



AGENDA ITEM NO. 10

HENLEAZE, STOKE BISHOP AND WESTBURY, NEIGHBOURHOOD PARTNERSHIP

26th September 2013

Report of: Service Director – Transport Service

Title: 20 mph Rollout Citywide

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RECOMMENDATION

1. The Neighbourhood Committee is asked to note the proposal put forward for the Inner North area (Phase 3) 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.
4. The Neighbourhood Partnership is asked to note a postcard drop will form part of the informal consultation process.

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 would 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 would be exempt from the project are 40 and 50 mph roads and dual carriageways. It would be a sign only scheme with no physical measures. It was agreed to separate the city into six phases starting with a proposal for central Bristol and continuing until 2015.

The proposed implementation timescale for each phase is as follows (subject to consultation):

- Central area (Phase 1) - October / November 2013,
- Inner South Area (Phase 2) - February / March 2014,
- Inner North area (Phase 3) - May 2014,
- East area (Phase 4) - August 2014,
- Outer North area (Phase 5) - November 2014, and
- Outer South area (Phase 6) - February 2015.

2. Public Engagement

The informal public engagement began in May 2013 to provide an opportunity for the residents / stakeholders to have a say about the introduction of 20 mph in their neighbourhoods. This has included five public displays at the local libraries within each area advertised through the NP contacts, press release, BCC website and posters in local shops and community buildings. Officers also attended the Neighbourhood Partnership and Forum meetings for each area and undertook discussions with the Traffic and Transport representatives for each partnership area. Other meetings that have taken place include the Downs Committee, police meeting and a Stakeholder group with representatives from the emergency services, bus operators and other interested parties.

The Transport Working Group for this NP produced a report that was circulated to all residents who attended each of the forum meetings held in Stoke Bishop, Westbury and Henleaze during May 2013. This report recommended that the following roads be exempt from the project:

- A4018 (Passage Rd to the top of Black Boy Hill, via Falcondale Rd, Westbury Rd)
- A4176 (Black Boy Hill to the Portway, via Upper Belgrave Rd, Clifton Down, Bridge Valley Rd)
- A4162 (Falcondale Rd to the Portway, via Canford Lane and Sylvan Way)
- B4056 (Southmead Rd and Henleaze Rd)
- B4054 (White Tree roundabout to Sylvan Way, via Parry's Lane, Shirehampton Rd)
- B4055 (Henbury village to Falcondale Rd)
- B4468 (Gloucester Rd to Black Boy Hill, via Kellaway Avenue, Coldharbour Rd)

At the Stoke Bishop and Westbury forums and people voted to agree the above recommendations. The Henleaze forum did not hold a vote as time was short due to a packed agenda. Questions and answers were also undertaken at each forum and ranged from consultation and enforcement concerns to issues with cyclists and the impact on journey times for both cars and buses.

There were also discussions about specific roads. Although most agreed that main roads should be exempt, some B and C roads with schools, shops, hospitals located on them produced a mix response such as Ladies Mile, Henleaze Road, Kellaway Avenue and Shirehampton Road. Some felt these should be included as they were residential roads with active frontages or leisure areas, as opposed to others who felt they were through roads and should be exempt.

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 'A' roads should not be included in the scheme. Most felt the 'B' roads should also be exempt with some exceptions where the roads had schools, designated shopping areas or leisure facilities. There were also mixed reactions about some 'C' roads. Some felt these should be excluded to provide a 30 mph traffic route through residential areas, whereas others felt these were residential roads and should be included to help reduce rat running.

Following the public displays and forum meetings a draft proposal was compiled and has been circulated to the stakeholder group, Down Committee, Road Policing Unit and the NP for comment. The Stakeholder Group which includes the bus companies felt the proposal was acceptable and the Road Policing unit agreed it as long as there was treatment on certain roads to help achieve compliance. The Downs Committee are meeting on Monday 9th September to consider the proposal for the roads surrounding the Downs.

3. Proposal for Inner North area

The attached map sets out the proposed scheme for the Sea Mills, Stoke Bishop, Westbury, Henleaze, Horfield, Lockleaze area. The proposal was put together on the basis of public opinion, the design principles and other criteria such as road function and layout, off peak speeds, collision data, traffic volumes, local highway projects and police input.

The proposed excluded roads are shown in red and the included treatment roads are in green. The green roads are where the road layout can encourage slightly faster speeds, but where with treatments such as roundels, altering the white lining, marking parking bays, VAS (Vehicle Activated Signs), compliance could be achieved.

Therefore, all of 'A' and most of 'B' roads and a few main 'C' roads are proposed to be excluded from this area as they are seen as the main distributor roads in the area. Excluding these will provide a 30 mph route through the residential areas and may help to prevent rat running in the local area.

Roads

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

- A4 Portway
- A4176 Bridge Valley Road, Clifton Down, Upper Belgrave Road
- A4018 Westbury Road, Falcondale Road
- A4162 Sylvan Way, Dingle Road, Canford Lane, Canford Road
- A38 Gloucester Road (Muller Road / Kellaway Avenue up to Dorian Road), Filton Road (Dorian Road up to Braemar Avenue)
- B4054 Shirehampton Road (except from Meadway to Sylvan Way), Parry's Lane
- B4056 Henleaze Road (from Eastfield Terrace to Southmead Road), Southmead Road (except from Kingsholm Road to Monks Park Avenue)
- B4468 Kellaway Avenue (from Springfield Grove to Gloucester Road)
- B4469 Muller Road (from Gloucester Road to M32 junction)
- Stoke Hill/ Druid Hill, Stoke Lane, Coombe Lane, Wellington Hill West, Filton Avenue, Shaldon Avenue, Romney Avenue (except where advisory 20mph is located by primary school).

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

- B4054 Shirehampton Road (Meadway to Sylvan Way)

- Ladies Mile
- Sea Mills Lane
- Eastfield Road
- Bishopthorpe Road
- Southmead Road (Kingsholm Road to Monks Park Avenue)
- Monks Park Avenue
- Lockleaze Road
- Dovercourt Road
- Constable Road
- Bonnington Walk
- Romney Avenue (Stanfield Close to Orpen Gardens)

A section of Shirehampton Road (by the bus stops, shops and café) is proposed to be 20 mph as the community wanted to create a village area. Henleaze Road up to the dual carriageway is proposed to be 20 mph as there are several shops and the off peak speeds there are already low. There is a section of Southmead Road that has also been identified as 20 mph as this is located by the hospital entrance. It is also proposed to make the existing advisory 20 mph by Lockleaze Primary School mandatory on Romney Avenue. The B4055 Westbury Hill, High Street and Henbury Road have also been included as there was support for Westbury village to be 20 mph.

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 20mph speed limit 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 Speedwatch can be extended to the 20 mph limits.

5. What happens next?

The map will be advertised on the website to provide an opportunity for people to comment on the proposal before it is taken forward to the legal process. Once the informal consultation is closed and comments have been considered the final version of the proposal will form the basis of the Speed Limit Order (SLO).

A formal consultation period is required as part of the SLO process and planned for early next year where residents will have a further opportunity to register their comments. The proposal will be advertised in the local area, in the local press, at local libraries, through the NPs 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.

INNER NORTH AREA PROPOSALS



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