

## Public consultation on proposals for Redland Road/Zetland Road/South Road

**Results: 65% Support / 24% Against / 11% Not Stated**

**Of the 65% support, 26% are against the banned left turn**

**11% Ask for One-way system**

### Frequently Asked Questions (FAQs)

#### **Why doesn't Bristol City Council do more to enforce the 20 mph speed limit in the area?**

Enforcement of speed limits can only be carried out by Avon and Somerset Police, so we have contacted Avon and Somerset Police to arrange enforcement to take place. More information about 20mph limits can be found here <https://www.bristol20mph.co.uk/>

You may also wish look at setting up a [Community Speed Watch](#) for the area.

For information, Bristol City Council is not considering new locations for speed cameras at this time. We will keep requests for speed cameras on file for consideration in the event that circumstances and funding changes.

#### **What additional physical and regulatory measures could be used to reduce speeds through the junction itself?**

At present, there are concerns that the junction geometry allows motorists and cyclists (travelling downhill) to traverse the junction at inappropriate speeds.

DOME RBT - Consideration is being given to doming the roundabout which would increase the deflection of vehicles traversing the junction and thus require them to navigate the roundabout at lower speeds.

STOP SIGN - A number of requests have asked for traffic entering the roundabout to be required to stop. The location would not meet the use of this sign as strict criteria is required. Existing roundabout signing instead will be used.

SPEED CUSHIONS - There have been a number of requests to add speed reducing traffic calming measures such as speed cushions on all four arms of the roundabout, which will be considered when the design has been finalised, depending on funding.

#### **What is the reasoning behind proposing a banned left turn from Zetland Road onto Redland Road?**

The banned left turn was proposed in order to safely allow the give way markings and pedestrian crossing point on Zetland Road to be moved forward, closer to the junction in order to improve visibility. A major causation of road accidents here is drivers from Zetland Road turning right into Redland Road failing to see drivers/cyclists from South Road.

The banned turn would allow motorists and cyclists approaching the roundabout from Zetland Road, as well as pedestrians using the informal crossing to both see and be seen more easily, allowing them to use the junction more safely. It was also hoped that this restricted movement might help to discourage the inappropriate use of Redland Road as a through route between Zetland Road and Cotham Brow. **In light of the consultation the banned turn is being revisited.**

**Couldn't motorists simply go all the way around the roundabout (clockwise) in order to avoid 'turning left', whilst still proceeding from Zetland Road to Redland Road?**

Although illegal, we are aware of this possibility. This would be a difficult manoeuvre, which large vehicles would be unlikely to attempt, but there is some risk which could cause confusion. If an acceptable alternative can be found, the banned left turn could be omitted from the revised scheme design.

**Wouldn't it be better to make Redland Road one way between Zetland Road and Cotham Brow?**

Significant conflicts have been identified on this stretch of Redland Road, all of which are exacerbated by the use of Redland Road as a through route to Cotham Brow and Arley Hill. Whilst a large number of responses requested that Redland Road be made one way, there is no clear consensus on which direction of travel should be permitted. Changing the road to one way towards Cotham Brow risks making this route much more attractive to through traffic. This could increase the problems on the street for residents and pedestrian traffic travelling to and from the primary school.

A viable option to ensure lower speeds could be to partly treat Redland Road as a one-way road from the section west of Elmgrove Road. The one-way could run from east to west so that traffic would not be able to enter Redland Road from the roundabout.

Options have been drawn up – [see the drawings on the consultation hub](#).

**Why make the corner of Zetland Road and Redland Road shared use for pedestrians and cyclists?**

Given the concerns over the potentially dangerous and unexpected conflict between pedestrians and cyclists on a very short section of shared use space, as well as over the risk to cyclists upon re-joining the carriageway on Redland Road, it has been decided **that this approach will not be used.**

Instead in the event that a banned turn or one way arrangement is taken forward, cyclists will either be segregated from both pedestrian and motor traffic through the use of a splitter island at the junction, or will be expected to use the main carriageway.

**Why have no more formal pedestrian crossings been proposed near the roundabout or outside the primary school on Redland Road?**

No further formal pedestrian crossings have been proposed, as the primary focus of the scheme is on the prevention of accidents at the roundabout. The history of accidents suggests that the risk of collisions between cyclists and motor vehicles is the most severe; the proposed design focuses on reducing the risk of these accidents by reducing speeds at the roundabout and improving visibility.

A formal crossing although beneficial to pedestrians would remove a large amount of parking outside residents housing and without alternative facility which would liable to be objected to. There is also not enough funding to provide one.

**Will the overgrown vegetation at this junction be cut back?**

We are aware of this issue and will work to resolve it as quickly as possible. Note that the Highways Maintenance team has a large volume of work to prioritise and complete; we are therefore unable to provide an exact timeline for the completion of this work. Maintenance issues and faults on the highway requiring repair can be reported [here](#).

**Will the blocked gully between Redland Road (North-western section) which causes ponding and obstructs an informal pedestrian crossing point at the roundabout be cleaned and serviced?**

We are aware of this issue and will work to resolve it as quickly as possible.

**Why has the reduction in the length of the residents' parking bays been proposed when parking is already difficult in the area?**

The reduction in parking at the bottom of South Road was proposed in order to facilitate the improvement of visibility at the junction, as well as the provision of a more appropriate informal pedestrian crossing point, at which pedestrians can both see oncoming traffic, and be seen by other road users.

Whilst we believe that some parking loss is necessary for safety reasons, it is possible to retain more residents' parking than was initially proposed; this could be achieved by slightly reducing the length of the footway buildouts. The proposal will be modified to reflect this.

**What evidence is there that this junction has a history of accidents, and that it requires adjustment in order to be made safer?**

Over the past 6 years, there have been 7 collisions all involving injuries to cyclists. Although it is noted that there has been only 1 collision with a cyclist in the last 3 years, the pattern of collisions has repeated over the last decade. It is hoped that the scheme design will improve road safety and risk of collisions to cyclists.

**Why is this junction being prioritised over other locations which require attention?**

Cyclists have been disproportionately injured at the roundabout compared to other road users and at other locations. Prioritisation has occurred by combining a review of the relevant casualty data with our professional training and experience in delivering road safety schemes to identify problems that we believe could be resolved through a road safety engineering intervention.

**What now?**

Due to the number of objections to the banned turn option, the options will be discussed with the Councillors for the area before a way forward is decided upon.