**JOINT STATEMENT BY COUNCILLOR MARK WESTON & STEVE SMITH TO THE CABINET MEETING on Tuesday, 18th June 2019**

**ITEM 2 PUBLIC FORUM statement in respect of:-**

**ITEM 12 A4018 outcome of consultation & request to submit full business case to WECA**

We very much welcome this re-working of the original extremely controversial proposals which went out to consultation last February and March.  That scheme was rightly widely condemned by local residents and road users as totally inappropriate and unworkable.

It is appreciated that the Cabinet Member for Transport inherited what was an absolutely disastrous plan.  Consequently, credit is due to him for positively engaging with ward councillors on this important road route and its adjoining residential streets.  The revised scheme addresses a lot of the criticisms to emerge from an overwhelmingly hostile public.  This opposition was most keenly aired at the hastily arranged explanatory drop-in sessions.

This U-turn is a victory to all those who submitted responses and actively participated in the consultation or campaigned for a major re-modelling to take place. Much anger and anxiety could have been avoided if the Mayor had involved people, community groups and representatives in helping to develop ‘a new community-led design’ at a much earlier stage.  The first iteration of the A4018 Improvements plan was absolutely ridiculous and did not reflect well on the Authority. One can only hope that lessons have now been learned and that there will be a genuine commitment to greater transparency and cooperation when planning future developments of this kind.

The report recommended for approval lists the quite comprehensive revisions made so we would just formally endorse some of the main alterations such as removing nearly all of the suggested turning bans, introducing peak time bus lanes (instead of 24-hour operation) and withdrawal (for a complete overhaul) of plans relating to Westbury Village.

More work has still to be done around upgrades to existing signal junctions, a new traffic layout for the high street in Westbury-on-Trym, improving cycling links and tackling rat-runs on Southdown and Hillsdon Roads.

In addition, we would like to point out that there are a number of refinements that are being worked-up with traffic planners which it is submitted would also make a big difference:-

1. The Passage Road bus lanes are too long and need to be modified so that the outbound course starts from Dragonswell Road, with the inbound corridor commencing from Brentry Lane.
2. Part of Roman Road (by the Water Tower) should be closed to vehicles to facilitate traffic flows on the main carriageway into Bristol.
3. There ought to be air quality monitoring stations installed at key points along the A4018.
4. Secondary junctions at Crow Lane/Henbury Road require further consideration to help the road network operate more freely and efficiently.
5. We remain concerned over the consequential loss of trees along Falcondale Road.  The loss of green canopy represents a profoundly environmentally damaging move.  It is a retrograde step contrary to the Council’s ambition to double the number of trees on public land.
6. A much stronger commitment to delivering a pedestrian crossing on Canford Road (west of the junction with Canford Lane) is a necessary mitigating road safety feature and would go a long way towards selling other aspects of this plan to local residents.

Any final scheme can only benefit from the experience and input of all who use or rely on the road network in this part of the city.   No doubt further contributions will be made as detailed designs emerge and opportunities to consult take place under the statutory Traffic Regulation Order (TRO) process. We urge the Mayor and Cabinet to take advantage of local knowledge in this regard. In the end, it is in all of our interests that this project is made to succeed.

**COUNCILLOR MARK WESTON  &       COUNCILLOR STEVE SMITH**

(Henbury & Brentry)                               Westbury-on-Trym & Henleaze)