

Bower Ashton Residents Association

Seeking to improve and protect our local environment

Customer Focus (JU/WH)
FREEPOST BS6529
Bristol
BS1 5BR

Please reply to:
Bower Ashton Residents Association
c/o Jersey Cottage, Parklands Road
Bower Ashton, Bristol BS3 2JR
grovesa@pbworld.com

For the attention of Mr Jon Usher

27 July 2009

Dear Sirs

CYCLING CITY AND SUSTRANS2 CLANAGE ROAD PEDESTRIAN AND CYCLE CROSSING PROPOSALS, BS3

As a local resident I would like to thank you for your consultation on the above, dated 29 June 2009.

This reply is on behalf of Bower Ashton Residents' Association, whom I represent. The Association membership currently comprises residents from approximately fifty of the local dwellings (between seventy and eighty) and so represents the majority of local people.

Summary

We recently held our AGM (on Thursday 16th July) and these proposals were mentioned. We agree in principle to the following:

- A reduction in permitted speed along Clanage Road (also The Clanage) to 30 mph; and
- Improved crossing facilities for pedestrians.

Safety Concerns

The Clanage is a dangerous highway, particularly in the stretch northbound from Winterstoke Underpass to just beyond the junction with Kennel Lodge Road and Courtlands Lane. In particular:

- 1) Traffic densities are high at peak times and increasing.
- 2) Within the local community there are several families with very young children, a large number of senior citizens and at least one neighbour who relies on an automated wheelchair. The only 'safe' place to cross The Clanage is at the roundabout at the northern end of Winterstoke Underpass, just to the south of the southbound limit of the 30mph zone shown on your arrangement drawing no. DC0491-14-13/B. This location is far from ideal. Pedestrians crossing here are exposed to traffic permitted to travel at 40mph, from both Portishead Way and the Underpass itself. The roundabout alignment is 'off-line' so that northbound traffic within the underpass has a straight run up the A369 (The Clanage). Where pedestrians cross is not visible to this traffic until the last moment because of (a) the below grade nature of the Underpass and (b) the raised nature of the roundabout. A large number of school children cross at this location at peak (morning) times.
- 3) The junction with Courtlands Lane is 'blind' to northbound traffic until maybe 20m from the junction itself, which is insufficient braking distance for northbound traffic entering Kennel Lodge Road. The majority of drivers travelling northbound and entering Kennel Lodge Road pays no attention whatsoever to this junction: it is very dangerous (and I speak as someone who has to turn right (south) onto The Clanage every day).

We welcome any sensible proposals that contribute to improving the current situation.

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Our own view is that integral to any workable solution should be reduction of the speed limit on The Clanage. We would like you to consider extending the proposed 30mph limit southbound to include the Winterstoke Underpass and the Portishead Way slip road (possibly in the vicinity of the footbridge?).

Other Comments

We would also like to consider the following comments on the proposals:

- a) First, please be aware that several of our older residents have been unable to read the consultation plan because of the smallness of type and felt unable to respond personally because of this.
- b) The issue of visibility. It is very difficult to assess, on the basis of a plan and without specific knowledge of the type of crossings proposed or vertical elevations, whether the proposed crossings will limit the visibility of oncoming (northbound) traffic, to vehicles travelling southwards down the A369 or turning right from Courtlands Lane.
- c) The impact to residents adjacent to the proposed improvements. It is likewise difficult to assess whether the proposed improvements, particularly the location of the Trief Cadet island, will hinder access or egress to local residents' properties. We are aware of some residents who are concerned about this.
- d) Narrowing of the width of the southbound lane, to the south of the proposed crossing. What is the logic behind this, particularly as the proposed cycle path access is to the north? Whilst we would support this as a traffic-calming measure, it would seem to push southbound traffic more into the line of northbound vehicles on what is a nasty corner.
- e) Road markings. Bower Ashton is a Conservation Area and, as such, we object, in principle to all road markings, other than those absolutely necessary in the interests of public safety. Whilst parking by students on the northern side of the junction with Kennel Lodge Road is an issue in term time and increasingly by other commuters, we question whether the double yellows proposed are strictly necessary. Those on the Courtlands Road side would appear not to be.
- f) The proposed cycle path to the rear of The Clanage properties. We do not have access to the drawing no. DC0491-14-009 referenced but know that several of the residents on the eastern side of The Clanage are concerned about privacy and security, as the proposed path will provide easy access to their rear of their properties.
- g) Finally, we urge that these proposals are not considered in isolation from other highway and planning matters currently being considered in this part of Bristol, such as the planning restrictions in BS3 and the traffic impact of the proposed relocation of Bristol City FC.

Close

I trust this reply is useful. Should you require clarification on any point or wish to consult with the Association further on this, we would be pleased to assist you. In the first instance, please contact me at the above address or on direct telephone no. 0117 9339305 during work hours.

Yours sincerely

Alasdair Groves, Chairman