

Why are you proposing these changes to Muller Road?

We are proposing to deliver 1,000 – 1,200 new homes within Lockleaze and this will impact on the local road network. In order to try and limit increases in vehicular traffic levels, congestion and air pollution, we propose mitigation measures that encourage trips by walking, cycling and bus. Muller Road will be impacted by the new housing, so we consider it necessary to make improvements.

Why are you proposing to make my road one-way? Won't that increase through traffic on my street?

We are considering banning some traffic movements that will effectively make some roads one-way. The reasoning is that this will reduce the number of vehicle turning movements at the junction with Muller Road, which can help improve road safety by reducing conflicting movements between different road users. Combined with a raised junction, it makes conditions safer for pedestrians.

Making the road one-way will reduce conflict arising when vehicles approaching each other from different directions. Traffic amounts will change – some existing traffic will be removed, some may divert to or from other routes. The presence of parked vehicles should limit speeds. Overall, it is considered these traffic management measures will improve road safety overall.

Why are the bus lanes proposed to be 24 hour, rather than peak hours?

The proposed 24-hour bus lanes in Muller Road provide a resilient public transport corridor along a section of road that suffers heavy south bound congestion on a regular basis, including weekends. In general terms, 24-hour bus lanes can make a significant contribution to the punctuality and reliability of bus services throughout the day, as well as benefiting other road users such as cyclists and motorcyclists who tend to be vulnerable or disadvantaged in high volumes of general traffic, and taxis carrying fare-paying passengers as well as school buses and coaches. 24 hour bus lanes can also be used by the emergency services on call-outs.

You are proposing taking away parking outside my home. Where am I supposed to park?

We acknowledge that the new bus lanes will impact on the ability to park on-street. During development of the proposals, we have scaled back the extent of new bus lanes, in order to reduce the impact. Most of the bus lanes are located where many homes have driveways and/or rear parking. But there are some homes that do not have driveways and residents will need to consider parking elsewhere, such as within nearby side streets. Muller Road has good provision of rear access lanes, which provide an alternative to parking on Muller Road for many houses. In addition, we have undertaken parking surveys that suggest there is parking capacity in most side streets.

Off-peak loading and unloading activities will be permitted on most sections of 24-hour bus lanes.

Why are you proposing a new bus lane between Downend Road and Ralph Road?

This area is particularly congested, especially with the addition of two supermarkets. This new bus lane will provide extra provision for buses, motorcycles, cyclists and taxis, taking these vehicles out of general traffic. This will improve bus punctuality and reliability, improve cyclist and motorcyclist safety, and reduce delays for all users as there will be fewer vehicles in general traffic.

Why are you proposing the new bus-only junction near Ralph Road?

The new bus-only junction, or 'bus gate' means that buses that need to turn right up Ralph Road can do so without getting stuck in general traffic. It also means safer journeys for motorcyclists and cyclists. Vehicles in the other lanes will only be stopped at these traffic lights to allow a vehicle travelling through the bus gate to get to the lights.

Why are you putting in place parking restrictions between Ralph Road and the railway bridge when there's no bus lanes?

These parking restrictions are being put in place by a different project, and are required by the Lidl development – they aren't something we are consulting on as part of this project, but we can talk to you about how it's being consulted on separately.

Why are you proposing a new shared path between Tackley Road and the railway bridge?

This new shared path will provide a much safer option for pedestrians and cyclists travelling along Muller Road. It will also allow more people to enjoy the green corridor along Muller Road. This new shared path is particularly important for schoolchildren at Fairfield Academy, who currently use the existing fairly narrow pavements.

Why are you proposing a new bus lane on Shaldon Road?

This new bus lane (travelling towards Muller Road) is being put in place because the current arrangement results in buses being unable to quickly access the left-turn lane to travel down Muller Road. In addition, the new Trinity Academy will be making use of buses to transport children between schools, so the bus lane will be heavily used.

Why are you proposing a new bus lane between Shaldon Road and Tackley Road?

The new bus lane between Shaldon Road and Tackley Road will improve punctuality and reliability of buses, as well as improving the safety of cyclists and motorcyclists. As buses, motorcycles, cyclists and taxis will make use of the new bus lane, it will also reduce queues for other traffic.

Why are you proposing a new crossing near the stairs to Purdown?

This location currently has a pedestrian island, which is used by large groups of students from Fairfield Academy, as well as other pedestrians. This new crossing will improve safety for all users, but especially schoolchildren. It needs to be traffic light controlled, as a zebra crossing would result in schoolchildren essentially stopping traffic for long periods in the morning and afternoon.

Why are you proposing a new crossing at Tackley Road?

This new crossing will provide more opportunities for pedestrians to cross the road, and for cyclists to access the new shared path. It will also make the current arrangement at Tackley Road simpler, allowing cyclists and pedestrians to access the road more easily.

Why are you proposing banning the right turn from Glenfrome Road?

At times, the Muller Road/Glenfrome junction already operates beyond its intended vehicle capacity. A relatively simple way to improve the junction's operation is to remove the right turn phase from the signals phasing, which will speed up the whole traffic light sequence. Our proposal to achieve this is by banning the right turn movement travelling south on Glenfrome Road into Muller Road travelling west.

Why are you proposing making the pavements wider and taking the parking away?

The new bus lanes require parking restrictions to stop vehicles preventing buses travelling along the bus lanes. The new road layout also requires parking restrictions on the opposite of the road so traffic travelling in that direction is not delayed by parked vehicles. The new layout, with the associated parking restrictions, mean there are locations where we can narrow existing traffic lanes and then widen pavements to give more space for pedestrians.

Why do the proposals prioritise improvements for buses, when most people in the new houses will use cars?

We acknowledge new residents may want to use cars and the proposals are not intended to stop them from doing so. However, Muller Road already suffers from traffic congestion and additional traffic from the new housing will make things worse. The proposed Muller Road improvements are about significantly improving sustainable transport infrastructure so that people have real choice about mode of travel. The improvements seek to encourage people to consider walking, cycling or using the bus, rather than the private car, where it is possible to do so.

Why are you proposing closing the entrance to Springfield Avenue?

There are a number of reasons for the closure of the entrance. Firstly, it is considered its junction with Muller Road will be too close to the new Ralph Road traffic light layout, creating potential operational and safety issues. Secondly, Springfield Avenue is used extensively as a rat-run (with complaints from local residents that their streets are not suitable for such through traffic) and these proposals seek to address this. Thirdly, the existing Springfield Avenue entrance is dangerous for pedestrians and cyclists at present, as many vehicles enter it at speed. Fourthly, the junction of Springfield Avenue and Draycott Road is an existing accident hotspot and closure will help address this. Closure may also contribute to improving local residents' quality of life.

Why are you not proposing doing more for cyclists on Muller Road? Why do buses get priority?

Bus usage is at low levels on Muller Road, with high potential for improvements and increases in usage if bus journey times become more reliable. Plus, any additional bus lane is a lane that cyclists can use away from general traffic, which means a safer journey even in places where there isn't an official cycle lane. In addition, we are creating a new shared path between three and four metres in width that cyclists can use, which will be especially useful travelling uphill.

Why are you proposing putting traffic lights in at Ralph Road, slowing down traffic?

The new traffic lights at Ralph Road are required for the construction of the new Lidl store on Muller Road, as it was considered the lights were necessary to better manage traffic flows at this junction, as well as help pedestrians cross the road here. Lidl are paying for these traffic lights.

Why are you proposing adding several pedestrian crossings, adding more traffic lights?

Traffic light-controlled pedestrian and Toucan crossings are much safer for pedestrians and cyclists to use than uncontrolled crossing points (like "islands/refuges"). The crossing lights only operate on demand, which reduces any delay to traffic. Muller Road suffers from existing traffic congestion with slow-moving queues of traffic occurring regularly and pedestrian crossing lights will have little impact on overall journey times.