



## AGENDA ITEM NO. 8

### FILWOOD, KNOWLE AND WINDMILL HILL NEIGHBOURHOOD PARTNERSHIP

11<sup>th</sup> June 2013

**Report of:** Service Director – Transport Service

**Title:** 20 mph Rollout Citywide

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#### RECOMMENDATION

1. The Neighbourhood Committee is asked to agree the proposal put forward for the Inner South area (Phase 2) 20 mph scheme.
2. The Neighbourhood Partnership is asked to note that most of the 'A' and 'B' roads have been excluded from the scheme although there are some exceptions.
3. The Neighbourhood Partnership is asked to note that some 'C' roads have been excluded from the scheme.

#### 1. Project Background

Bristol introduced two pilot schemes in 2010. The Inner South pilot in May and the Inner East pilot in Oct. In March 2011, the Joint Local Transport Plan set out the policy commitment to progress 20 mph citywide. In July 2012, the 20mph rollout citywide was agreed at cabinet and has subsequently been supported by the mayor.

The cabinet report set out the proposal where 90% of all adopted roads in Bristol will have a default speed of 20 mph (these are unclassified roads and those classified as C roads). All other adopted 'A' and 'B' roads would need to have a case made for them to retain the 30 mph speed limit.

The only roads that are exempt from the project are 40 and 50 mph roads and dual carriageways. It will be a sign only scheme with no physical measures. It was agreed to introduce this in six phases starting with central Bristol continuing until 2015.

Implementation for the Central area (Phase 1) is planned for Oct 2013, Inner South Area (Phase 2) is planned for Jan 2014, Inner North area (Phase 3) is planned for Apr 2014, East area (Phase 4) is planned for August 2014, Outer North area (Phase 5) is planned for Nov 2014 and Outer South area (Phase 6) for Feb 2015.

## **2. Public Engagement**

The informal public engagement was conducted in February and March 2013 to provide an opportunity for the residents/ stakeholders to have a say about the introduction of 20mph in their neighbourhoods. This included four public displays at the local libraries within that area, Neighbourhood Partnership and Forum meetings and meetings with stakeholders such as the Police, First group, Wessex and other interested parties.

Residents that attended the forum meetings at Filwood, Knowle, Brislington and Meet and Greet Ashton Vale meetings were concerned about plans to impose 20mph on 'main/ through /distributor' roads. Residents felt 20 mph on local residential roads was acceptable and would stop traffic rat running through these smaller roads to avoid the congested main roads. Some were sceptical that 20 mph would be enforced and agreed that the lower speed limits should only apply to roads where the reduced speeds were achievable. Several residents did raise issues about local speeding and found it difficult to cross certain main 'C' roads. Some felt the routes to schools should be included.

The feedback from the public displays was similar to that of the forums. People did not favour a blanket 20 mph approach and felt strongly that the A37 and A4 roads and 'B' roads should not be included in the scheme. There were mixed feelings about the wider, main 'C' roads as some felt these should be excluded to provide a 30 mph traffic route through these residential areas. As with the Central area people listed a number of roads where they felt the existing 30mph should stay. These were added to 'A' and 'B' roads that were already being assessed using the design principles in the Cabinet report and other criteria such as road layout, speeds, public views, internal comments and police input.

## **3. Proposal for Inner South area**

The attached map sets out the proposed scheme for the Knowle, Filwood, Brislington and Ashton Vale area that will form part of the formal Traffic Regulation Order (TRO) consultation for the 20 mph scheme.

The proposed excluded roads are shown in red and the included treatment roads in green. The green roads are where the road characteristics and layout encourage faster speeds, but where with treatments such as white lining, taking out the centre line, marked parking bays, planters or VAS (Vehicle Activated Signs), compliance could be achieved.

At the beginning of this project it was agreed that each phase would be assessed individually and that one phase would not set a precedent for other phases. In the Central area most roads were included in the proposal as there was public support, slow speeds, high volumes of traffic, high levels of pedestrians and cyclists and a range of different land use in many places. In this phase, the area is more residential, but the shops, schools and health facilities are more spread out. The roads are generally wider and straighter with the buildings often set back, speeds are slightly higher and the numbers of pedestrians and cyclists are lower.

Therefore, the main 'A' and 'B' roads and a few main 'C' roads are proposed to be excluded from this area. There is not public support for these roads to be reduced to 20 mph and the police and internal officers support this view. The roads that have been excluded are seen as the main distributor roads in the area and are wide with little chance of compliance, particularly in the off peak. This approach will also help to stop rat running by providing a 30 mph route through these areas and sending a signal to drivers about the type of road they are on.

## Roads

The roads that are proposed to be excluded are listed below:

- A37 Wells Road
- A4 Bath Road
- A3029 Winterstoke Road
- A38 Bedminster Down Road (including Parson Street Gyratory)
- B3122 Bedminster Road
- B3122 St Johns Lane (excluding from before Littleton Road to Ravenhill Road section)
- B3122 Redcatch Road (from St Johns Lane to Axbridge Road)
- Allison Road
- Axbridge Road
- Birchwood Road
- Broad Walk
- South Liberty Lane
- Guildford Road
- School Road
- St Anne's Road
- Whitby Road
- Wootton Road

Broad Walk has been excluded from the scheme as it is wider than Daventry Road and Leinster Avenue with houses and the footways set back from the road. There is currently an advisory 20 mph on this road which would have to be removed if the road is to be excluded. There were mixed feelings about this road, but the majority of residents wanted it to remain 30 mph. This road was also debated internally with some officers wanting to include the road due to its proximity to Knowle Park Primary School.

The roads that are proposed to be 20 mph, but have been identified as requiring treatments are listed below:

- B3122 Redcatch Road (Axbridge Road to Wells Road)
- B3122 St Johns Lane (excluding from before Littleton Road to Ravenhill Road section)
- Wedmore Vale
- Novers Lane
- Novers Hill
- Throgmorton Road
- Glyn Vale and Donegal Road
- Creswicke Road
- Broadfield Road
- Greenleaze Road
- Talbot Road
- Wick Road / Newbridge Road

On the B3122 St Johns Lane the section that has been included as 20 mph is to protect Victoria Park Primary school which opposite Wedmore Vale road junction. The section of the B3122 Redcatch Road that has also been included as 20 mph at the request of local residents to protect the entrance to the park and to support the existing traffic calming. Daventry road, Leinster Avenue and Novers Lane were debated, but with the proximity of the local schools, relatively low speeds and with the existing traffic calming, it was felt these should be included.

#### **4. Enforcement**

The police do not have additional resources to enforce the 20 mph speed limit, but they have stated that they do not oppose the introduction of 20 mph scheme. They encourage the inclusion of engineering features to promote effective speed reducing measures and have agreed a list of roads where additional treatment measures may be needed in this phase (as listed in section 3).

The police state that the proposed speed limit should be appropriate to the area and should be self-enforcing wherever possible. The police have stated that 20mph speed restrictions will be treated in the same way as any other speed limit in the Avon and Somerset Police area in that enforcement will not be routine but will be intelligence led.

The police are willing to be involved in an education approach to speeding and are working with the council to see if Community Speed Watch can be extended to the 20 mph limits.

#### **5. What happens next?**

The proposal will form the basis of the Traffic Regulation Order (TRO). As part of this TRO process a formal consultation period is planned for August 2013 where residents will have a further opportunity to register their comments. The proposal will be advertised in the local area and also on the council website.

#### **6. Equalities impact assessment**

There is a positive impact for equalities groups arising from the delivery of the 20 mph citywide project. The project will have a positive outcome for accessibility of roads and footways and should assist drivers to be more observant and actively protect walkers.

