



**Patchway area**  
**Review of 20 mph zone, speed tables, parking and waiting**  
**restrictions review**  
**Feedback report**  
**October 2014**

**Purpose of the report**

This report is to feedback the results from the recent consultation carried out to ascertain whether South Gloucestershire Council should introduce a 20 mph zone, some speed tables, parking regulations and some additional waiting restrictions in the Patchway area.

The report has the following sections:

- Background
- Purpose of the questionnaire
- Feedback from the questionnaire
- Future programme

A questionnaire results summary table is available upon request.

**Background**

Local council members requested that a traffic and waiting restriction review be undertaken in the Patchway area. A scheme was included in the Council's 2014/15 Capital Programme.

Local residents had expressed concerns about the traffic speed and rates of on-street parking which is causing congestion and access problems. South Gloucestershire Council also took the opportunity to review similar parking issues in the vicinity.

Traffic speeds are currently restrained on part of Coniston Road (at the eastern end between Highwood Road and Stroud Road) by speed cushions and associated road narrowings. Speed recordings on this section of Coniston Road indicate that average speeds are just over 18 mph. There is an existing 20 mph zone operating in Brighton Road, Cranbourne Road, Lee Close, Rodway Road and Thirlmere Road (average recorded speeds are 20 mph).

A traffic review has been undertaken in the Patchway area which has been broken down into four types of scheme (extension of the 20 mph zone, introduction of additional speed tables, waiting restrictions and some limited waiting parking).

The aims of the review are to reduce traffic speeds, facilitate traffic flow (especially for buses), improve junction safety (by improving pedestrian and motorist sight-lines), improve access, and provide appropriate short-stay parking facilities.

As a result the council proposed a number of amendments.

### **Purpose of the questionnaire**

South Gloucestershire Council delivered letters to all addresses within the selected area advising of the consultation and how to access greater detail and the questionnaire. The purpose of the questionnaires was to ascertain the extent of any existing issues and what local businesses and residents thought about the council's range of proposals.

### **Feedback from the questionnaires**

Four different consultation topics were identified in the Patchway area, these being;

- Extension of the existing 20 mph zone;
- Implementation of new speed tables;
- Amendments to the limited stay parking provision in Rodway Road;
- Additional waiting restrictions to support bus routes and improve access and safety.

The waiting restriction review was broken down into five geographical areas, with specific consultation material relating to each.

The responses (questionnaire and other correspondence) have been analysed by South Gloucestershire Council to identify any patterns or issues that may have been highlighted.

A total of 57 valid questionnaire responses were received across the consultation area. In addition to the 57 valid responses six were excluded as being duplicate responses, 21 were not complete (no address provided) and five were from outside the area. Of the valid questionnaire responses 13 were from residents of Durban Road, seven from Rodway Road, five from both Coniston and Windermere Roads, four from Bradley Road and three from both Pretoria and Worthing Roads.

In addition to the questionnaire responses 60 others responses were recorded (email, letter and telephone).

A summary of the responses from each area is available on request. When looking at individual question responses, *don't know* and did not answer responses have not been reported.

### **Proposed extension of the 20 mph zone limit throughout the Coniston Road area**

51 questionnaire responses were received to this section of the consultation.

**Roads abutting Coniston Road to the east, north and west:** Overall the proposal was supported (53% supported the proposals and 47% did not).

**Roads abutting between Coniston Road and Rodway Road:** Overall the proposal was supported (53% supported the proposals and 47% did not).

If the responses from those people not living within the consultation area are considered 100% responded and all opposed the implementation of an extension to the 20 mph zone.

**Proposed speed tables (west of Stroud Road to Highwood Road)**

46 questionnaire responses were received to this section of the consultation, of these 43% supported the implementation of speed tables on Coniston Road.

If the responses from those people not living within the consultation area are considered 60% responded and all opposed the implementation of the speed tables.

**Proposed amendments to limited stay parking places**

42 questionnaire responses were received to this section of the consultation, with the responses split 50/50.

If the responses from those people not living within the consultation area are considered 60% responded. Of these responses 66% opposed any changes to the short-stay parking regulations in Rodway Road.

**Proposed waiting restrictions**

**Plan 1 - Coniston Road / Sycamore Drive area**

40 responses were received from residents regarding the proposals contained on Plan 1. Waiting restrictions are proposed at four locations. All of the proposals received support (ranging between 53% and 55%).

If the responses from those people not living within the consultation area are considered 60% responded and all opposed the proposed waiting restrictions.

**Plan 2 - Coniston Road / Stroud Road area**

Responses to the questions ranged between 35 and 40 from residents regarding the proposals contained on Plan 2. Waiting restrictions are proposed at 24 locations. Ten of the proposals received support, seven were split (49/51 or 50/50) and seven were opposed.

Those items which did not receive support are the proposed;

- single yellow lines on Coniston Road between Eagle Drive and Falcon Drive
- unrestricted parking places on Bradley Road (between Arlingham Way & Severn Way)
- double yellow line on Bradley Road (between Worthing Road & Durban Road)

- double yellow line at the Bradley Road / Durban Road junction
- double yellow line on Bradley Road (between Durban Road & Severn Way)
- double yellow lines at the access to the rear alleyways on Worthing Road (adjacent to and opposite No. 75 Worthing Road)
- lengths of single yellow line (8am to 6pm, Mon to Sat) on Durban Road (between Nos. 121 and 79 Durban Road)

If the responses from those people not living within the consultation area are considered 40% responded and opposed all the proposed waiting restrictions.

### **Plan 3 - Coniston Road / The Parade area**

Responses to the questions ranged between 34 and 37 from residents regarding the proposals contained on Plan 3.

Waiting restrictions are proposed at 11 locations. One of the proposals received support, seven were split (49/51 or 50/50) and three were opposed.

Those items which did not receive support are the proposed;

- single yellow line (8am to 10am, Mon to Fri) and a section of double yellow line immediately to the west on Coniston Road (opposite the junction with Blakeney Road northern branch)
- single yellow line (8am to 10am, Mon to Fri) on Coniston Road (east of Elmore Road)
- single yellow line (8am to 10am, Mon to Fri) on Elmore Road (eastern side)

If the responses from those people not living within the consultation area are considered 40% responded and opposed all the proposed waiting restrictions.

### **Plan 4 - Coniston Road / Norman Scott Park area**

Responses to the questions ranged between 31 and 35 from residents regarding the proposals contained on Plan 4.

Waiting restrictions are proposed at 15 locations. None of the proposals received support, two were split (49/51 or 50/50) and the remainder were opposed.

Those items which did not receive support are the proposed;

- single yellow lines (8am to 10am, Mon to Fri) on Coniston Road (between Bradley Road & Elmore Road)
- double yellow lines at the Coniston Road / Bradley Road junction (including the Coniston Road access)
- double yellow lines at the Coniston Road / access to Norman Scott Park (northern access)
- double yellow lines at the Coniston Road / access to Norman Scott Park (southern access)

- double yellow lines at the Coniston Road / access to Ruskin House & Wordsworth House junction
- unrestricted parking bays at the Bradley Road (between Pretoria Road & Longley Place)
- double yellow lines at the Bradley Road / Longney Place junction
- double yellow line on Pretoria Road at the access to the alleyway adjacent to No. 87 Pretoria Roads
- double yellow lines at the Pretoria Road / Cavendish Road junction
- double yellow lines on Pretoria Road at the access to the allotments (between Nos. 84 and 86 Pretoria Road)
- double yellow lines at the Pretoria Road / Clermont Close junction
- extension to existing double yellow lines on Waterside Drive
- double yellow lines at the turning head on Waterside Drive

If the responses from those people not living within the consultation area are considered 40% responded and opposed all the proposed waiting restrictions.

### **Plan 5 - Coniston Road / Rodway Road area**

Responses to the questions ranged between 33 and 41 from residents regarding the proposals contained on Plan 5.

Waiting restrictions are proposed at 15 locations. None of the proposals received support, one was split (49/51 or 50/50) and the remainder were opposed.

Those items which did not receive support are the proposed;

- extension to the double yellow lines at the Coniston Road / Windermere Road junction
- extension to double yellow lines at the Windermere Road / Pretoria Road junction
- double yellow lines at the Windermere Road / Durban Road junction
- extension to double yellow line westwards (across the access to the rear alleyway) on Rodway Road (adjacent to No. 2)
- reduction in length of double yellow line on Rodway Road (outside Nos. 1A and 3 Rodway Road)
- lengths of single yellow line (8am to 6pm, Mon to Sat) on Rodway Road (between Coniston Road and Thirlmere Road)
- double yellow lines at the Rodway Road / Worthing Road junction
- double yellow lines at the Rodway Road / Cranbourne Road junction
- extension to the double yellow lines in a northern direction on Durban Road (between Rodway Road and Windermere Road)
- double yellow lines on Durban Road western side, south of Rodway Road (outside the Patchway Hub) and junction with Cranbourne Road
- proposed lengths of single yellow line (8am to 6pm, Mon to Fri) on Durban Road (between Cavendish Road & Windermere Road)
- extension of double yellow line at the Pretoria Road / Windermere Road junction

- double yellow lines on Thirlmere Road (adjacent to access to alleyway at rear of No. 37 Thirlmere Road)
- double yellow lines at the access to the rear alleyway on Lower Thirlmere Road (adjacent to the rear of No. 1 Thirlmere Road)

If the responses from those people not living within the consultation area are considered 40% responded and opposed all the proposed waiting restrictions.

### Analysis of comments received

The comments received as part of the questionnaire and other correspondence have been categorised and are shown in Table 1. 216 comments have been recorded from the questionnaire returns and the 57 other responses (email, letters, telephone) with the most common request being to re-open Highwood Road (22%, or 48, of comments). Making any changes to Highwood Road is not being considered as part of this consultation.

The next most common issues related to Durban Road 13%, or 29, comments; concerns about the displacement of vehicles and the potential impacts on residents parking facilities (11%, or 24 comments), a number of specific requests for amendments (11% or 24 comments), followed by general support for the proposals (9%, or 20, comments).

**Table 1 : Comments received as part of the consultation**

Comment	Plan 1	Plan 2	Plan 3	Plan 4	Plan 5	Other corres	Totals	%
Open Highwood Road	4	7	4	2	3	28	48	22%
Durban Road issue		5	1	3	11	9	29	13%
Displacement / impact on residents	1	6	1	7	9		24	11%
Additional controls (specific)	2	2	3	1	5	11	24	11%
General support	7	5	2	2		4	20	9%
No changes needed	5	3	3	1	1		13	6%
General opposition	3	1	4				8	4%
Bradley Road issue		3				3	6	3%
Speed tables - oppose						6	6	3%
How will enforcement operate	1	2	1	1			5	2%
Existing controls need enforcement		3	1	1			5	2%
Support junction DYLS		1	2	1	1		5	2%
Consultation issue					1	4	5	2%
20 mph - oppose						4	4	2%
20 mph - support						4	4	2%
Patchway Hub		1			1	1	3	1%
Resident permits					2		2	1%
Speed tables - support						2	2	1%
No parking problem	1						1	0.5%
Support bus routes				1			1	0.5%
Rodway Road issue						1	1	0.5%
<b>Totals</b>	<b>24</b>	<b>39</b>	<b>22</b>	<b>20</b>	<b>35</b>	<b>77</b>	<b>216</b>	<b>1</b>

## **Future programme**

Following the consultation and engineer recommendation, the proposals will be reviewed and amended where appropriate. The main locations needing review are Bradley Road, Coniston Road, Durban Road, and Rodway Road. In addition to these roads there are a number of specific issues to be reviewed. South Gloucestershire Council will then consult residents at locations where significant changes are proposed.

Following further consultation the council will formally advertise the appropriate Traffic Regulation Order with the final proposals, enabling people to view the proposals for the areas they are interested in and make further comments if they choose. This process can take approximately three months.

Depending on the outcome of the formal consultation and public advertisement, it is anticipated that works will begin on site shortly after the Traffic Regulation Orders have been "made".

However if objections are received during the advertisement period South Gloucestershire Council will be required to take a report to the Planning, Transportation and Strategic Environment committee for a decision on how to proceed. This process can take a further four months.