra-low emission by 2030 (TBC)	More vehicle will be using the bridge which detracts from the safety for cyclists Inconsistent policy/practice with wider bus gates use across city Other bus gates need to amend other bus gate restrictions to ensure consistency.
3 Blue Badge holders – all	It eliminates the equality issue regarding access for blue badge holders.	Logistics are complicated as blue badges are issued to individuals not vehicles. No camera technology has been identified that is able to identify a valid blue badge through a windscreen to allow the holder access through the bus gate. Therefore it would require the blue badge holder to pre-register with the number plate(s) that they will use so they can be added to the permitted vehicles list. May be considered contrary to Equalities requirements Administrative costs to manage the permitted vehicles list Does not eliminate the safety issues for cyclists as it would increase the number of vehicles using the bridge Time to develop and introduce beyond ETO expiry Inconsistent policy/practice with wider bus gate use across city Registered vehicles could potentially use the gate when not carrying the disabled badge holder Inconsistent policy/practice with wider bus gates use across city

		Other bus gates need to amend other bus gate restrictions to ensure consistency.
4 Limited blue badge holders on higher rate disability allowance who have applied in advance	It partially eliminates the equality issue by allowing access for people with higher rate disability allowance It minimises the number of vehicles allowed through compared to allowing all blue badge holders through It is in line with the access for the St Johns Street bollard access arrangement so there is some consistency of approach	It would require the blue badge holder to pre-register with the number plates that they will use so they can be added to the permitted vehicles list. Administrative costs to manage the permitted vehicles list Does not eliminate the safety issues for cyclists as it would increase the number of vehicles using the bridge (although not as much as if all BB holders allowed access) Benefits only a proportion of blue badge holders and may be considered contrary to Equalities Act Inconsistent policy/practice with wider bus gates use across city, with the exception of Trinity St, which allows access as the only point of entry to the area and no alternatives are available)
5 Residents only	It may appease some local residents	Logistically very difficult to manage. Which residents would it be for and why certain residents? Administrative costs to manage the permitted vehicles list Does not eliminate the safety issues for cyclists as it would increase the number of vehicles using the bridge Encourages local residents to use their cars Does not encourage modal shift Goes against climate change, congestion and air quality aims. Inconsistent policy/practice with wider bus gates use across city Difficult to provide clear signage
6 Night time access to all	Not overly complicated to sign and manage. Provides some natural surveillance	Safety issues for cyclists Many will still cycle at night and safety may be more of a concern in hours of darkness on the bridge Inconsistent policy/practice with wider bus gates use across city Does not help shops

		No benefit to later bus services
7 Electric shuttle buses	This can be easily managed as they would be classed as a bus and fall in line with exiting restriction Offers local residents access options and encourages modal shift	May limit bus provision until operators provide suitable vehicles Is it sustainable financially in the long term? Who would run it? Would it compete with other local bus services making them no longer financially viable? Inconsistent policy/practice with wider bus gates use across city
8 Change from Bus gate to rising bollard	It is a method of restricting access which includes a physical barrier Ensures compliance (when operating reliably)	Cost to supply and install approx £50k per bollard – would require two so total £100K minimum capital cost Aging technology for which maintenance costs are high and it creates an ongoing revenue liability for which there is currently no budget Reliability of rising bollards is an issue and the reason for their removal from the city centre bus gates) Increase in delays for buses, especially if the technology fails or non-permitted vehicles attempt to use the gate There could be issues with installation close to other stats and the railway bridge Policy requirements for issue of permits to ensure consistency
9 Restrictions only at peak through traffic times (e.g. 7.30am-9.30am and 3.30pm-6.30pm)	Allows access over bridge during business hours Eliminates unnecessary traffic at times of greatest risk Could be developed further in line with emerging policies on access	Prevents/limits potential streetscape environmental improvements More complicated to sign and enforce Fewer benefits for peds/cyclists realised during the day Less beneficial impact on air quality Need to identify “peak” times for through traffic, ANPR survey or similar to be undertaken along with detailed consultation Requires more detailed data to determine times Weekend restriction peak times may differ, different times at weekends would be very difficult to sign and may make effective enforcement difficult if penalties are challenged.

10 Delivery exemptions (timed)	Improves delivery opportunities to businesses	Determining delivery vehicles difficult (not all deliveries are made by a specific class of vehicle) Smaller retailers may not be able to specify delivery times Additional signage required potential impact on clarity and enforcement

Note: Impact of displaced traffic is of concern to occupiers of properties on routes used as alternatives to Mill Road. This will need to be considered and complimentary /mitigation measures are likely to be required.