

Charfield Neighbourhood Plan thread – Wotton Road Traffic

Today's question to the village: What (if any) traffic control measures would you like to see in the village? I'm thinking about Wotton Road in particular, but will take comments on managing village traffic in general. Bear in mind that there may soon be more sideroads onto the main road if the JSP goes ahead.

Things to consider could include:

- 20 mph speed limit (village-wide, not just Wotton Rd)
- Speed cameras (either average speed or not)
- Speed ramps / raised zones / rumble strips
- Chicanes
- Additional controls at junctions, e.g. roundabouts / traffic lights
- Mixed space zone (removal of road markings can cause drivers to slow down)
- A traffic warden presence, particularly during peak times
- More (or fewer) no-parking zones or double yellow lines
- Other...

I'm expecting quite a lot of discussion on this topic, and not necessarily with everyone in agreement. It's an emotive topic, but please keep it polite. We (the CNP team) are not suggesting that these things should be put in place; we are asking for your views on the subject so that we can make a plan that accurately reflects what the village wants.

20mph limit from end to end of village with a similar camera set up as Kingswood.

20mph zone on wotton road from by the old post office all the way through wotton road until the old renishaw building. Speed bumps that cover the whole width of the road in manor lane, underhill and little bristol lane. Potentially if the railway re-opening goes ahead, widening of wotton road from the bridge up to the station road junction and also improvements on that junction to allow more traffic. Maybe a box lane for turning right or mini roundabout i dont know.

Speed bumps and chicains, especially on the main thoroughfare, would cause more pollution, traffic noise and congestion. I think the solution is maintaining traffic at a steady, but slower, pace.

Can we get locals to do speed checks like they do in wickwar? I walk my dogs around the village sometimes with my son on his scooter. It's frightening how fast the traffic shoot up and down past the school.

Ability to pull out of New Street in fewer than eight minutes. I'm not sure whether that would be traffic lights?

A reduction in speed limit will only work if enforced, otherwise some people will drive at the limit and then others will get fed up and overtake... generally when it's not in the safest of places.... this is from experience of being a driving instructor and teaching in bristol for several years! If a 20 zone was enforced with mobile police unit then it would be adhered to. I personally used to live on Durham road and emerging out of manor lane was always a nightmare a mini roundabout there would slow the traffic down as the view is quite restricted into manor lane from the main road until

close by. This could also be used at new road. A mini roundabout there would cause some vehicles to slow down too

Agree, an enforced 20 mph speed limit end to end through the village plus traffic controls on to the main road. New Street definitely needs traffic controls as it can take ages to pull out and I feel that the access to the petrol station should be more clear and controlled as people park on the pavement meaning you can't see what's coming and it gets confusing with cars pulling in and out of there in all directions

None it's fine as it is

20mph zone throughout the village as its not just the main road that people need to slow down but with average speed cameras on the main road. If full width speed humps on LBL, manor lane & underhill road, they also need to be on station road as a lot of people race up there to avoid current speed bumps on LBL unless the subway at the bottom of station road is closed with moveable billiards in case of emergency.

20mph speed zone would just make traffic and pollution worse, if it was observed... which it wouldn't be. Something to enforce the existing 30mph zone, however, would be good, and average speed cameras on Wotton Rd might help with that, and so increase safety. The main problem, however, is the sheer volume of traffic using the Wotton Rd at rush hour, and nothing proposed above is going to help with that.

Average speed cameras might help from bottom of the hill to Renishaw.

20 limit with av speed cameras, remove street furniture/road markings, selectively narrow but please not speed bumps on the through road.

Large speed ramps like the one at Cribbs Causeway, you can't go fast over those, one at each end of the village.

maybe 1 outside the new housing being currebtly built by the school.. and 1 down by the petrol station

Where i lived in chipping sodbury we had 20mph and full width speed humps. Sadly it doesnt work.

Wotton Rd is popular with cyclists - a 20mph speed limit would restrict the safe passing and could endanger the cyclist and cause unnecessary congestion- as a cyclist I believe it is safer that vehicles can safely and quickly pass rather than becoming frustrated behind or slowly passing.

Couple of mini roundabouts on new street and lbl would speed up moving through the village

Indifferent about 20 zone. Average speed camera for enforcement though. Nothing else works

I think the only effective traffic control would be mini roundabouts. It is already a challenge in rush hour to get on the Wotton road from New Street and others. Add to this the garage and tee junction, bus stops either side of the road and lorries parked on the front of the garage, sometimes in the East bound bus stop as well - nightmare during rush hour. Not wishing to knock the garage.

20mph throughout village and average speed cameras on main road.

I agree that a couple of mini roundabouts on the Wotton Rd would slow things down a bit plus help to actually get on to the Wotton Rd from Manor Lane, Little Bristol Lane or New Street.

I would not vote for obstructions to the flow of traffic, as they present stop-start issues such as the use of acceleration (and speeding) to compensate and also increased pollution because of same. Thus for me roundabouts are not a preference. Neither are ramps or rumble strips. Slow, constantly moving traffic is quieter and safer, and I would support 20 mph through-out the village alongside a series of averaging speed cameras that covered the whole Wotton Road in sections, so there was no impetus to slow for the camera then speed up. Given the automatic controls (set say at 28 mph?) there is no need for personnel to supervise it. On the other hand, parking violations should be enforced and potentially pavement parking should be prohibited through bylaw except where reasonable (and then marked as such to ensure pedestrian pass through). I would also argue that painted road lines could be withdrawn, and the roads themselves (not the pavements) become shared space. This causes drivers to consider there may be other road users who have equal rights over junctions and in narrow parts of the road such as the railway bridge.

Totally agree with parking enforcements. I'm torn with the roundabout as personally I think the R'about at the top of Charfield Hill helped with the flow of traffic 😊

In rush hour it is hard enough to get on the Wotton road as it is without all these new developments. Without roundabouts or lights it will be even worse for existing residents. Slowing traffic with such devices is irrelevant. We would like the chance to get on the road in peak times. As an addition, the roundabout at the top of Charfield has in my opinion been the one local success. The damage done to it is worsened by many I have witnessed driving over the centre part. It is ONLY for large vehicles that couldn't otherwise negotiate a tight roundabout.

Absolutely hate traffic lights, it appears south gloss council must have shares in the company that supply them. South Gloucestershire has put them everywhere and when they don't work, the traffic flow improves.

Totally impossible but having parking only on the left or right hand side of Manor Lane down by Charfield green. With the amount of cars parking on the road we're getting buses stuck & literally sitting there with their hand on the horn until people come out & move cars. I would have thought it would slow the cars down having to weave in & out but they still use it as a race track. Not sure speed bumps work to be honest as I haven't really seen cars slow down on little Bristol Lane.

I'm all for controlling the speed of cars on the Wotton road, but actually getting onto the road in the rush hour is extremely problematic especially if you are turning right out of LBL, Manor Lane or New Street. Would slowing cars down make this any easier?? I thankfully do not need to use these roads in the rush hour any more, but when I did, I'm sure the backed up traffic at all these junctions caused 'increased' pollution?!?! I had to turn right out of Little Bristol lane when I was a teacher at KLB. I would sometimes have to wait for more than 5 minutes before being able to leave the junction safely. In the meantime 10 or more cars are backed up behind me getting more and more frustrated because there is little room for them to filter left. I can only imagine these scenarios will get a lot worse with more developments whose occupants will need to use the Wotton road from a side street.

It's a personal perception, but I think at 20 mph there is more chance of eye contact, and that intangible negotiation that goes on between drivers (and riders) about who goes next. But it's only a feeling.

You may well be right, and perhaps if you know cars are only going 20mph, then you will have a better perception on what distance is safe to leave a junction. As I've grown older, I've become less of a 'risk' taker, so would rather be safe than sorry. Any car appearing over the bridge to my right at

the LBL junction is just too close, no matter what their speed. Any cars appearing from the left of the junction could possibly let me out, but is it worth the risk?? I'm no longer in a 'rush' to get anywhere, but I suspect that the majority concerned with this debate are.

There definitely needs to be a roundabout or lights at Little Bristol Lane as it's getting more and more difficult to get on to Wotton Road. 20mph doesn't work as I drive through 20mph zones in Bristol every day and the speed limit is not adhered to. Who would police it in Charfield? Sometimes lowering the speed too low can be more dangerous. I think 30 mph is about right for traffic through the village. I think there needs to be some monitoring of bad parking though, particularly by the school.

I'd like the planners to take another look at the roundabout at the top of Wotton Road, I frequently sit waiting patiently for some kind soul to notice me and let me out of Church End Lane.

Getting cars to observe the 30 mph limit on Wotton Road would be a great start and that's only possible with enforcement through average speed cameras. Speed bumps, speed tables, rumble strips don't work.

No to speed bumps, yes to cameras. Would like to understand the impact mini roundabouts would have on general traffic flow - things like this can be counter intuitive (see the Falfield junction lights for example).

Yes to average speed cameras too, no to lights, strips, chicanes and bumps etc .. had those before on Wotton Road and didn't work! Just led to massive jams..New Street junction desperately needs sorting as bling waits in rush hour, not sure how though as so many things opening into 1 stretch of road, roundabout?? The little Bristol lane junction is also very dangerous and blind.. are there any new ways of showing people turning right out of LB what's coming over the bridge eg mirror system/ screen/ technology?

I would be for a 20mph speed limit throughout the village, however on Wotton Road I do not see cars observing the 20mph speed limit during school drop off and pick up times. I'd also suggest many aren't adhering to 30mph at any time. So this would need to be enforced by more than a flashing sign and the worry of endangering young children's lives as that is clearly not enough.

When the roundabout at the top of the hill was being built, I thought it was a bad idea but I have had to eat my words as it has improved my journeys to and from the motorway. I think a mini roundabout at the New Street junction would work well.

Speed limit is fine at 30. but maybe some signs that flash if you go over. and then traffic lights at the top of the hill on the roundabout will then slow down traffic entering and leaving the village. Also in rush hour it will allow more people to turn out of the little churchend lane and reduce the queues on the tortworth road.

Speed limit of 30mph or reduced to 20mph with speed camera that at either end of the village and are in use during daylight hours every day may help. My biggest gripe is getting out of New Street. Forget it during "Renishaw Time". The biggest problem is by far is "double parking" at the garage, which occurs at any time when the garage is open. There is a footpath between the garage and the road, which is highlighted by yellow chevrons, which must be abused hundreds of times a day. You are forced to edge out whichever way you are turning and greeted with obscene language and hand signals which I cannot find in the Highway Code! I have lived in the village for 61 years, so have seen many changes, some good and some bad. One for the future, surely when Park Farm is built on,

surely access cannot be from New Street? We will have double, treble, quadruple "Lewis Hamilton's" using New Street as a practice track

And of course, if there is a bus parked opposite or a bus/lorry in the bus stop going East as often happens then you have no chance

I haven't commented earlier because my thoughts were that I'm not qualified to comment. Our aim is to keep traffic moving through the village and reduce traffic build up (I think). Traffic management is an engineering problem and is modelled by people who know how. Ideally it would be nice to have a fluid dynamics view of how we achieve this if anyone has any insight? Often reducing speed (not using obstructive methods) can improve flow, but given the number of junctions and merging traffic on the roundabouts at either end of the village (inc Renishaw in the village), traffic will naturally come to a stop. Tricky problem!

No speed bumps through village, I did however see in another area paint markings on the road that made the eye think there were speed bumps there. How effective that would be I don't know. I would reduce the speed limit and use of average/speed cameras.

Roundabout at the junction of little bristol lane, village hall and new housing estate proposed opposite. Parking either side to compensate for any lost parking at village hall. Will ease the junction, slow traffic around bridge and with crossings could make that whole area safer.