

Proposal before consultation	Reasoning	Proposal after consultation
Gloucester Road/Muller Road - left turn filter out of Muller Road combined with right turn into Muller Road	This change will make these turns work better, without negative impacts on other parts of the junction	Continue with proposal
Near Gloucester Road junction, northbound double yellow lines extended	Improving left turn lane queuing, so that more vehicles can turn left, making this part of the junction work better. Currently parking limits the queue to 4 or 5 cars.	Continue with proposal, but reduce length of double yellow lines to allow more parking
Creating new limited waiting parking bays near Darnley Avenue to serve shops	With some reduced parking in this area, this measure aims to reduce the impact on shops by having some dedicated short-term parking bays.	Continue with proposal, as shops are supportive
Muller Road Top southbound bus stop upgraded - new 4 bay Reverse Cantilever shelter with half end panels including 6 metre raised kerb platform, safe haven paving arrangement and real-time information unit to display journey time information.	We are upgrading the bus stops on Muller Road to a high standard to help increase bus patronage, by making facilities better quality.	Continue with proposal
Muller Road Top southbound bus stop moved approximately four metres	This movement is to allow space for the new upgraded bus shelter	Continue with proposal, as it's a better bus stop layout
Northbound advisory cycle lane between Downend Road junction and Filton Avenue	Improving safety for cyclists travelling on this stretch	Do not continue with proposal, as advisory cycle lane is not effective without parking restrictions
Darnley Avenue One Way IN and raising road surface at junction to make it easier for pedestrians to cross	Reducing the number of turns across traffic on Muller Road which improves traffic flow, and potentially reducing rat-running numbers along individual roads. Raising road surface at junction makes it easier for pedestrians to cross - it gives pedestrian priority and slows vehicles.	Do not continue with proposal, as not essential and residents do not believe it's helpful. Continue with raised road surface.
Parkstone Avenue One Way OUT and raising road surface at junction to make it easier for pedestrians to cross	Reducing the number of turns across traffic on Muller Road which improves traffic flow, and potentially reducing rat-running numbers along individual roads. Raising road surface at junction makes it easier for pedestrians to cross - it gives pedestrian priority and slows vehicles.	Do not continue with proposal, as not essential and residents do not believe it's helpful. Continue with raised road surface.
Near Filton Avenue junction, southbound double yellow lines extended through to mouth of Darnley Avenue (including bus stop and junctions)	Improving straight ahead and left-turn queuing at Filton Avenue junction, improving operation of this part of the junction. Also improves the ability of the bus being able to leave the bus stop near Darnley Avenue.	Reduce length of double yellow lines to end at the mouth of Parkstone Avenue, to allow more parking
Southbound and northbound advisory cycle lane added for a section between Gloucester Road and Filton Avenue junctions	Improving safety for cyclists heading to the junction	Remove northbound advisory cycle lane, as not effective without parking restrictions. Retain southbound advisory cycle lane as it's protected by parking restrictions.
Filton Avenue northbound bus stop upgraded - new 4 metre raised kerb platform including safe haven paving arrangement	We are upgrading the bus stops on Muller Road to a high standard to help increase bus patronage.	Continue with proposal
Filton Avenue northbound bus stop moved approximately five metres	This movement is to a) avoid the tree nearby, and b) allow the creation of a raised kerb as the existing location has driveways that prevent this	Continue with proposal, as it's a better bus stop layout
Resurfacing and adding high friction (anti-slip) surface at junctions	Improving road surface and improving safety for all users of the road	Continue with proposal
Near Filton Avenue junction, northbound double yellow lines extended	Improving queuing for straight ahead and left turn at Filton Avenue junction. Required for two lanes of traffic to help improve operation of junction.	Continue with proposal
Coach bay across entrance between No 79-81 Muller Road	Requested by Fairfield Academy, to allow schoolchildren to easily access the playing fields. Will also stop coach from taking up parking elsewhere	Already in place through separate scheme

Proposal before consultation	Reasoning	Proposal after consultation
Double yellow lines across rear access lane entrances	Ensuring access to the rear access lanes is preserved, and that local residents can use them, without other vehicles blocking access.	Continue with proposal
Removal of bus cage and clearway outside No 107 - 117 Muller Road	This bus cage and clearway is now unnecessary.	Continue with proposal
Downend Road (C) northbound bus stop upgraded with new 6 metre raised kerb platform including safe haven paving arrangement	We are upgrading the bus stops on Muller Road to a high standard to help increase bus patronage.	Continue with proposal
Downend Road (C) northbound bus stop moved towards Downend Road junction, approximately to No 112 Muller Road	This movement maximises the amount of available parking and takes buses away from existing trees.	Continue with proposal
Put in place double yellow lines at the junction of Downend Road and Downend Park	This change will improve safety at this junction, by improving visibility	This is a new addition, requested via consultation. We propose to continue with this.
Downend Road (B) southbound bus stop (outside approximately No 143 Muller Road) upgraded with new 4-bay reverse cantilever shelter with half-end panels including 6 metre raised kerb platform, safe haven paving arrangement and real-time information unit.	We are upgrading the bus stops on Muller Road to a high standard to help increase bus patronage.	Continue with proposal
Southbound 24-hour bus lane to new bus gate near Ralph Road junction, off peak loading/unloading permitted	Required to dramatically improve bus punctuality and reliability. Required for proper usage of bus gate at approach to Ralph Road junction.	Continue with proposal. See Consultation Report for detail of response regarding 24-hour bus lanes
New 24-hour bus gate near Lidl development, no loading permitted at any time	Allows buses to get to Ralph Road traffic lights ahead of ordinary traffic, improving bus reliability and punctuality, including for right turning buses. 24-hour operation is necessary to ensure proper usage of bus gate.	Continue with proposal. See Consultation Report for detail of response regarding 24-hour bus lanes
New set of traffic lights before Ralph Road junction to allow buses priority	Part of new bus gate arrangement, allows buses to get to Ralph Road traffic lights ahead of general traffic, improving bus reliability and punctuality.	Continue with proposal
Creation of new traffic light controlled junction at Ralph Road	This change is a requirement of the Lidl development, to ensure traffic is not unduly affected by the new supermarket.	Continue with proposal
Two lanes at Ralph Road junction, straight ahead and right turn	Allows traffic to turn into Ralph Road easily.	Continue with proposal
Northbound parking restrictions between Downend Road and Ralph Road whole length of stretch	Necessary for bus lane and bus gate to operate because width of Muller Road does not allow parking on one side as well as three lanes.	Continue with proposal. See Consultation Report for detail of response regarding 24-hour bus lanes
Brent Road One Way IN and raising the road surface at junction to make it easier for pedestrians to cross	Reducing turns across traffic on Muller Road which improves traffic flow, and potentially reducing rat-running numbers along individual road. Raising road surface at junction makes it easier for pedestrians to cross - it gives pedestrian priority and slows vehicles.	Replace with closure of junction between Muller Road and Brent Road, as requested by residents as part of an overall desire to reduce through traffic. Pedestrians and cyclists can still access Brent Road
Change of priority at junction of Brent Road and Bromley Road	New give way lines allow for the new one-way to be effective	Do not continue with proposal, as superseded by road closure
New limited waiting parking bays on Brent Road to serve shops	With reduced parking in this area, this measure aims to reduce the impact on shops	Do not continue with proposal, as shops are not supportive. In addition, affected by wider proposal including closure of Brent Road.
Draycott Road One Way OUT and raising road surface at junction to make it easier for pedestrians to cross	Reducing turns across traffic on Muller Road which improves traffic flow, and potentially reducing rat-running numbers along individual road. Raising road surface at junction to make it easier for pedestrians to cross gives pedestrian priority and slows vehicles.	Replace with closure of junction between Muller Road and Draycott Road, as requested by residents as part of an overall desire to reduce through traffic. Pedestrians and cyclists can still access Draycott Road

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Install dropped kerbs and new footway surfacing outside shops	This change will allow vehicles to park outside the shops (not on the pavement) and mean that the shops can still benefit from passing trade.	This is a new addition, requested via consultation. We propose to continue with this.
Addition of path to green space next to bus stop near Draycott Road to reflect where people want to walk to get to Draycott Road	We've identified that people walk across this grassed area when travelling from the bus stop, so this is a quality of life improvement to make this easier.	Continue with proposal
Entrance from/to Springfield Avenue to/from Muller Road closed to motor traffic. Access will remain open to cyclists and pedestrians.	Springfield Avenue entrance is dangerous for cyclists at present; junction of Springfield Avenue and Draycott Road is an existing accident hotspot; Springfield Avenue is used extensively as a rat-run. It may also contribute to improving residents' quality of life. The entrance is likely to be too close to new Ralph Road traffic lights layout, creating potential operational and safety issues	Continue with proposal, with double yellow lines at the new closure to make sure vehicles can turn.
Removal of island near Springfield Avenue	Necessary for three lanes of traffic.	Continue with proposal
Creation of "tree/rain garden" as feature at end of Springfield Ave	A positive addition to drainage and to the green corridor effect along Muller Road	Continue with proposal
Creating paved access to driveways affected by Springfield Avenue entrance closure	This change aims to keep access the same for Springfield Avenue residents after the entrance from Muller Road is closed	Continue with proposal
Change to give ways and reversal of priority at Springfield Avenue/Draycott Road	Junction does not currently fit requirements for stop lines (visibility requirements particularly). Additionally this junction is an accident hotspot so change of priority recommended.	Continue with proposal
Put in place double yellow lines at the following junctions: Springfield Avenue/Draycott Road; Springfield Avenue/Bromley Road; Springfield Avenue/Uphill Road	Double yellow lines at these junctions will mean better visibility for everyone, improving road safety.	This is an additional proposal for road safety at these junctions - it will mean drivers will be able to see better at junctions.
Upgrade of Muller Road Lidl southbound bus stop	This is being delivered by a different project. Upgrades include new bus stop layby with concrete pad, 4 bay reverse cantilever shelter with full end panels including raised kerb platform and safe haven paving and real-time information unit to display journey time information.	This has been delivered by a different project.
Upgrade and movement of Muller Road Lidl northbound bus stop	This is being delivered by a different project. Upgrades include 4 bay reverse cantilever shelter with full end panels including raised kerb platform and safe haven paving and real-time information unit to display journey time information.	This has been delivered by a different project.
Resurfacing and adding high friction (anti-slip) surface at junctions	Improving road surface and improving safety for all users of the road	Continue with proposal
Removal of disabled bay near Ralph Road junction	Parking Services identified as unused. Going through normal procedures for removal.	Continue with proposal
Parking restrictions on mouth of Petherbridge Way and through to pedestrian crossing near railway bridge	These restrictions are being put in place by another scheme. This area isn't usually parked, but these restrictions should ensure good traffic flow.	Continue with proposal
Southbound waiting restrictions between new Lidl site and Petherbridge Way	These restrictions are being put in place by another scheme. This area isn't usually parked, but these restrictions should ensure good traffic flow.	This has been delivered by a different project.
Upgrading Shaldon Road northbound stop (near railway bridge) with new 6 metre raised kerb platform including safe haven paving arrangement	Improving quality of life of bus passengers and bringing quality of bus stops on Muller Road up to recommended levels	Continue with proposal

Proposal before consultation	Reasoning	Proposal after consultation
Increasing width of footway to become approximately three metres space shared by pedestrians and cyclists from just west of railway bridge to Station Lane	Significantly improving pedestrian and cyclist experience along this whole stretch.	We have improved on this proposal thanks to consultation feedback. This area will now be a segregated walking and cycling facility, with more space available for everyone.
Southbound parking restrictions under railway bridge	Required for improving access to bus stop on the other side of the road. However, we are not putting in place parking restrictions outside No 221 to 237 Muller Road as there are very limited opportunities for other parking.	Continue with proposal, with no parking restrictions outside 221 to 237 Muller Road
Northbound parking restriction around Shaldon Road junction extended to No 239 Muller Road	Muller Road is not wide enough for both three lanes of traffic and parking on the northbound side of the road	Continue with proposal
Shaldon Road: parking restrictions from junction to No 2 Shaldon Road, both ways	This area is very close to the junction and requires parking restrictions to make sure traffic can flow smoothly.	Continue with proposal
Shaldon Road: parking restrictions in peak periods from No 2 Shaldon Road to No 58 Shaldon Road, both ways	The addition of an extra lane (the bus lane) requires parking restrictions on both sides of the road, as Shaldon Road is not wide enough to have parking on one side and three lanes of traffic.	Continue with proposal, to allow for bus lane.
Shaldon Road: inbound peak hour bus lane from No 1 Shaldon Road to No 55 Shaldon Road	This has been identified as a necessary improvement to bus punctuality and reliability - buses are often delayed getting down Shaldon Road.	Continue with proposal
Shaldon Road: Removal of bus stop on Shaldon Road (approximately outside No 6 Shaldon Road, travelling away from Muller Road, towards Lockleaze)	This is necessary to accommodate the new peak hour bus lane.	Do not continue with proposal - retain bus stop in existing location - due to feedback from consultation.
Shaldon Road: Resurfacing and adding high friction (anti-slip) surface at junctions	Improving road surface and improving safety for all users of the road	Continue with proposal
Addition of bollards on rear access lane between Shaldon Road and Elmcroft Crescent - they will be placed just east of the T-junction with the other rear access lane	Consultation feedback showed that people are using this rear access lane as a way of avoiding queues and getting past red lights, causing dangerous interactions with pedestrians and residents.	This is a new addition, requested via consultation. We propose to continue with this.
Removal/relocation of advertising hoarding on Station Lane	This is required to create the new shared path near the Fairfield Academy playing fields	Continue with proposal
Creating 4m shared space from Station Lane to Boiling Well Lane just east of playing fields	Significantly improving pedestrian and cyclist experience along this whole stretch. Improving pedestrian and schoolchildren safety, bringing them away from the carriageway, and ensuring cyclists have option to safely travel along Muller Road.	We have improved on this proposal thanks to consultation feedback. This area will now be a segregated walking and cycling facility, with more space available for everyone.
Removal of around seven trees and hedging near playing fields	This is necessary to allow the shared path to be created to improve safety for all users. We have investigated multiple options, and this one is the one that causes least damage to trees. We propose to replant the hedge near the playing fields, and will be replanting trees at a ratio of at least two to one	We propose continuing with this proposal. A further tree survey suggests that we may have to remove more trees, but this option still affects the fewest trees.
Southbound 24-hour bus lane between No 259 to near end of Fairfield Playing Fields, off-peak loading allowed	This is a key area of congestion, and the proposed bus lane is a necessary improvement for bus punctuality and bus reliability.	Continue with proposal. See Consultation Report for detail of response regarding 24-hour bus lanes
Parking restrictions both directions between Shaldon Road junction and Stottbury Road	This is necessary for the bus lane to operate. Muller Road is not wide enough for a bus lane one way and parking on the other side of the road, as well as two lanes of general traffic.	Continue with proposal. See Consultation Report for detail of response regarding 24-hour bus lanes
Removal of island just east of Elmcroft Crescent	This is necessary for traffic flow with three lanes of traffic.	Continue with proposal

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Upgrade of Elmcroft Crescent northbound bus stop, including creation of new layby, new 4 bay reverse cantilever bus shelter with half end panels including raised kerb platform and safe haven paving and real-time information unit to display journey time information.	Improving quality of life of bus passengers and bringing quality of bus stops on Muller Road up to recommended levels	Continue with proposal
Raising road surface at junction to make it easier for pedestrians to cross Stottbury Road	This will improve the pedestrian experience and give priority over vehicles approaching the side road. Encourages vehicles to slow down when using the junction.	Continue with proposal
Resurfacing and adding high friction (anti-slip) surface at junctions	Improving road surface and improving safety for all users of the road	Continue with proposal
3m shared path between Stottbury Road and Tackley Road junction	This will significantly improve pedestrian and cyclist experience on this stretch - cyclists are cycling uphill at this point, so will benefit from option of off-road provision. Schoolchildren use this pavement extensively so this improvement will improve their safety. This improvement will replace any on-road cycling provision	We have now improved on this proposal by expanding the shared path to 3.5m, to give all users more space. We can't put in place a segregated cycling facility here, as we'd have to cut down more trees. See the Consultation Report for more details.
Southbound parking restrictions between Stottbury Road and Glenframe Road	This is necessary to allow the bus lane to operate.	We propose to continue with this proposal, with a change that a 50m space outside the Old Library will now be Monday to Friday peak hour parking restrictions
Northbound parking restrictions between Stottbury Road and Glenframe Road	The width of Muller Road doesn't allow for three lanes of traffic and parking on the northbound side of the road	Continue with proposal
Southbound 24-hour bus lane east of Stottbury Road to immediately east of Tackley Road, off-peak loading allowed	This is a key area of congestion, and the bus lane is a necessary improvement for bus punctuality and bus reliability.	We propose to shorten the bus lane to end just before the Old Library, but retain it as 24-hour. See Consultation Report for more details about 24-hour bus lanes.
Crossing controlled by traffic lights west of Old Library near stairs to Purdown	This is currently an island, heavily used by schoolchildren, so would benefit from being a formal crossing. If it were a zebra crossing, schoolchildren would stop all traffic for an hour in the morning and evening.	Continue with proposal
Removal of island west of new crossing near stairs west of Old Library	This is necessary to allow three lanes of traffic.	Continue with proposal
Removal of island west of new crossing near stairs west of Old Library	This is necessary to allow three lanes of traffic.	Continue with proposal
New bus stop either at Old Library <u>OR</u> immediately east of Tackley Road	This is a combined bus stop from bus stops removed elsewhere. Either option will have a 4 metre raised kerb platform including raised kerb platform and safe haven paving	We propose to put this bus stop at the Tackley Road option.
New traffic light controlled crossing at Tackley Road	This will improve the experience for pedestrians and cyclists travelling into Tackley Road and crossing the road, and allow for more opportunities to get across the road to the new shared path and to the Old Library	Continue with proposal
Realignment of cyclist access at Tackley Road	This is necessary for the new crossing.	Continue with proposal
Removal of island at Tackley Road	This is necessary for the new crossing.	Continue with proposal
Removal of tree at Tackley Road	This is necessary for the new shared path - we will always seek to minimise the effect on trees as much as possible.	Continue with proposal
Addition of dropped kerb for cyclists	This will allow cyclists to access the new shared path.	Continue with proposal
Raising road surface at junction to make it easier for pedestrians to cross Dormer Road	This will improve the pedestrian experience and give priority over vehicles approaching the side road. Encourages vehicles to slow down when using the junction.	We won't continue with this, as space constraints now make it very difficult.

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Upgrading Dormer Road northbound bus stop with 4 metre raised kerb platform including raised kerb platform and safe haven paving	Improving quality of life of bus passengers and bringing quality of bus stops on Muller Road up to recommended levels	Continue with proposal
Banned the right turn when travelling south on Glenfrome Road and turning right onto Muller Road north, which removes one traffic light phase	This will improve operation of this junction, as this right turn has fifteen seconds of every two minutes of traffic lights allocated to it. This is the only right turn on this junction with its own time allocated (the others are at the same time as traffic coming from the opposite direction) and the change should give an hour's extra green lights to Muller Road traffic every day. Glenfrome Road junction is an important bottleneck on Muller Road, so this change should have a large positive effect. This is likely to require re-distribution of traffic on local highway network.	We propose to drop this proposal - instead, we propose a compromise where we remove the additional time given to this red light. See the Consultation Report for more details.
Upgrade of Heath Road northbound bus stop - raised kerb platform and safe haven paving extended further up layby	We are upgrading the bus stops on Muller Road to a high standard to help increase bus patronage.	Continue with proposal
Moving (within layby) Heath Road northbound bus-stop	This movement is to allow for the creation of a new loading bay for the nearby shops	Continue with proposal
New loading bay next to Heath Road northbound bus-stop	This loading bay is to serve the shops near Heath Road	Continue with proposal
On Muller Road east of Glenfrome Road junction, remove disabled bay and extend double yellow lines on southbound lane	This disabled bay is no longer required, so will be removed as part of normal procedures.	Continue with proposal
On Muller Road east of Glenfrome Road junction, extend double yellow lines on northbound lane	Extending double yellow lines at this junction means that vehicles can use both lanes, rather than parked cars meaning every vehicle has to use to one lane	Continue with proposal
Two south-bound lanes at Heath Road pedestrian crossing	This was originally a suggestion to account for a proposed bus lane that is no longer required.	We propose to drop this element, as we no longer need to change the lanes here.
Resurfacing and adding high friction (anti-slip) surface at junctions	Improving road surface and improving safety for all users of the road	Continue with proposal
Realignment of Heath Road southbound bus stop, minor widening of pavement, improvement of shelter, removal of small part of central island	This is required to improve the bus stop from its current low-quality state. At present, there is very little space for pedestrians to stand when waiting for the bus. With a wider pavement, this is improved, but it requires an adjustment to the corresponding part of the central island to allow traffic to easily pass a stopped bus.	Continue with proposal