

	Change	Reasoning
Gloucester Road to Downend Road	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.
	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.
	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.
	Muller Road Top southbound bus stop moved approximately four metres	This movement is to allow space for the new upgraded bus shelter
	Northbound advisory cycle lane between Downend Road junction and Filton Avenue	Improving safety for cyclists travelling on this stretch
	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.
	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.
	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.
	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
	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.
	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
	Resurfacing and adding high friction (anti-slip) surface at junctions	Improving road surface and improving safety for all users of the road
	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.
	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
	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.
	Removal of bus cage and clearway outside No 107 - 117 Muller Road	This bus cage and clearway is now unnecessary.
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.	
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.	
Downend Road to railway bridge	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.
	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.
	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.
	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.
	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.
	Two lanes at Ralph Road junction, straight ahead and right turn	Allows traffic to turn into Ralph Road easily.
	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.
	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.
	Change of priority at junction of Brent Road and Bromley Road	New give way lines allow for the new one-way to be effective
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	

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Downend Road to railway bridge	<b>Draycott Road One Way OUT and raising road surface at junction to make it easier for pedestrians to cross</b>	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.
	<b>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</b>	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.
	<b>Entrance from/to Springfield Avenue to/from Muller Road closed to motor traffic. Access will remain open to cyclists and pedestrians.</b>	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
	<b>Removal of island near Springfield Avenue</b>	Necessary for three lanes of traffic.
	<b>Creation of "tree/rain garden" as feature at end of Springfield Ave</b>	A positive addition to drainage and to the green corridor effect along Muller Road
	<b>Creating paved access to driveways affected by Springfield Avenue entrance closure</b>	This change aims to keep access the same for Springfield Avenue residents after the entrance from Muller Road is closed
	<b>Change to give ways and reversal of priority at Springfield Avenue/Draycott Road</b>	Junction does not currently fit requirements for stop lines (visibility requirements particularly). Additionally this junction is an accident hotspot so change of priority recommended.
	<b>Upgrade of Muller Road Lidl southbound bus stop</b>	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.
	<b>Upgrade and movement of Muller Road Lidl northbound bus stop</b>	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.
	<b>Resurfacing and adding high friction (anti-slip) surface at junctions</b>	Improving road surface and improving safety for all users of the road
	<b>Removal of disabled bay near Ralph Road junction</b>	Parking Services identified as unused. Going through normal procedures for removal.
	<b>Parking restrictions on mouth of Petherbridge Way and through to pedestrian crossing near railway bridge</b>	These restrictions are being put in place by another scheme. This area isn't usually parked, but these restrictions should ensure good traffic flow.
	<b>Southbound waiting restrictions between new Lidl site and Petherbridge Way</b>	These restrictions are being put in place by another scheme. This area isn't usually parked, but these restrictions should ensure good traffic flow.
	Railway bridge to Dormer Road	<b>Upgrading Shaldon Road northbound stop (near railway bridge) with new 6 metre raised kerb platform including safe haven paving arrangement</b>
<b>Increasing width of footway to become approximately three metres space shared by pedestrians and cyclists from just west of railway bridge to Station Lane</b>		Significantly improving pedestrian and cyclist experience along this whole stretch.
<b>Southbound parking restrictions under railway bridge</b>		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.
<b>Northbound parking restriction around Shaldon Road junction extended to No 239 Muller Road</b>		Muller Road is not wide enough for both three lanes of traffic and parking on the northbound side of the road
<b>Shaldon Road: parking restrictions from junction to No 2 Shaldon Road, both ways</b>		This area is very close to the junction and requires parking restrictions to make sure traffic can flow smoothly.
<b>Shaldon Road: waiting restrictions from No 2 Shaldon Road to No 58 Shaldon Road, both ways</b>		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.
<b>Shaldon Road: inbound peak hour bus lane from No 1 Shaldon Road to No 55 Shaldon Road</b>		This has been identified as a necessary improvement to bus punctuality and reliability - buses are often delayed getting down Shaldon Road.
<b>Shaldon Road: Removal of bus stop on Shaldon Road (approximately outside No 6 Shaldon Road, travelling away from Muller Road, towards Lockleaze)</b>		This is necessary to accommodate the new peak hour bus lane.
<b>Shaldon Road: Resurfacing and adding high friction (anti-slip) surface at junctions</b>		Improving road surface and improving safety for all users of the road
<b>Removal/relocation of advertising hoarding on Station Lane</b>		This is required to create the new shared path near the Fairfield Academy playing fields
<b>Creating 4m shared space from Station Lane to Boiling Well Lane just east of playing fields</b>		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.
<b>Removal of around seven trees and hedging near playing fields</b>		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
<b>Southbound 24-hour bus lane between No 259 to near end of Fairfield Playing Fields, off-peak loading allowed</b>		This is a key area of congestion, and the proposed bus lane is a necessary improvement for bus punctuality and bus reliability.
<b>Parking restrictions both directions between Shaldon Road junction and Stottbury Road</b>		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.
<b>Removal of island just east of Elmcroft Crescent</b>	This is necessary for traffic flow with three lanes of traffic.	

	Change	Reasoning
Railway bridge to Dormer Road	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
	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.
	Resurfacing and adding high friction (anti-slip) surface at junctions	Improving road surface and improving safety for all users of the road
	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
	Southbound parking restrictions between Stottbury Road and Glenfronme Road	This is necessary to allow the bus lane to operate.
	Northbound parking restrictions between Stottbury Road and Glenfronme Road	The width of Muller Road doesn't allow for three lanes of traffic and parking on the northbound side of the road
	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.
	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.
	Removal of island west of new crossing near stairs west of Old Library	This is necessary to allow three lanes of traffic.
	Removal of island west of new crossing near stairs west of Old Library	This is necessary to allow three lanes of traffic.
	New bus stop either at Old Library OR 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
	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
	Realignment of cyclist access at Tackley Road	This is necessary for the new crossing.
	Removal of island at Tackley Road	This is necessary for the new crossing.
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.	
Addition of dropped kerb for cyclists	This will allow cyclists to access the new shared path.	
Dormer Road to M32 roundabout	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.
	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
	Banned the right turn when travelling south on Glenfronme 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. Glenfronme 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.
	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.
	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
	New loading bay next to Heath Road northbound bus-stop	This loading bay is to serve the shops near Heath Road
	Resurfacing and adding high friction (anti-slip) surface at junctions	Improving road surface and improving safety for all users of the road
	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.