

## **AGENDA ITEM 9**

### **GREATER BRISLINGTON NEIGHBOURHOOD PARTNERSHIP 17 JUNE 2013**

#### **Knowle, Filwood, Brislington, Ashton Vale area – Preferred Option for 20 mph rollout**

This briefing note 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 scheme.

#### **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.

#### **Proposal**

Annex 1 shows the Inner South map with the proposed excluded roads in red and the included treatment roads in green. The green roads are where the police and internal officers felt 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. Excluding these roads has also made the proposal more acceptable to the bus and taxis companies as they were concerned about delays to their services. 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 Gyrotory)
- B3122 Bedminster Road
- B3122 St Johns Lane (excluding Littleton Road to Redcatch 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

Allison Road has been excluded from the scheme as although a residential road, the topography and current speeds would make compliance very difficult to achieve. The road already has a Vehicle Activated Sign to try and encourage compliance to 30 mph and it was felt that 20 mph would not be realistic.

The roads that are proposed to be 20 mph, but have relatively high speeds and will require treatments are listed below:

- B3122 Redcatch Road (Axbridge Road to Wells Road)
- B3122 St Johns Lane (Littleton Road to Redcatch Road section)
- Wedmore Vale
- Novers Lane, Leinster Avenue and Daventry Road
- Novers Hill
- Throgmorton Road
- Glyn Vale and Donegal Road
- Creswicke Road
- Broadfield Road
- Greenleaze Road
- Talbot Road
- Wick Road

- Newbridge Road

Wick Road into Newbridge Road is included in the proposal as the current land use encourages many pedestrians and cyclists and there are plans for a new school. The current speeds are relatively low, there was support from the local residents and the police and internal officers supported these views.



# 20mph: Inner South

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- Current 40mph
- Current 50mph
- Current 20mph
- Excluded
- Included, but requiring treatment

