

A4018 Corridor Consultation – Rationale

This document provides the main questions that the A4018 Project Team foresee being asked by respondents to the consultation, with the reasoning behind all the changes proposed. This information is being provided in advance of the consultation period as briefing information for ward members, and will be used as the basis for responses throughout the consultation so that consistent answers are given to the main questions.

In some places, traffic movements are given for the morning 'peak hour' of 8-9am and sometimes for the evening peak of 5-6pm. Wherever this is done, the peak hour with the larger number of movements is given.

Why is nothing being done north of Crow Lane?

In- and outbound bus lanes were examined north of the Crow Lane junction, but they took away capacity from other traffic on the approach to the junction in a way that they do not further down the corridor. These will be investigated again in the future if a Park and Ride site is considered for this route.

The only change being made here is the introduction of the 30mph limit immediately north of Crow Lane to promote safer traffic speeds at the new junction.

Why is a signalised crossroads better at Crow Lane than the roundabout?

By replacing the roundabout with a crossroads controlled by traffic signals, the traffic approaching from all directions can be better co-ordinated. Using loops in the road to detect approaching traffic, the intelligent signals can automatically balance the amount of green light time allowed to each road. The technology in the signals can be used to prioritise buses to minimise the time they spend caught in queues, and will also enable them to be linked up with other junctions on the route to allow them all to work together for the most efficient traffic flow.

Signalised traffic flow also allows for signalised pedestrian crossings that provide safe facilities for everyone to cross the road on each approach to the junction.

Where do I go if I can't turn right from Passage Road to Knole Lane?

It is always a difficult decision when a traffic movement is banned, not one taken lightly. For this location, the number of vehicles currently making this movement is only 71 (8-9am) (2% of the vehicles that arrive at the junction).

The main alternative route would be to turn right onto Greystoke Avenue further south on the A4018. However, everyone's individual route would depend on the exact start and end points of their journey.

By removing one or more traffic movements from a junction, more time is allowed for all the other traffic movements so that the junction works more efficiently. More importantly, additional time is created in the cycle of the signal times for pedestrian green man time. If there is no right turn from Passage Road to Knole Lane, the pedestrian crossing on Knole

Lane can be used while traffic is travelling north on Passage Road and turning left into Crow Lane.

Provision of in- and out-bound bus lanes from Crow Lane to Greystoke Avenue

Much of the existing A4018 between Crow Lane and Greystoke Avenue has two lanes, but there are a number of points where this reduces to one and effectively renders the whole road a single lane. With the introduction of 24-hour bus lanes in both directions, the available road space left for general traffic is hardly changed. Because all the houses fronting the road have driveways, the road is rarely used for parking. Bus lanes can be used by buses, taxis, bicycles, and motorbikes.

The number of buses using the road at the moment is not very high, but the demand that will be introduced by the new development on Filton Airfield will lead to an increase. It is also foreseen that an express service from the new development to Bristol city centre will be provided by the time the development is complete.

In this location, the existing central reserve will be improved with additional tree planting. Along with the new 30mph speed limit, this will improve the environment and character of the road to reflect the residential area through which it travels. A central reserve with trees can also be used to provide sustainable drainage in place of large quantities of underground pipes and use of the sewage system.

The current proposal is for uphill bus lanes to be 4.5m wide, so that cyclists can use them with more separation between themselves and buses, while downhill bus lanes where cyclists travel faster will be 3.5m wide. If there is widespread feeling that this would not be suitable, reducing the width and the scale of tree planting in the central reservation could be explored to provide more space to the side of the carriageway for use by pedestrians and cyclists, potentially with trees being planted in the verge.

New signalised pedestrian crossing close to Dragonswell Road

The pair of bus stops close to Dragonswell Road creates a demand to cross the road here. Although the lower speed limit will make the road calmer in this location, the fact that there has been a serious accident recently shows that more can be done. Just north of Dragonswell Road, therefore, a new signalised pedestrian crossing will be constructed, the bus stops each moved a little to provide the best location.

What traffic calming is proposed for Brentry Lane?

Brentry Lane is a quiet residential street whose residents have asked for protection from large numbers of speeding vehicles. It also provides a good route for cyclists from the A4018 to the new development via Fishpool Hill. The junction will be narrowed to reduce speeds entering the road, and some form of traffic calming will be introduced on the road itself. The exact form and location of the calming measures will be considered in a later stage of more detailed design, and we would therefore welcome the suggestions of local people as part of this consultation.

Why is the right turn into Charlton Road only for buses?

It is always a difficult decision when a traffic movement is banned, not one taken lightly. For this location, the number of vehicles currently making this movement is only 121 (8-9am) (5% of the vehicles that arrive at the junction).

Because the Filton Airfield development is so large and not accessed from just one location/direction, Charlton Road has already been identified as one of the bus routes into it. Providing a 'head start' for buses making this movement, the efficiency of services will be maintained. The junction will work by loops in the right-turn lane detecting an approaching bus and turning the pedestrian crossing traffic signals red to allow the bus to turn. This system means that general traffic will only otherwise be stopped when a pedestrian wants to cross the road.

Purchasing land from St Monica's Trust for the bus lane south of Charlton Road

Computer modelling of the proposals has been carried out to see the scale of the improvements that can be gained. The inbound bus lane from Charlton Road to Greystoke Avenue provides particularly significant benefits. In order to provide space in the carriageway for this, the wall to the east of the road needs to be moved back by around 2-3m into land owned by St Monica's Trust, with whom contact will be made prior to 4 February. This will not affect the cricket field or the existing cycle lane.

What will be affected in this location, however, is the vegetation that runs between the road and the cycle path alongside the cricket field. As many trees as possible will be protected, and plans will be made to replant as substantially as we can.

Signalisation of the Falcondale Road-Greystoke Avenue junction

By replacing an uncontrolled junction with one controlled by traffic signals, the traffic approaching from all directions can be better co-ordinated. Using loops in the road to detect approaching traffic, the intelligent signals can automatically balance the amount of green light time allowed to each road. The technology in the signals can be used to prioritise buses to minimise the time they spend caught in queues, and will also enable them to be linked up with other junctions on the route to allow them all to work together for the most efficient traffic flow.

Signalised traffic flow also allows for signalised pedestrian crossings that provide safe facilities for everyone to cross the road on the approaches to the junction.

A small amount of land will be required to provide the road width for suitably-sized pedestrian crossing islands alongside the traffic lanes that will make the junction work well. This widening will involve the removal of a small number of trees on the bank in front of Falcondale Walk; these will be replaced by a number of new trees to match BCC's tree replacement strategy (which is significantly more than one-for-one).

A related improvement here will be the provision of a short right-turn filter lane into Passage Road southbound (towards Westbury village centre) from Greystoke Avenue.

Zebra crossing options on Passage Road for Westbury-on-Trym Primary School

There are two options for introducing a new zebra crossing on Passage Road on which we are seeking views; they can be seen on more detailed drawings at the library drop-in sessions. The opinions of local people will help decide which of these two options is taken forward to be built.

The first is for the crossing to be where there is currently a raised table, to the east of Shipley Road. The benefits of this site are that it is already known and visibility is good. The drawback is that the waiting space on the pavement is limited.

The second option, on widened pavements to the west of Shipley Road, has more waiting space, but less good visibility and would need to see three parking spaces removed.

Why are so many turning movements banned at Henbury Road?

It is always a difficult decision when a traffic movement is banned, not one taken lightly. For this location, the number of vehicles currently turning off the A4018, in both directions, is only 107 (8-9am) (4% of the vehicles that arrive at the junction); the number of vehicles turning left out of both side roads is only 53 (8-9am) (7% of the vehicles that arrive at the junction).

Everyone's individual alternative route around the banned movements would depend on the exact start and end points of their journey, there are several for each one.

By removing one or more traffic movements from a junction, more time is allowed for all the other traffic movements so that the junction works more efficiently. More importantly, additional time is created in the cycle of the signal times for pedestrian green man time. If there is no left turn from Henbury Hill to Falcondale Road, for example, the pedestrian crossing on Falcondale Road north of the junction can be used while traffic is travelling straight on to Henbury Road and turning right into Falcondale Road.

By replacing an already signal-controlled junction with the latest traffic signals, the traffic approaching from all directions can be better co-ordinated. Using loops in the road to detect approaching traffic, the intelligent signals can automatically balance the amount of green light time allowed to each road. The technology in the signals can be used to prioritise buses to minimise the time they spend caught in queues, and will also enable them to be linked up with other junctions on the route to allow them all to work together for the most efficient traffic flow.

No entry leaving Hillsdon Road northbound to reduce rat-running

There are already residents of Southdown Road who have complained about vehicles rat-running along their road and Hillsdon Road to reach Henbury Road without going to the junction. With the left turn into Henbury Hill from Falcondale Road to be banned (see above), this could be expected to worsen. For this reason, it is proposed to install a 'no entry' restriction from Hillsdon Road into Henbury Road.

Why is there an outbound bus lane from Canford Lane to Southdown Road with no buses?

One element of the improvements that is not in the power of the council is the provision of additional bus services between the new development and Bristol city centre. It appears that such an express service would be viable in commercial terms, so this priority has been provided for it. The bus lane does not have to be constructed immediately if the remainder of changes are made to the corridor in advance of an express service being in operation.

Improvements to Falcondale Road-Canford Road junction

This junction will not be significantly changed. The left-turn from Falcondale Road to Canford Road, and the reverse right-turn movement, will be banned to allow the junction's signals to operate most efficiently. Any of the small number of vehicles wanting to make these difficult movements would be more conveniently served by using Canford Lane.

By replacing an already signal-controlled junction with the latest traffic signals, the traffic approaching from all directions can be better co-ordinated. Using loops in the road to detect approaching traffic, the intelligent signals can automatically balance the amount of green light time allowed to each road. The technology in the signals can be used to prioritise buses to minimise the time they spend caught in queues, and will also enable them to be linked up with other junctions on the route to allow them all to work together for the most efficient traffic flow.

Why is the right-turn from Canford Lane to Falcondale Road banned?

It is always a difficult decision when a traffic movement is banned, not one taken lightly. For this location, the number of vehicles currently making this movement is only 50 (8-9am) (15% of the vehicles that arrive at the junction).

By removing one or more traffic movements from a junction, more time is allowed for all the other traffic movements so that the junction works more efficiently. More importantly, additional time is created in the cycle of the signal times for pedestrian green man time.

Although everyone's individual alternative route around the banned movement would depend on the exact start and end points of their journey, it is considered that vehicles would travel straight-on into Canford Lane then turn right onto Canford Road and hence to the northbound Falcondale Road.

Why is anything happening at the junction at Canford Road and Canford Lane?

If traffic coming out of the eastern part of Canford Lane uses the western half of Canford Lane and Canford Road to reach Falcondale Road northbound (see above), then the capacity of the junction of Canford Lane and Canford Road needs to be controlled. By providing a signal-controlled junction at this location, pedestrian crossing facilities can also be provided on the western side of the junction, as have been requested in the past.

An additional benefit of this proposal would be the potential removal of some un-needed road space that could be given over to Canford Park. It would be up to BCC Parks as to whether they would expand the green space of parkland or use the space to provide more formalised parking for park visitors.

For safety and visibility reasons, it would be necessary to remove some of the existing parking on the western part of Canford Lane. This could be on both sides on the approach to the junctions, or for a longer stretch of the road on one side. The vast majority of the residential properties on this road already have driveways and, as noted above, there could be an alternative parking arrangement for the park provided.

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

Although Falcondale Road is mostly wide, it is very busy and the major junctions such as Canford Lane and Stoke Lane need to see it divided into lanes to allow vehicles to queue for turning in different directions. For this reason, vehicles waiting in the middle of the road to turn right into small side roads can cause delays for those on the principal route. In the opposite direction, vehicles turning right out of side streets often find it hard to find gaps in the traffic and can edge out and block traffic moving in one direction while waiting for space in the other.

It is therefore proposed that it will not be permitted to turn right into or out of Westbury Court Road, Lampeter Road, and Abbey Road. There are a number of alternative routes, particularly involving Stoke Lane for the latter two.

Why is the right-turn from Falcondale Road to Stoke Lane banned?

It is always a difficult decision when a traffic movement is banned, not one taken lightly. For this location, the number of vehicles currently making this movement is only 26 (5-6pm) (4% of the vehicles that arrive at the junction).

The main alternative route would be to turn right onto Westbury Hill further south on the A4018. However, everyone's individual route would depend on the exact start and end points of their journey.

By removing one or more traffic movements from a junction, more time is allowed for all the other traffic movements so that the junction works more efficiently. More importantly, additional time is created in the cycle of the signal times for pedestrian green man time.

By replacing an already signal-controlled junction with the latest traffic signals, the traffic approaching from all directions can be better co-ordinated. Using loops in the road to detect approaching traffic, the intelligent signals can automatically balance the amount of green light time allowed to each road. The technology in the signals can be used to prioritise buses to minimise the time they spend caught in queues, and will also enable them to be linked up with other junctions on the route to allow them all to work together for the most efficient traffic flow.

What is achieved by closing Westbury village High Street to cars?

There is a long-standing issue with rat-running blighting Westbury Village about which individuals and groups have complained over many years. By removing the means for private cars to travel through the centre of the village, the area has the potential for improved pedestrian facilities and will be a more pleasant and vibrant destination for shoppers.

The section of High Street from the war memorial roundabout to Church Road will be restricted to buses, taxis, bicycles, motorbikes, and deliveries for the shops. This will mean that the A4018 Falcondale Road between the junctions with Greystoke Avenue and Westbury Road will be the main route for travelling north or south through this part of Bristol, as it already should. The perception among some people rat-running through Westbury Village that the A-road is jammed will be alleviated by the improved traffic signal junctions.

It is clear that many people require vehicular access to Westbury Village. Approaching from the north, the principal route in and out will be via Greystoke Avenue and Passage Road, with others using Henbury Road depending on their starting point. Parking for these users will be the Co-op car park on Westbury Court Road. From the south, Canford Lane and Westbury Road-Westbury Hill will be the main routes, with the council car park as the parking option.

By restricting the number of vehicles using High Street in this location, there will be the scope for improved pedestrian facilities such as widened pavements. This will additionally provide a less trafficked and improved setting for the war memorial.

Why is Stoke Lane proposed for closure at the war memorial roundabout?

The number of vehicles using Stoke Lane is low compared with the others that join the A4018 to Westbury Village from a similar direction and – compared with Westbury Court Road, Canford Lane, and Westbury Hill – it is the most residential.

By closing the road at the memorial, with new pavement and tree planting, the possibilities for environmental enhancements for the war memorial's setting are improved. Although not part of the scope for this project at the present time, this consultation will seek the informal views of local people on whether the war memorial could be made more accessible by being moved onto widened pavement on the north side of the roundabout, or to the closed off end of Stoke Lane (no more than 10m in either direction). These views will be used for future consideration and do not form part of this project.

What is achieved by reversing existing one-way streets in Westbury Village?

As well as north-south rat-running through Westbury Village, there is a lot of east-west movement that could use more appropriate roads. The over-use of Chock Lane is a particular issue that has been raised with the council in the past.

By reversing the one-way on Trym Road to be west-to-east, and adding a matching restriction to College Road, traffic using Chock Lane to reach the northbound A4018 via Henbury Road or Passage Road will be discouraged. Reversing the current west-to-east one-way on Church Road will allow access to and from the residential properties in this area to be maintained while continuing to discourage inappropriate through use of these routes.

Signalisation of the Falcondale Road-Westbury Road junction with one turning restriction

By replacing an uncontrolled junction with one controlled by traffic signals, the traffic approaching from all directions can be better co-ordinated. Using loops in the road to detect approaching traffic, the intelligent signals can automatically balance the amount of

green light time allowed to each road. The technology in the signals can be used to prioritise buses to minimise the time they spend caught in queues, and will also enable them to be linked up with other junctions on the route to allow them all to work together for the most efficient traffic flow.

Signalised traffic flow also allows for signalised pedestrian crossings that provide safe facilities for everyone to cross the road on each approach to the junction. There have been injuries involving pedestrians at the existing zebra crossings in recent times, and it is clear that improvements could be made to provide something more formal and safer. Financial contribution towards signalising these pedestrian crossings has been received from St Ursula's School to improve the safety of their pupils.

It is always a difficult decision when a traffic movement is banned, not one taken lightly. For this location, the number of vehicles currently turning right out of Westbury Road onto Falcondale Road is only 33 (8-9am) (6% of the vehicles that arrive at the junction). Rather than a prohibited right turn, this will be a prescribed left turn from the northern portion of Westbury Road to the southern portion.

Only left-turn movements into Downs Road from Westbury Road

In order to provide traffic islands as part of the new pedestrian crossings at the Falcondale Road-Westbury Road junction, it will no longer be possible to accommodate the right turn from Falcondale Road to Downs Road, or the straight on movement from the northern part of Westbury Road to Down Road.

It is always a difficult decision when a traffic movement is banned, not one taken lightly. For this location, the number of vehicles turning right into Downs Road is only 5 (8-9am) (3% of the vehicles that enter at this point), but those travelling straight on from Westbury Road is 92 (63%). While this is a significant number, it is believed that the majority of these are likely to be people from the north/east side of the A4018 dropping off pupils at Badminton or Elmlea schools to avoid having them crossing the road at the existing zebra crossings. With these crossings upgraded to signal control, parents can have more confidence in their children crossing the A4018 without needing to believe the car a safer option.

Will parking be taken away by prioritising sustainable transport modes?

Other than minor stretches to improve visibility at junctions, the only location where parking outside business or residential properties will be affected is on the western portion of Canford Lane if the works to signalise the junction of Canford Lane and Canford Road are taken forward. As noted above, however, if this part of the scheme proceeds it could well be accompanied by the provision of new parking at the edge of the park.

New shared-use path on the Downs alongside Westbury Road

The Downs Committee have a long-term aspiration to provide a range of leisure walking and cycling routes on the Downs. The first to be proposed is known as the Seven Sisters Loop, approximately following the routes of Westbury Road (from Blackboy Hill to Parrys Lane), Parrys Lane, Saville Road, and Stoke Road. With an existing off-road cycle path already provided along Stoke Road, this project will provide the section alongside Westbury Road from Blackboy Hill/ Roman Road to the far end of Downs land, opposite Henleaze Gardens.

This path will be shared-use – for pedestrians, joggers, wheelchair and buggy users, and cyclists – with a width of 3m. The route will follow the route where the grass is already eroded through informal use, the other side of the trees from Westbury Road. The existing shared-use designation of the pavement along Westbury Road will not be changed, giving people the choice of the route they take.

What improvements are in the pipeline for cyclists?

It has been very challenging to find suitable locations for cycling provision along the A4018 that is not in a piecemeal fashion. The consultation leaflet shows an uphill cycle lane from Stoke Lane to the Falcondale Road-Westbury Road junction, which is almost the only continuous provision available.

However, there are other possible options, plans of which will be available online and at the library drop-in sessions for examination and discussion. At the southern end of the route, the new path on the Downs will provide off-road provision for cyclists. Although the end of this path is onto the A4018, there is the earlier option to turn left onto Parrys Lane and hence Reedley Road to reach Stoke Lane and the centre of Westbury Village; this route is, in fact, National Cycle Network 4 (NCN4) and its signage could be improved as part of this project. The proposed closure of Stoke Lane to motor vehicles at the roundabout in Westbury Village would support this route.

Following NCN4 through Westbury takes a user on Passage Road or Shipley Road to Greystoke Avenue where the existing off-road route will remain up the hill to Charlton Road. Charlton Road, and Bentry Lane a little further north, are already foreseen as good cycling routes directly into the new development.

There is less space in the northern section of the route. But, as described above in relation to bus lanes, if there is widespread feeling that cyclists using bus lanes would not be suitable, reducing the central reservation could be explored to provide more space to the side of the carriageway for use by pedestrians and cyclists. This will always be done in a way sympathetic to existing driveways and street trees.