

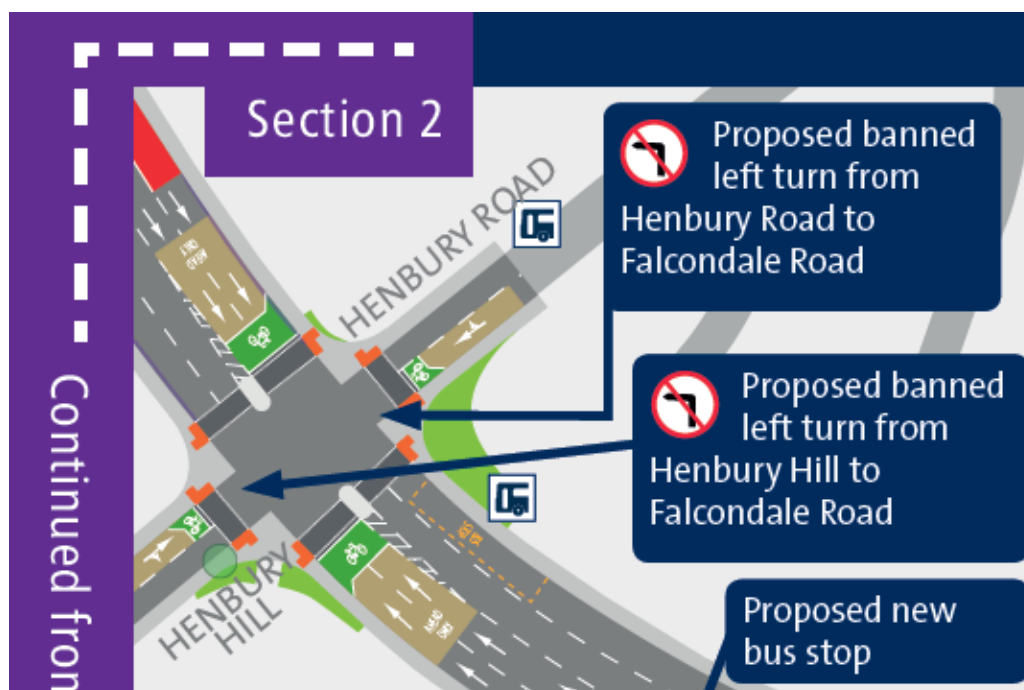
A4018 consultation: report on the results

Introduction: the consultation process

Between 4 February and 17 March 2019, non-statutory consultation was undertaken on proposals drawn up by Bristol City Council for improvements to the A4018 route in northwest Bristol. The changes were mainly developed in response to the Cribbs Patchway New Neighbourhood (CPNN) development on the former Filton Airfield site, and the new traffic that this has been forecast to generate.

The consultation was promoted through various means, including the posting of 4,700 leaflets to properties close to the road, print and radio media, social media, the BCC website, and Ask Bristol e-newsletters. To discuss the proposals, and answer face-to-face questions, council officers attended six drop-in sessions between 9 February and 16 March. It is estimated that more than 2,000 people attended these sessions, although some people attended more than one.

The scheme proposals were shown on not-to-scale plans in the leaflet and on boards displayed at the drop-in sessions, with captions used to point out key elements of the plans. In the location where prohibited (banned) movements were proposed, these were given captions. The locations where prescribed (the only option allowed) movements were proposed did not have captions but had the proposed change shown with road markings. An example is shown below.



In this example, at Henbury Hill, the proposed prohibited left turn movements out of the side roads have captions. The prescribed 'Ahead Only' movement on the main road is

shown with road markings, arrows and legend. This situation occurred in more than one location.

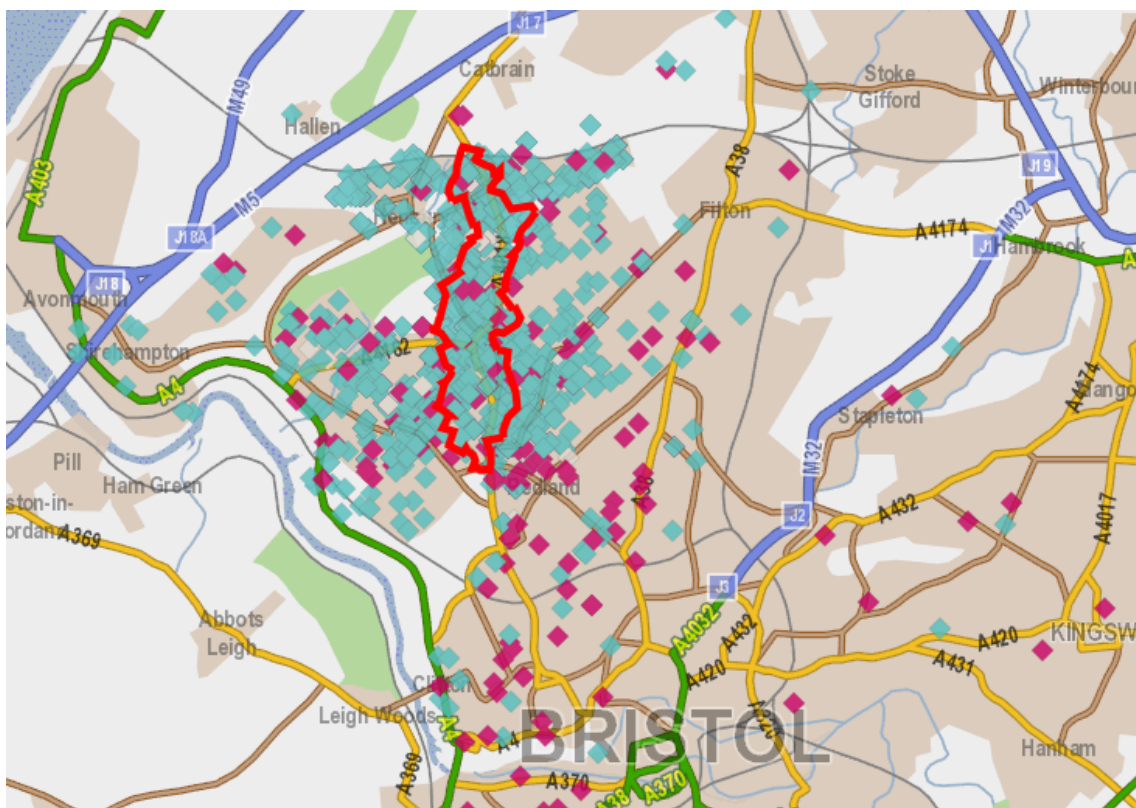
It was pointed out on the day the consultation launched that this distinction could be considered unclear. By Wednesday 6 February, the third day of consultation, clarification was added to the consultation website in the form of a list of all prohibited and prescribed movements. This list was also put into letter form and, towards the end of February, sent to all 4,700 addresses that had received the original leaflet.

Introduction: the consultation responses

The majority of feedback was received via the Bristol City Council Consultation Hub website with 2,330 questionnaires filled out online ¹ and a further 52 on paper. In addition 83 written responses were received by post and 261 by e-mail. Meetings were held to garner the views of representative groups including BS10 Parks and Planning, the Bristol Cycling Campaign, the Bristol Walking Alliance, the Westbury-on-Trym Society, the Henleaze Society, and the Henleaze Business Association. Many of these groups also submitted written responses.

The map below shows a dot for the postcode centre from which a response (all means) was received; blue dots indicate a view mainly objecting to the proposals, purple dots a broadly supportive view. There was a clear level of feeling disagreeing with the proposals as they were put forward, although those submitted from further south have a slightly larger supportive proportion.

The red line demarks the area to which the 4,700 leaflets were delivered. This shows the methods used to promote the consultation beyond the leaflet area were also very effective in encouraging correspondence.



All 2,726 responses have been read and analysed to see which parts of the proposals attracted which types of response. For the purposes of this report, the responses have been categorised into a number of themes that emerged more than once during the consultation.

¹ 629 questionnaires were partially completed and have not been considered in this analysis.

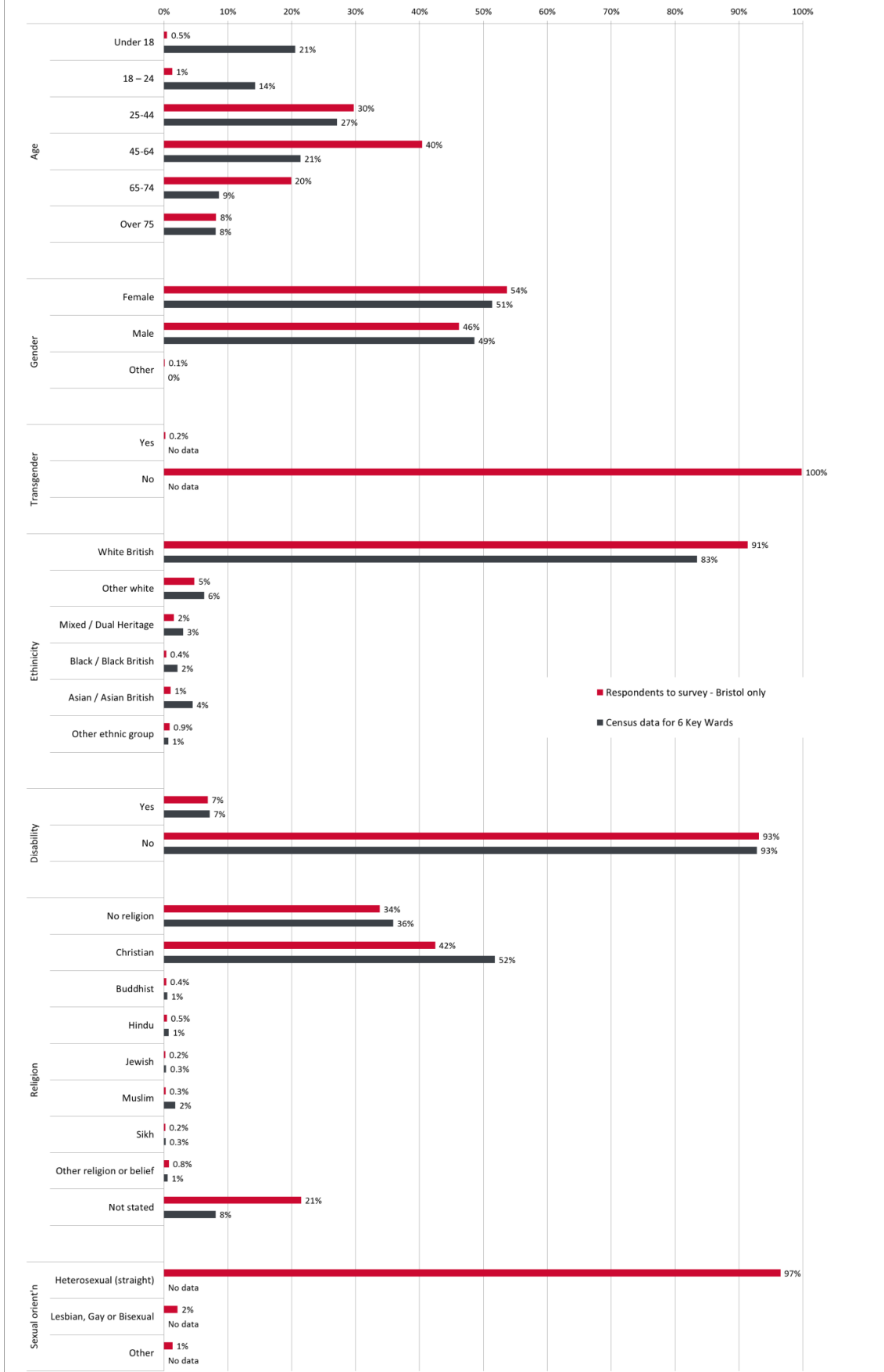
A petition entitled “No to carving up Westbury-on-Trym village and to cutting off Brentry” was started by Darren Jones MP on www.change.org. By the end of the consultation period, over 3,700 people had signed this petition.

An analysis of the equalities data provided by the consultees has been carried out, and is shown in the first of two graphs below, as compared with the population of the six wards with which the scheme makes most direct contact. In total, 76% of all the consultation respondents live in one of these six wards, which is 93% of all the respondents that live in Bristol. In terms of protected characteristics, the main points that can be drawn from this are as follows:

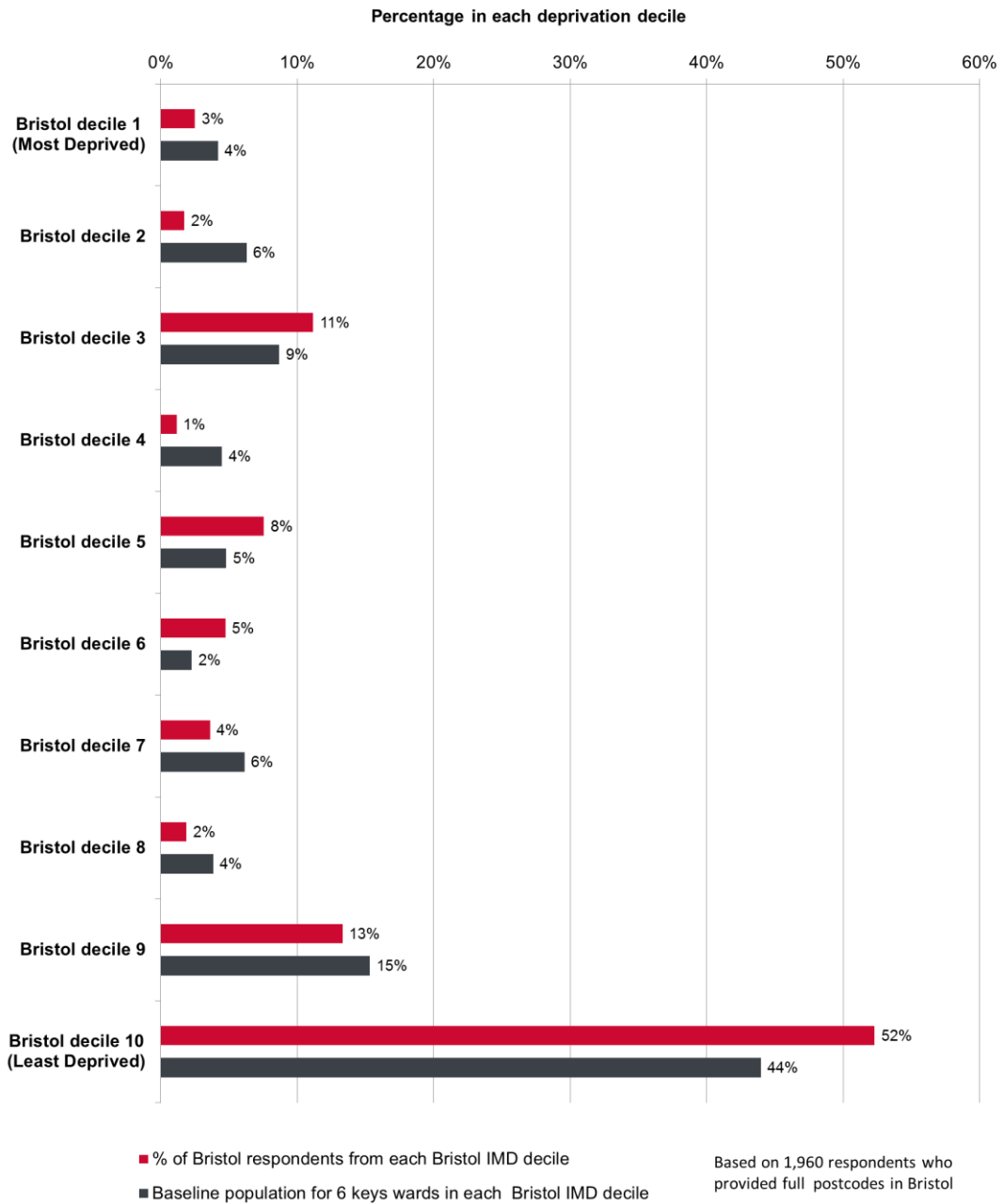
- In terms of disability, the consultation reached almost exactly the representative proportions of disabled and not disabled people.
- Regarding age, the consultation did not receive many responses from younger people, but was highly effective in reaching older consultees.
- There are no comparative numbers with which to compare the proportion of transgender consultees or those with each different sexual orientation.
- The number of responses from female consultees was larger than those from men, although there are more women than men in the relevant wards.
- A larger proportion of White British people than those represented in the overall population engaged with the consultation process.
- Respondents of no religion as well as Hindus, Jews, Sikhs, and people of “other” beliefs were relatively well represented when compared against the demographics of the 6 key areas. Christians and Muslims were less well represented. However, the fact that 1 in 5 people chose not to state a religion makes it hard to determine how effective the consultation was in reaching people with different faiths.

The second graph below has been calculated using deprivation data for the respondents from the six wards which are closest to the A4018 proposals. This shows that the respondents broadly match the deprivation profile of these six wards. The single largest response rate is from decile 10 (i.e. the 10% least deprived). Some 44% of the population of the six wards live in the 10% least deprived areas of Bristol; the proportion of respondents from these 10% least deprived parts is higher still, at 52%.

A4018 Improvements Consultation - Respondent Characteristics responses from 6 key wards



A4018 Improvements Deprivation indices for respondents from 6 key wards



What happens next?

Against each theme of the consultation, one of two conclusions is shown:

“Result: proposal recommended to be kept, this change will be made”

or

“Result: proposal recommended to be removed, no change will be made”

The former indicates where the proposal put forward and discussed during the consultation is recommended to be kept and be prepared for implementation. Where a proposal received negative comments from consultees, this report explains the reasons why it will be recommended for retention in the final scheme.

The latter indicates where the proposal put forward and discussed during the consultation is recommended to be removed and not be progressed for implementation. If one of the reasons behind this recommendation is the scale of negative comments, these will be summarised.






These recommendations have been made by the A4018 Project Team: the decision whether to adopt these will be made at Cabinet in June 2019.

Any changes that require the introduction or amendment of parking/ loading restrictions, bus lanes, or banned movements need a Traffic Regulation Order (TRO) before they can be introduced. TROs are subject to specific legislation, and need to be advertised for statutory public consultation. For any elements of these proposals which Cabinet decides to take forward and which require a TRO, statutory consultation is likely to take place in early 2020.

This report, as a summary of the proposals recommended to be retained or removed, effectively illustrates the ‘new’ set of proposals for the A4018. See the Conclusion section at the end of this document for a complete overview of the measures recommended to be taken forward and those recommended to be removed. On the pages between this introduction and the conclusion, each element of the consultation and its responses are reviewed.

The results: the consultation questionnaire

The questionnaire (identical online and on paper) was divided into eight questions, six asked respondents to state the extent to which they agree or disagree with aspects of the proposals and two questions invited free text answers. The responses provided some clear indications of consultees' views.

1. Do you agree with the proposed series of junction changes from Westbury Road and Falcondale Road to Crow Lane and Knole Lane junction? (These are intended to improve traffic flow and make it easier and safer for pedestrians to cross the road)						Response Percent	Response Total	
1	Strongly agree					5.05%	112	
2	Agree					6.41%	142	
3	Neither agree nor disagree					5.82%	129	
4	Disagree					11.14%	247	
5	Strongly disagree					71.58%	1587	
Analysis	Mean:	4.38	Std. Deviation:	1.16	Satisfaction Rate:	84.45	answered	2217
	Variance:	1.34	Std. Error:	0.02			skipped	113

This question covers nine junctions where changes of various scales were proposed. Banned movements were proposed in several locations with the intention of improving traffic flow on the A4018, some of which would have caused people making local journeys to seek diversionary routes. This led to considerable disagreement – over 80% – from local people. The very small number of undecided respondents is particularly noteworthy: these proposals produced very distinct views amongst the consultees.

In the following section of the report, the consultation results are split down by theme and this issue is broken down into the individual junction locations where it will be seen that two garnered support, one by a significant margin.

2. Do you agree with the proposed locations of the new bus lanes? (Please note that the bus lanes can be used by buses, taxis, cycles and motorcycles)






							Response Percent	Response Total
1	Strongly agree						5.36%	118
2	Agree						12.81%	282
3	Neither agree nor disagree						16.77%	369
4	Disagree						15.99%	352
5	Strongly disagree						49.07%	1080
Analysis	Mean:	3.91	Std. Deviation:	1.28	Satisfaction Rate:	72.65	answered	2201
	Variance:	1.64	Std. Error:	0.03			skipped	129

3. Do you agree that the proposed bus lanes should operate 24 hours a day?

							Response Percent	Response Total
1	Strongly agree						5.84%	128
2	Agree						7.16%	157
3	Neither agree nor disagree						11.49%	252
4	Disagree						15.82%	347
5	Strongly disagree						59.69%	1309
Analysis	Mean:	4.16	Std. Deviation:	1.22	Satisfaction Rate:	79.09	answered	2193
	Variance:	1.5	Std. Error:	0.03			skipped	137






Taking these related questions together, it can be seen that there was considerable opposition to the proposed bus lanes (over 65%) and their hours of operation (over 75%). Although there is a slightly larger number of supporters than exhibited for question one, the level of feeling is clear. As with each of these questions, further discussion is given under the relevant theme in the following section.

4. Do you agree with the proposed improvements to the shared-use path for pedestrians and cyclists on the Downs alongside the A4018?

						Response Percent	Response Total	
1	Strongly agree					19.58%	429	
2	Agree					30.63%	671	
3	Neither agree nor disagree					27.11%	594	
4	Disagree					7.85%	172	
5	Strongly disagree					14.83%	325	
Analysis	Mean:	2.68	Std. Deviation:	1.29	Satisfaction Rate:	41.93	answered	2191
	Variance:	1.66	Std. Error:	0.03			skipped	139






A shared-use path on the Downs alongside Westbury Road sees much larger agreement (50%) than disagreement (23%); 27% of respondents neither agreed nor disagreed with this proposal. A large number of comments on this part of the proposals came through outside of the questionnaire and are discussed towards the end of this report.

6. Do you agree with the proposed changes to reduce rat-running traffic driving through Westbury Village? (Buses, cycles and taxis could continue to pass through the village, but other through traffic would use Falcondale Road)

						Response Percent	Response Total	
1	Strongly agree					6.75%	149	
2	Agree					4.80%	106	
3	Neither agree nor disagree					6.43%	142	
4	Disagree					13.22%	292	
5	Strongly disagree					68.80%	1519	
Analysis	Mean:	4.33	Std. Deviation:	1.2	Satisfaction Rate:	83.13	answered	2208
	Variance:	1.45	Std. Error:	0.03			skipped	122

Generating almost the same level of disagreement as the proposed junction changes, the plans to reduce rat-running through Westbury Village were highly unpopular with the consultees. This matter is given further discussion in the following section.

7. Do you agree with the proposal to install a zebra crossing in Westbury Village near Shipley Road?

						Response Percent	Response Total	
1	Strongly agree					27.02%	593	
2	Agree					38.00%	834	
3	Neither agree nor disagree					27.11%	595	
4	Disagree					2.82%	62	
5	Strongly disagree					5.06%	111	
Analysis	Mean:	2.21	Std. Deviation:	1.03	Satisfaction Rate:	30.23	answered	2195
	Variance:	1.07	Std. Error:	0.02			skipped	135

The proposal for a zebra crossing close to Westbury-on-Trym primary school was agreed with by 65% of respondents, with 8% disagreeing. The consultation included a request to discuss the preferred location of the crossing (north or south of the junction with Shipley Road) which did not receive a great deal of engagement. The information received with regards to matters such as the type of crossing and whether amendments to small sections of parking be made to accommodate it, will be discussed with the school and the local ward members before reaching agreement on a design to progress.

The results: categorised into major themes

This section of the report is arranged into approximate north to south order along the A4018 so that the reader can find areas of particular interest. This format mainly follows the online Frequently Asked Questions. Where a particular section of proposals relate closely to each other, and have a similar outcome, they are grouped for ease of reference.

No bus lanes north of Crow Lane

Result: proposal recommended to be kept, this change will be made (i.e. there will be no bus lanes introduced north of Crow Lane)

Comments in favour	Comments against
2	8

It is not proposed that any bus lanes are put in place north of Crow Lane. Given the distance from the city centre, demand for bus travel is limited without a particular generator such as a Park and Ride site or the proposed new Henbury station. While outside the scope of this project, consideration of a Park and Ride site for the A4018 is being given by WECA and could be investigated in the next few years; the new station at Henbury is part of the MetroWest project currently at an early stage of development.

Several people commented that this section of road is heavily congested at many different times of day, and believed bus lanes should be proposed. Introducing bus lanes here in the future remains a possibility, but not as part of this scheme.

Introduction of a 30mph speed limit starting immediately north of Crow Lane

Result: proposal recommended to be kept, this change may be made (pending further investigation)

Comments in favour	Comments against
897	764

The only change proposed north of Crow Lane roundabout was to introduce a 30mph limit (currently 40mph until a point north of the junction with Charlton Road) to promote safer traffic speeds through and beyond the junction. This change would make the entirety of Passage Road a 30mph limit.

Some residents reported that traffic speeds at certain times of day are felt to be very high in this area, and a majority of the comments received were in favour of reducing the speed limit (including some advocating a further decrease to 20mph); however, a high number of consultees considered that 40mph remained appropriate.

The proposed new speed limit will be investigated to ensure that technical data and public opinion support a reduction to 30mph before any change is made. This investigatory work will commence soon, but it does not necessarily mean that the change will be made. Any speed limit would be enforced by the Police.

A signalised crossroads at Crow Lane to replace the roundabout, including a banned right turn from Passage Road to Knole Lane

Result: proposal recommended to be removed, no change will be made

Comments in favour	Comments against
97 (roundabout to junction)	226 (roundabout to junction)
10 (banned right turn to Knole Lane)	527 (banned right turn to Knole Lane)
107 (total)	753 (total)

This proposal generated many comments, the majority of which related to the proposed banned right-turn movement from Falcondale Road onto Knole Lane.

The proposal for a signalised junction was designed to increase the capacity of this junction, allowing more vehicles to get through it from all directions and improving the pedestrian facilities, which was recognised by many consultees. However, a large number of people, including local businesses, highlighted they use the roundabout to turn around as well as to turn left or right, and being unable to do so could have resulted in more journeys being made on unsuitable local roads as diversionary routes.

Taken in association with the proposed banned right turn from Passage Road to Charlton Road (other than for buses), this element of the scheme attracted attention for the longer journeys that would be necessitated to reach parts of Brentry. Journeys to the doctors' surgery close to the junction, for example, would be made less convenient for some users if this proposal was retained.

Close attention has to be paid to the social value of the changes proposed, and any possible impact on social inclusion must be carefully considered. The capacity improvements to the junction would not be possible without the banned turn into Knole Lane, so keeping this turn is intrinsically linked to whether the roundabout is removed or not.

It is therefore recommended that no changes are made to the form of the junction in this location. Possible aesthetic improvements will be investigated to see what environmental enhancements can be made to the location as a 'gateway to Bristol'. The existing pedestrian crossings will also be examined to see if upgrades to the facilities are possible.

Inbound and outbound bus lanes from Crow Lane to Greystoke Avenue

Result: proposal recommended to be kept, this change will be made (in part)

Comments in favour	Comments against
193 (bus lanes)	1,011 (bus lanes)
91 (24-hour bus lanes)	624 (24-hour bus lanes)
284 (total)	1,635 (total)

There were two principal issues raised by consultees who expressed concerns about the bus lanes. The first was that existing capacity would be removed, and the second that 24-hour bus lanes should not be proposed without a 24-hour bus service.

Dealing with the first of these, although parts of Passage Road operate with two lanes, there are locations where this is removed entirely or in sections, such as on the southbound approach to the junction with Charlton Road. The introduction of bus lanes would change the point at which two lanes for general traffic become one without greatly affecting capacity, while formalising the use of the inside lane by buses using the bus stops. Many consultees commented that the road only suffers congestion during peak times, which is when buses would benefit most from the bus lanes.

As to the proposal for the bus lanes to operate 24 hours a day, this is seen as the situation that would be most beneficial when the CPNN development is fully occupied with the possibility of an express bus service using the A4018 to access it, and the potential of a future Park and Ride site.

In the short-term, however, the current number of services does not quite require 24-hour bus lanes throughout. Where current road space is being transferred to be a bus lane (in- and outbound between Crow Lane and Charlton Road), these lanes will operate only in the morning and evening peak hours. These peak hours will be something like 7.30-9.30am and 4.30-6.30pm, although this will be confirmed during the TRO process. The new inbound bus lane from Charlton Road to Greystoke Avenue, created by widening the carriageway, will operate 24 hours a day.

In relation to this question, many respondents provided general complaints about buses and bus services. Such comments are outside the scope of this project, but will be forwarded to the companies via the council's regular liaison with them.

A new signalised pedestrian crossing close to Dragonswell Road

Result: proposal recommended to be kept, this change will be made

Comments in favour	Comments against
32	2

This proposal generated little comment, those received being overwhelmingly in favour.

Traffic calming for Breentry Lane

Result: proposal recommended to be kept, this change will be made

Comments in favour	Comments against
7	3

Few comments were also received on this proposal. The issue of speeding vehicles on this road is mainly in a southbound direction with people from Breentry aiming for the southbound A4018 without having to use the Crow Lane roundabout. One resident suggested that chicanes be used to narrow the road on the southbound side to discourage excess speed, which will be put forward to the council's designers to work up into the more detailed plans.

Right turn into Charlton Road banned except for buses

Result: proposal recommended to be removed, no change will be made

Comments in favour	Comments against
8	393

Especially taken in conjunction with the proposed ban on turning right from Passage Road to Knole Lane, this element of the scheme attracted a lot of attention for the longer journeys that would be necessitated to reach parts of Brentry if retained in the final scheme. In addition, access to the Free School and St Peter's Hospice would have been less convenient for those approaching from the south. As a counterpoint to this, though, several consultees commented that Charlton Road was not a suitable road for the amount of traffic on it now and felt that some kind of restriction could have been beneficial.

Although Charlton Road has been identified as a route for buses to the central part of the CPNN development – to the extent that South Gloucestershire Council have commenced building bus lanes at the northern end of it – this will not be in place for several years and cannot be used to justify the level of short- to medium-term diversion that would be caused to many journeys. It cannot be ruled out that some kind of bus priority may be considered here in the future, but no change to the current junction layout is proposed at the moment and any future proposals would be subject to public consultation.

Changing the Falcondale Road-Greystoke Avenue junctions into a signalised junction

Result: proposal recommended to be kept, this change will be made

Comments in favour	Comments against
151	35

Although the change here is wrapped up in the significant objection to the question about changes to junctions, the views of consultees are strongly in favour of signalising this particular junction. It is recognised that the junction would operate more efficiently with signals and that it would be easier for pedestrians, including children on the way to both nearby schools, to cross the road.

Several turning movements banned at Falcondale Road-Henbury Road-Henbury Hill

Result: proposal recommended to be removed, no change will be made

Comments in favour	Comments against
9	522

The changes proposed at this junction generated the most correspondence with consultation responses making it clear that an unintended consequence would be a number of local journeys made longer and more difficult. In addition to increased lengths of journeys – with the resultant negative impact in terms of traffic and pollution – there was the concern that unsuitable local roads could become rat-runs; in this case, Northover Road was identified as likely to become busier.

The junction of Falcondale Road with Henbury Road-Henbury Hill will be investigated for refurbishment to provide the most up-to-date pedestrian facilities and to link it to the council's traffic signals network so it can communicate with nearby junctions and the council's control room. The refurbishment will be like-for-like in terms of the movements allowed.

See also the section on Westbury Village for possible future considerations.

Proposed no exit from Hillsdon Road to Henbury Road

Result: proposal recommended to be removed, no change will be made

Comments in favour	Comments against
8	48

The reasoning behind this proposal was to remove the level of rat-running about which residents of Southdown Road and Hillsdon Road have complained to the council over a number of years. However, a large number of consultees noted that the junction of Southdown Road with Falcondale Road, that all traffic from the area would be required to use, is perceived to be dangerous.

In order to combat the rat-running problem, an alternative suggestion came up when discussing the matter with local people. If fewer banned movements are taken forward at the Falcondale Road-Henbury Road junction, rather than closing off the exit of Hillsdon Road to Henbury Hill, the problem could be equally well tackled by closing the junction of Southdown Road with Falcondale Road. All residents would leave and enter their neighbourhood via Henbury Hill and the junction with perceived safety concerns would be removed from the network. This matter would be the subject of further targeted local engagement before anything is taken forward.

See also the section on Westbury Village for possible future considerations.

Turning movements banned at Falcondale Road-Canford Road and Falcondale Road-Canford Lane, with changes to the junction of Canford Road and Canford Lane
Result: proposal recommended to be removed, no change will be made

Comments in favour	Comments against
23	157

As with other junctions with proposals to ban movements, the consultation responses made it clear that an unintended consequence would be a number of local journeys made longer and more difficult, with the associated negative impacts, and the possible introduction of new rat-runs. With the removal of other banned turn proposals at related junctions on Falcondale Road, this element would also generate reduced benefits.

The provision of a pedestrian crossing over Canford Road that would be introduced with the proposal to signalise the Canford Road and Canford Lane junction was popular with many consultees. Based on the fact that the larger junction change is no longer recommended, the council will investigate the provision of a stand-alone pedestrian crossing in the vicinity of the cemetery entrance on which separate consultation will be carried out if a workable design can be produced. A survey of vehicle speeds will determine whether this crossing will be a zebra or a puffin crossing.

The two further junctions of Falcondale Road with Canford Road and with Canford Lane will be investigated for refurbishment to provide the most up-to-date pedestrian facilities and to link them to the council's traffic signals network so they can communicate with nearby junctions and the council's control room. The refurbishment will be like-for-like in terms of the movements allowed.

See also the section on Westbury Village for possible future considerations.

Left turn only into and out of Westbury Court Road, Lampeter Road, and Abbey Road

Result: proposal recommended to be removed, no change will be made

Comments in favour	Comments against
18	150

As with other junctions with proposals to ban movements, the consultation responses made it clear that an unintended consequence of this proposal was a number of local journeys made longer and more difficult, with the associated negative impacts, and the possible introduction of new rat-runs. With the removal of other banned turn proposals at related junctions on Falcondale Road, this element would also generate reduced benefits.

See also the section on Westbury Village for possible future considerations.

Right-turn ban from Falcondale Road to Stoke Lane

Result: proposal recommended to be removed, no change will be made

Comments in favour	Comments against
19	159

As with other junctions with proposals to ban movements, the consultation responses made it clear that an unintended consequence of this proposal was a number of local journeys made longer and more difficult, with the associated negative impacts, and the possible introduction of new rat-runs. With the removal of other banned turn proposals at related junctions on Falcondale Road, this element would also generate reduced benefits.

The junction of Falcondale Road with Stoke Lane will be investigated for refurbishment to provide the most up-to-date pedestrian facilities and to link it to the council's traffic signals network so it can communicate with nearby junctions and the council's control room. The refurbishment will be like-for-like in terms of the movements allowed.

See also the section on Westbury Village for possible future considerations.

All changes in Westbury Village, including the proposed restriction for High Street, new and reversed one-ways, and the closure of Stoke Lane at the roundabout

Result: proposal recommended to be removed, no change will be made

Comments in favour	Comments against
101 (closing High Street to private cars)	1,600 (closing High Street to private cars)
29 (changes to one-way roads)	274 (changes to one-way roads)
14 (closing Stoke Lane at the roundabout)	255 (closing Stoke Lane at the roundabout)
144 (total)	2,129 (total)

The principal aim of the proposals to restrict access through Westbury Village to private cars was to reduce what was believed to be a significant problem with north-south rat-running avoiding actual or perceived congestion on the A4018. The consultation responses, however, made clear that there is as much, if not more, demand for east-west movements to and from localities such as Sea Mills, Stoke Bishop, Southmead, and Filton.

Some consultees asked whether the restriction could be applied only at certain times. This would have been very difficult to sign and enforce, as shown by the timed 'No Entry' on Roman Road by Blackboy Hill; the enforcement of banned turns is the responsibility of the Police and not the council.

With regards to the proposed amendments to the one-way restrictions on Trym Road, College Road, and Church Road, these had been designed to make the already well-used rat-run of Chock Lane less attractive. However, consultees made many valid comments around the unintended consequences, not least the possible increase in demand for Chock Lane as an alternative – however unsuitable – to a restricted High Street. In addition, the dimensions of Church Lane, and the businesses located at one end, could make it an inappropriate route for higher levels of traffic if this proposal was retained. With regard to the other side of the roundabout, many were concerned that the proposed restriction of Stoke Lane would put extra traffic on Southfield Road or, particularly, Cambridge Crescent.

The proposals in the village, in association with the banned turns suggested on some of the junctions with roads into and out of the village, would result in some people with specific journeys facing longer journeys for trips they made regularly. The high level of demand to use services in the village by car-dependent elderly and disabled residents also made the proposed restrictions appear to have a potentially damaging effect, which was far from the intention. Many consultees raised concerns regarding regular access to banks, the health centre, the churches, and moving between the two car parks if one were full.

A lot of consultees from Stoke Bishop responded to the effect that they considered Westbury to be their village centre. Although Henleaze Road-Northumbria Drive is very close to Westbury Village to the southeast, responses received show Westbury Village attracts considerable patronage from residential areas to the west.

Although there was a significant majority of consultees responding against these various proposals, there was no unanimity. The Bristol Walkers Alliance and Bristol Cycling

Campaign were both in favour of these elements of the scheme. Aspects of what the restrictions were trying to achieve found favour with other local consultees and bodies.

This consultation has raised awareness in the local community of current and likely future problems with traffic through Westbury Village. The council plans to work with ward members, the MP, and then representative groups to use a community-led approach to see if a consensus can be reached on how the A4018 could be improved between and including the junctions with Stoke Lane and Canford Road, and throughout the village. Other issues that were not in the scope of this project were raised, such as concerns over unofficial park and ride and other parking and loading concerns; these could be included in this new round of engagement.

While this is done, the preparation of TROs and mobilisation of contractors for the improvements that have been retained to the north and south will proceed. Changes to and around Westbury Village, developed with the local community, could then form a later phase of the A4018 project. This separation is set out more clearly in the Conclusion.

Signalisation of the Falcondale Road-Westbury Road junction, including left-turn only movements into and out of Downs Road

Result: proposal recommended to be kept, this change will be made

Comments in favour	Comments against
47 (junction signalisation)	24 (junction signalisation)
13 (turning movements for Downs Road)	30 (turning movements for Downs Road)
60 (total)	54 (total)

As with the junction of Greystoke Avenue and Falcondale Road, the change here is wrapped up in the significant objection to the question about changes to junctions. Again the views of consultees are mainly in favour of signalising this particular junction. It is recognised that it would be significantly easier for pedestrians, especially children on the way to the four local schools, to cross the road where the current zebra crossings have somewhat restricted visibility, therefore this change will be retained.

The new shared-use path on the Down alongside Westbury Road

Result: proposal recommended to be kept, this change will be made

Comments in favour	Comments against
530	213

Although the level of support for this element barely surpassed half from responses to the questionnaire, a large number of people provided positive comments on it separately. For this reason, it is suggested that this element of the scheme be retained.

Agreement will also be required from the Downs Committee (whose Place and Movement sub-group support the proposal in principle as part of their aspirations for more leisure cycling routes on the Downs), which will be sought in due course. It is also the only element of the scheme that is not on public highway and will therefore require a planning application. As part of this process, detailed discussions will be held with groups representing people with disabilities, pedestrians, and cyclists to ensure the most appropriate and safest design in terms of access to the path, speeds of cycling, and whether the path is segregated, physically or by painted markings.

Further improvements for cyclists

Several hundred free text responses on possible future cycling provision provided a lot of useful input with elements that can and will be given design consideration; internal discussion on some of the suggestions has already commenced. There appears to be strong feeling that cycling facilities along and around the A4018 should and can be improved.

Some responses were very specific and looked at highly detailed or localised matters; it is not possible to respond to all of these. However, despite the large number of correspondence on cycling matters, a few themes did emerge (in order of number of comments):

1. Many respondents indicated a preference for continuous AAA (high quality All Ages and Abilities) cycle paths, fully segregated from both traffic and pedestrians. Due to available road and pavement width, this isn't always something that can be achieved, but it will be prioritised where possible.
2. Shared-use paths were supported by a smaller number of consultees. Given that many people pointed out how wide pavements are on Falcondale Road – and with few pedestrians – this could be progressed more easily where appropriate. Both the Bristol Cycle Campaign and Bristol Walkers Alliance requested that 4m be considered the minimum width for such a facility, rather than the 3m used in other locations in the past.
3. On-road cycle lanes also had support, but were sometimes brought up to draw the council's attention to the fact that existing lanes can be the victim of inconsiderate parking or have poor road surfaces that make them difficult and dangerous to use.
4. As a representation that no group of road users are homogenous, some cyclists commented that not enough cycling provision was being proposed and wanted to see a lot more.
5. On the other hand, there were a small number of comments made about cyclists, their speed, and what is often seen as inconsiderate behaviour. These consultees did not want to see additional works done to benefit cyclists.

South of Crow Lane, the proposal for a widened central reserve with tree planting to accompany bus lanes wide enough to accommodate cyclists was specifically discussed with the Bristol Cycling Campaign and Bristol Walking Alliance, as well as some of the local ward members and some consultees. Consultees voiced concerns this design would effectively promote bus lanes as part of a safe cycling provision. There was widespread feeling that a better use of road space would be to retain the existing central reserve and introduce standard width lanes (approx. 3.2m-3.5m) for the bus lanes as well as for general traffic. The space gained in this way would allow introduction of a cycle path off the carriageway. The tree planting envisaged could be provided in the verge rather than in the central reservation.

As a result of this feedback, two different designs have been prepared for the section of road between Crow Lane and Greystoke Avenue. One is for a shared-use path on the eastern side of the road, the other is for a fully segregated path in each direction. The latter, which is more expensive to build, provides a better facility. Both are currently being

investigated to determine which would be the best to take forward. The fully segregated route is currently the preferred option to be constructed alongside the bus lane works, but it may require some additional funding to be levered.

Given the level of support for investigating and promoting future improvements to cycling provision, design ideas will be given ongoing consideration. If particular changes are not possible through this scheme, potential future funding bids will be investigated where relevant.

Conclusion: what the A4018 scheme now looks like

Using the questions asked during the consultation process, and other issues raised by the consultees through comments and the feedback given to officers in person, a clear picture has emerged of what improvement proposals on the A4018 have a degree of local support. Each area has been discussed above in detail and a summary is provided below of the elements and whether the recommendation is to progress or withdraw the proposal. This revised proposal will be taken to Cabinet for a decision.

Works recommended for approval

The first section of items recommended to be taken forward towards the production of Traffic Regulation Orders (TROs), detailed design, site investigations, and procurement of a contractor are:

- No changes at the Crow Lane roundabout other than the investigation of possible environmental enhancements and checking whether the pedestrian crossing facilities can be improved.
- Investigation of introducing a new 30mph speed limit at Crow Lane to cover the whole of Passage Road.
- A new signalised pedestrian crossing north of Dragonswell Road.
- Traffic calming measures on Brentry Lane.
- A segregated cycle route or shared-use path, north- and south-bound, between Crow Lane and Greystoke Avenue.
- Inbound and outbound bus lanes, operative in the morning and evening peak hours, from Crow Lane to Charlton Road.
- An inbound bus lane, operative 24-hours a day, on new carriageway from Charlton Road to Greystoke Avenue.
- Full junction upgrade and signalisation of Falcondale Road-Greystoke Avenue.
- Investigation of like-for-like refurbishment of the existing traffic signal junctions of Falcondale Road with Henbury Road/ Henbury Hill, Canford Road, Canford Lane, and Stoke Lane.
- Installation of a pedestrian crossing on Passage Road close to Westbury-on-Trym primary school.
- Investigation of options to provide a pedestrian crossing on Canford Road west of the junction with Canford Lane.
- Full junction upgrade and signalisation of Falcondale Road-Westbury Road.
- Construction of the new shared-use path on the Downs, subject to external permissions.
- Investigation of the installation of B-Net, the council's fibre optic network, from its current end point at Blackboy Hill all the way up the A4018 to Greystoke Avenue or Crow Lane; other communication options will also be explored.

Areas for future community engagement

A further set of measures are recommended to be withdrawn from the proposals to allow engagement with local stakeholders to develop new scheme designs.

This consultation has raised awareness in the local community of current and likely future problems with traffic through Westbury Village. The council plans to work with ward members, the MP, and then representative groups to use a community-led approach to see if a consensus can be reached on how the A4018 could be improved between and including the junctions with Stoke Lane and Canford Road, and throughout the village, considering:

- Upgrades of the existing traffic signal junctions of Falcondale Road with Henbury Road/ Henbury Hill, Canford Road, Canford Lane, and Stoke Lane.
- Measures to restrict unsuitable levels of traffic using Westbury Village, potentially including changes to the junctions of Westbury Court Road, Lampeter Road, and Abbey Road with Falcondale Road.
- Cycling facility improvements between the junctions of Falcondale Road with Greystoke Avenue and Westbury Road, both on and off the A4018.
- A means of restricting rat-running movements on Southdown Road and Hillsdon Road between the A4018 and Henbury Hill.

Elements removed from recommended scheme

A number of other measures that formed part of the consultation are not currently proposed for installation or re-design:

- Conversion of the Crow Lane roundabout to a signalised junction with a possible banned turn from the A4018 to Knole Lane.
- Banning right turns from the A4018 to Charlton Road for all vehicles other than buses.
- In- and outbound bus lanes north of the Crow Lane junction.