

Summary of responses to the draft WoT TPM traffic flows Discussion Paper

The draft paper was publicised in November and December 2023. This paper summarises the responses received.

The respondents

13 responses were received by email from local residents. The respondents included a retired chartered civil engineer who specialised in highways design, and another with over 40 years' experience in Urban Design, including highway negotiations with Local Authorities. Respondents' home addresses were spread across the Village, eg Passage Rd (A4018 north of the Village), Shipley Road, Chock Lane, Priory Avenue.

Consultation channels

The draft paper was publicised through local noticeboards, the library, GP practice, local Facebook pages, the Voice magazine, and via local businesses, community groups, churches and schools. Local councillors and the local MP were copied in. Those who had emailed a response were invited to attend a workshop to talk through their comments. Two workshops were held.

Responses

Each of the emailed responses listed below is from one person. The workshops allowed a more nuanced discussion; notes of the workshops are appended.

Emailed responses

Support for:

- restrictions for south-bound traffic from Greystoke Avenue into Passage Road

I agree with no right turn or restricted access

- restrictions for inbound traffic on Henbury Road

I agree with no left turn into Henbury Road for south-bound traffic on Falcondale Road, or a bus gate on Henbury Road

- Chock Lane

There are high numbers of speeding cars regularly using Chock Lane as a rat run. Several of the residents definitely think something needs to be done.

- Chock Lane

I would strongly recommend this is marked as "no through road, residents only" or something like that.

- Stoke Lane junction with the war memorial roundabout

I agree with the suggestion to provide a pedestrian crossing. Currently it's a dangerous crossing there.

- pavement widening

I am certainly in favour of road narrowing and pavement widening as long as it is not done at the expense of on-street parking, which would adversely affect shopper footfall in our shops.

- linking the traffic lights on Falcondale Road

The three sets of traffic lights on Falcondale Road (soon to be four) should be linked to minimise delays to through-traffic. As a local resident I usually rat-run through the village to avoid the delays at the traffic lights on Falcondale Rd. I'm not the only one!

Rejection or wariness of:

- blockage of the Passage Road, High Street route through the village, and Henbury Road.

Residents of Shipley Road would have to exit the Village via Greystoke Avenue onto the A4018.

This junction is already completely jammed up several times a day.

- blockage of Passage Road

The north-south rat-run exists because cars travelling south on Falcondale Road can turn off before they get to the first set of traffic lights at the Henbury Road/Falcondale Road junction.

The report states (page 7) that it assumes the Greystoke Avenue/Falcondale Road junction will have traffic lights. These lights will become the first controlled junction the cars will get to, unless there are lights further back e.g. at Carlton Road. With the junctions along Falcondale Road

suitably timed, it is only the first set the cars are held up at. The advantage of the rat-run is reduced or lost. Lights would change things a lot. It's a new situation to address whereas blocking Passage Road is solving the current situation.

- 'Access only' signs and time-restricted access:

They rarely work. They are likely to be abused and are not enforced.

- Chock Lane/Priory Avenue

Restricting the right turn into Chock Lane will impact on Priory Avenue. At peak times, drivers heading west along Eastfield Rd or heading north from Grange Park will divert into Priory Avenue, if they see a build-up of queued traffic on Eastfield Road. Priory Avenue would need measures introduced to deter traffic (a number of options were suggested).

- Stoke Lane

Do not close Stoke Lane at the village end. Closure would turn Cambridge Crescent and Southfield Road into rat-runs (both already double-parked). It would add to congestion on Falcondale Road, as those travelling from west of Falcondale Road find alternative routes, both to the Village and through to eg Southmead Hospital.

- how to deter through-traffic in the Village:

(a) keep the A4018 bypass (Falcondale Road) free-flowing to minimise delays, by opposing bus lanes, optimising junction design, and setting the traffic lights to favour through traffic on it.

(b) beware blocking 'rat runs', as it often causes a worse problem elsewhere.

Additional suggestions:

- junction of Falcondale and Canford Road

Make the main 'through-route' the right turn to carry southbound traffic along Canford Road A4162 and down to the Portway (rather than straight ahead along Falcondale Road). This would reduce congestion on the A4018 towards the city centre.

- using technology

the set of proposals miss the opportunities of applying some technology to enforce access only.

They should look at what the LTNs in London have done.