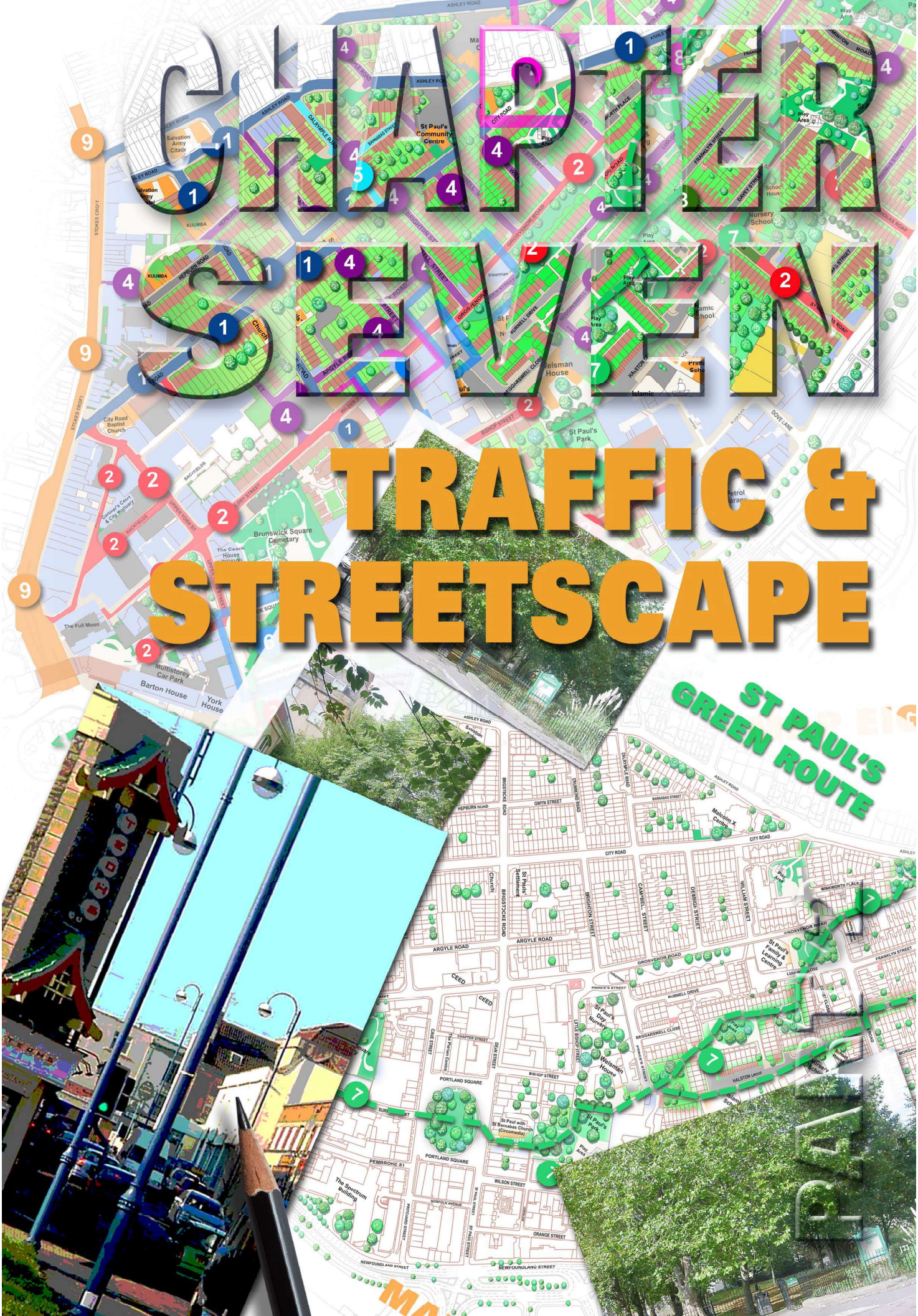
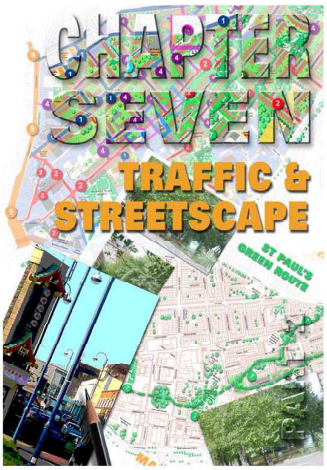
CHAPTER SEVEN

TRAFFIC & STREETSCAPE

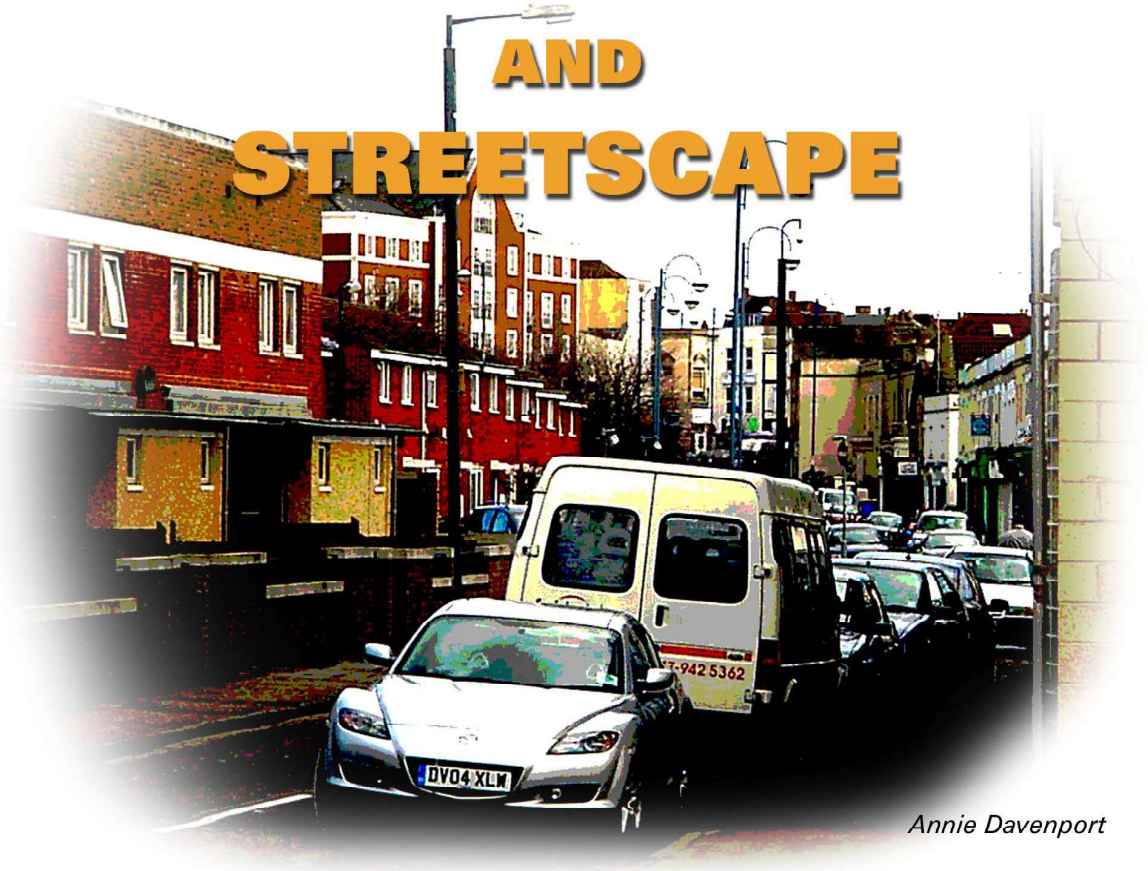




SAINT PAUL'S NEIGHBOURHOOD PLAN

CHAPTER SEVEN : TRAFFIC & STREETSCAPE

TRAFFIC AND STREETSCAPE



Annie Davenport

Every community suffers from over-reliance on the car and road-borne transport by households and businesses undertaking the journeys necessary for day to day living. No more so than inner city residential and mixed use communities, where businesses, commuters and households compete for their share of the same street-space, road network and parking space.

St. Paul's has undertaken a traffic and streetscape study to identify possible solutions to the issues that road traffic brings to their neighbourhood, and to understand where enhancement of the street scene can both improve the physical environment, and improve the safety of, movement through and access to the neighbourhood for all.

Issues

The priority traffic and streetscape issues for local residents and businesses are:

- **Dirty and Poorly Maintained Streets, footpaths and streetlighting**
- **The dominance of parked cars and the conflict between resident and commuter car parking**
- **The real and perceived danger from street crime**
- **Safety on the roads for drivers, pedestrians and cyclists - in particular along the routes to local schools**

- **Volume of traffic - and its dominance of the physical environment**
- **The quality and safety of the greenspaces**

With these issues in mind, the Study, undertaken from October 2005 - July 2006, aimed to undertake a feasibility study and produce a comprehensive streetscape design which:

- **Collected baseline data against which to judge future actions**
- **Addressed road safety**
- **Sought design solutions to aid traffic management and calm the streets**
- **Proposed streetscape improvements to enhance the physical environment and improve personal security**
- **Resolved conflicts over access to car parking**
- **Provided a programme and estimate of costs for proposed works**

Preferred scheme options

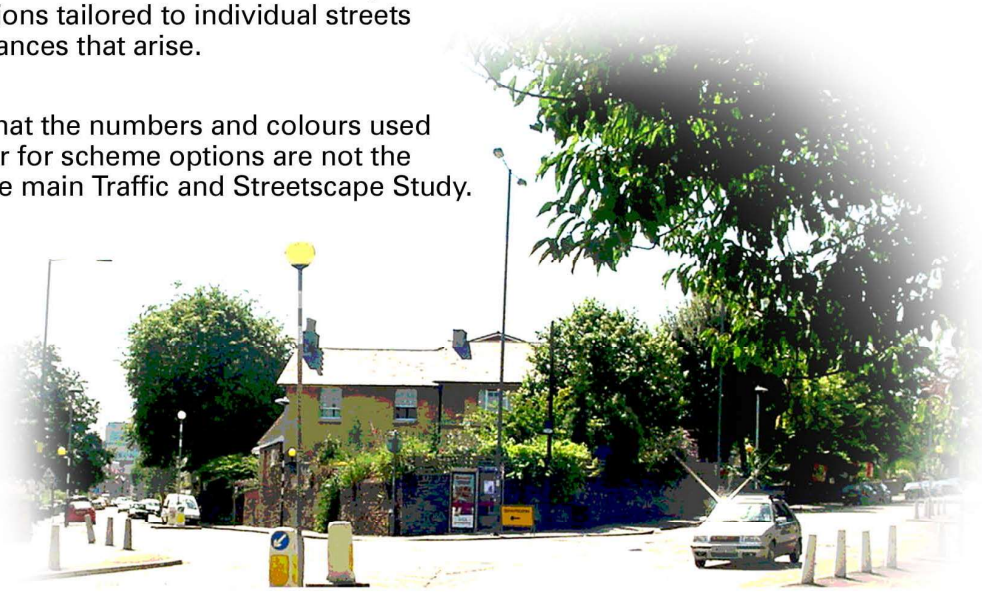
The design solutions presented here have been developed jointly by the consultants and local residents through an interactive process of design and test, amend and review. The scheme, as proposed, needs to operate as a whole in order to achieve maximum benefit. While individual elements can bring about localised improvements, isolated interventions may have a knock-on effect elsewhere in the neighbourhood which could diminish their overall impact. However, incremental implementation will still bring enormous benefit over existing conditions, and funding is likely to favour a phased approach.

Overview

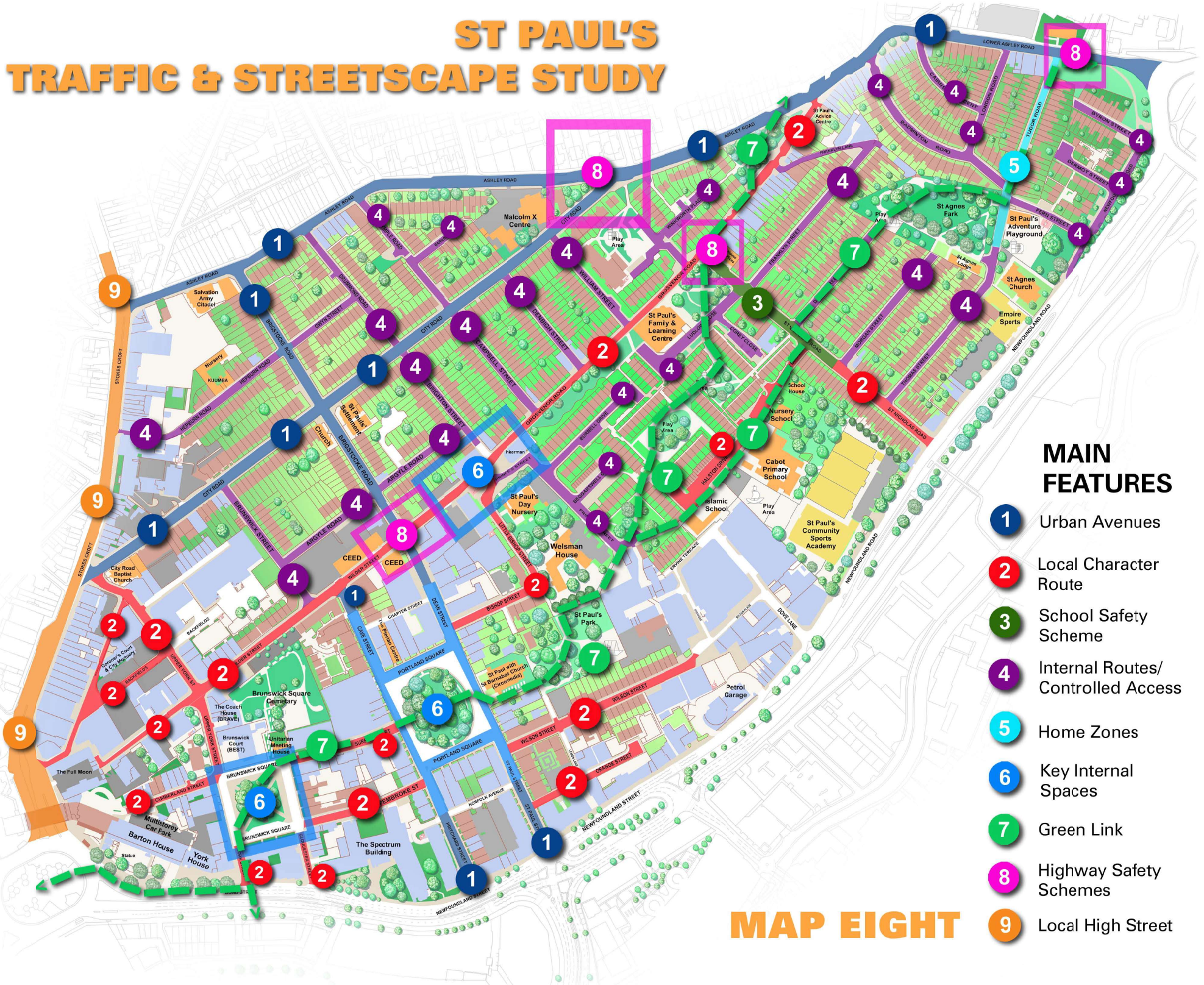
The plan on the opposite page (MAP EIGHT) illustrates the extent and range of works proposed.

These actions can be broken down and explained as sets of actions tailored to individual streets and circumstances that arise.

Please note that the numbers and colours used in this chapter for scheme options are not the same as in the main Traffic and Streetscape Study.



ST PAUL'S
TRAFFIC & STREETSCAPE STUDY



MAIN FEATURES

1. Urban Avenues
2. Local Character Route
3. School Safety Scheme
4. Internal Routes/ Controlled Access
5. Home Zones
6. Key Internal Spaces
7. Green Link
8. Highway Safety Schemes
9. Local High Street

MAP EIGHT

ST PAUL'S GREEN ROUTE

7 Green Link

MAP NINE

Night Time Lighting Sceme Example

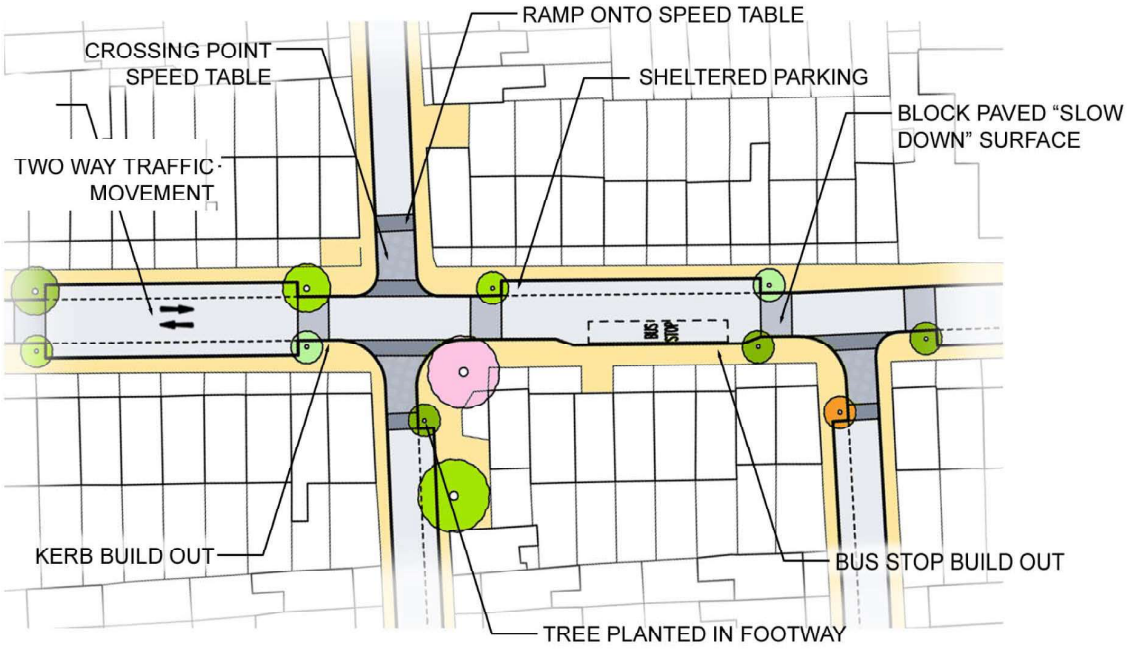
Public Art

1 Urban Avenues

Main arterial routes through the neighbourhood that carry high volumes of both local and through traffic.

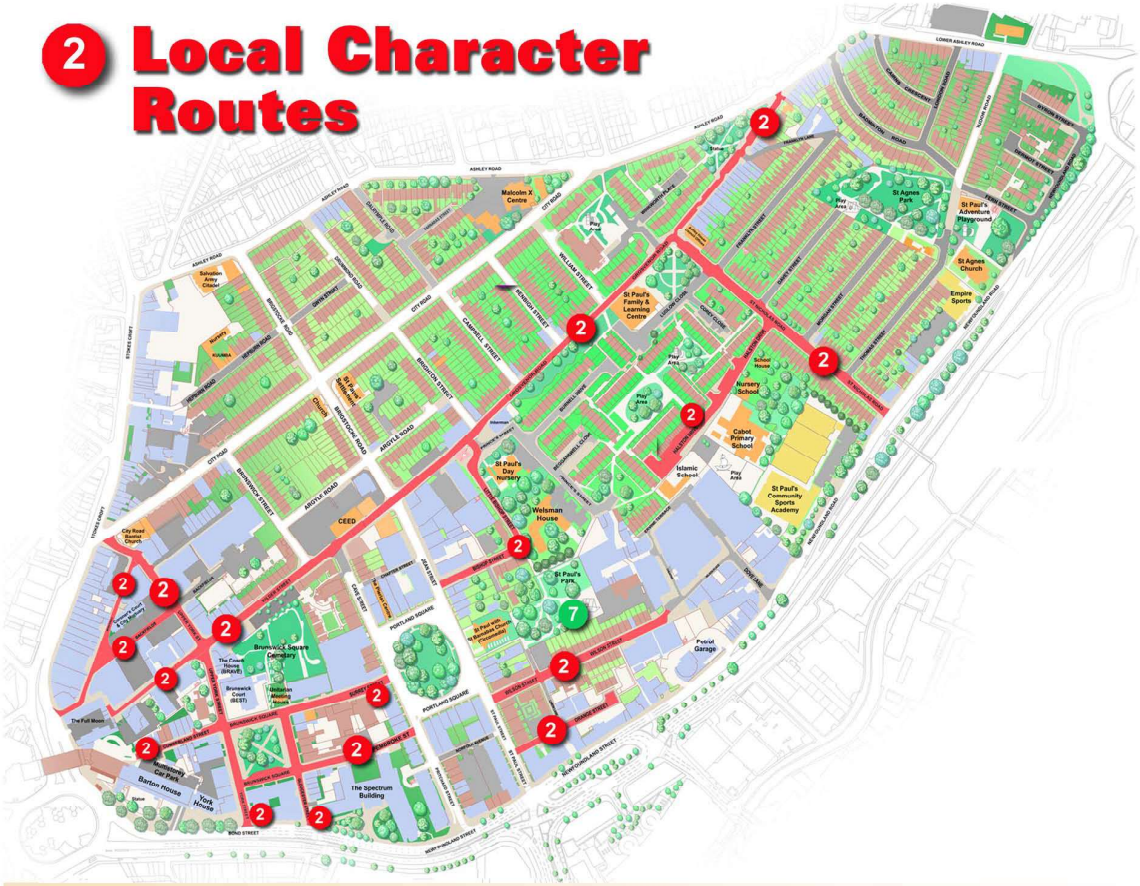
Design treatment to create urban boulevards through junction improvements, changes in surface treatment, removal of bus lane, provision of sheltered parking bays, tree planting and lighting improvements,

Primary outcomes - improving urban quality and reducing the impact of the car and vehicle speeds without reducing volume.


RAMP ONTO SPEED TABLE
CROSSING POINT
SPEED TABLE
SHELTERED PARKING
BLOCK PAVED "SLOW
DOWN" SURFACE
TWO WAY TRAFFIC
MOVEMENT
KERB BUILD OUT
BUS STOP BUILD OUT
TREE PLANTED IN FOOTWAY


Dixons
Bradford &

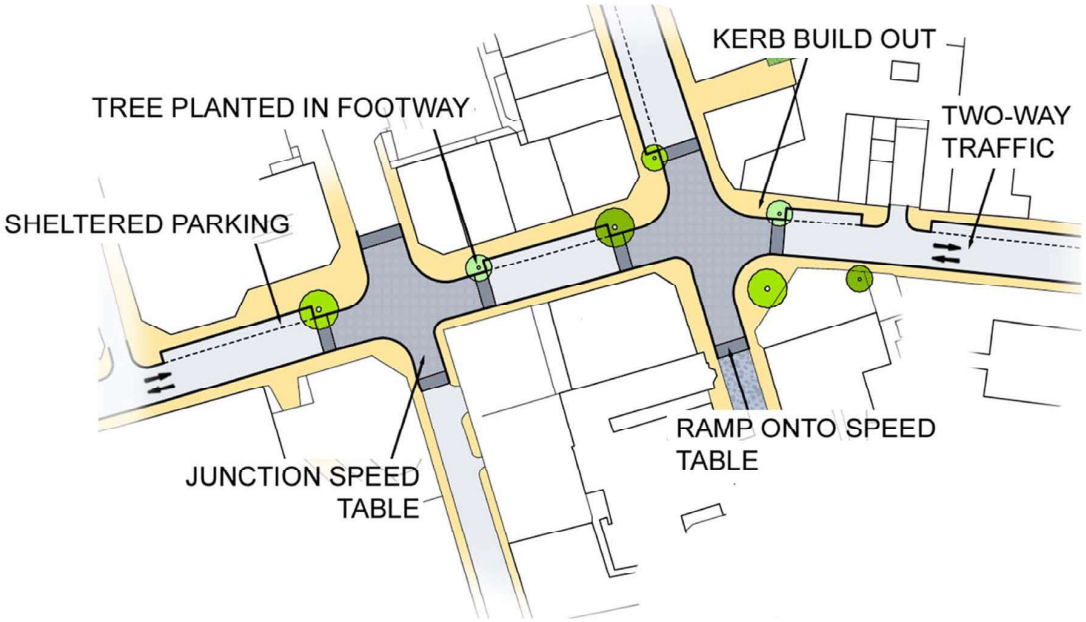
2 Local Character Routes



Streets primarily used for getting around within the neighbourhood.

Design treatment is directed at creating a safer pedestrian and cycling environment; encouraging movement and use of public realm on foot or bicycle and stopping rat-running. Includes junction builds outs, sheltered parking bays, crossing points, landscaping and surface treatment.

Primary outcomes - reduced vehicle speeds and an environment that favours pedestrians and cyclists

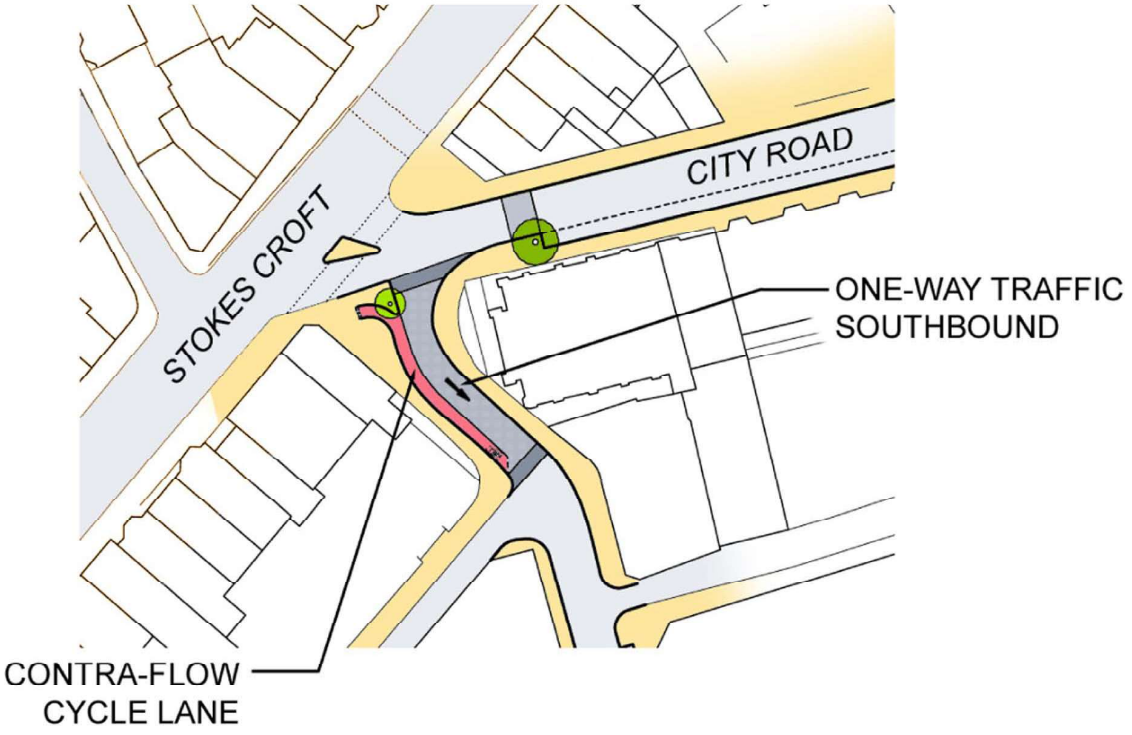


SPECIAL FEATURES

Grosvenor Road Green Strip Enhancement

Upper York Street Contra-flow Cycle Lane

A contra-flow cycle lane to be provided along the length of the short one-way section at the northern end of Upper York Street.



3 School Safety Scheme

The roads around and main routes to Cabot Primary School and St. Paul's and St. Agnes nursery have not benefited from a Safe routes to school programme, and the need for intervention has increased substantially due to the impact that the Broadmead development is having on the use of local roads by fast-moving through traffic.

Design solutions include the provision of new zebra crossings, junction speed table and flashing signs to warn drivers of increased pedestrian priority.

Primary outcomes - to slow traffic on the approaches to the main school junction and provide safe pedestrian priority for school children and parents.

St Nicholas Road School Safety Scheme

A school safety scheme including the provision of two new zebra crossings to improve the safety of the route to school. The zebra crossings would be complemented by an extensive junction speed table which indicates to drivers the increased pedestrian priority. The scheme would be supported by flashing "wig-wag" warning signs.

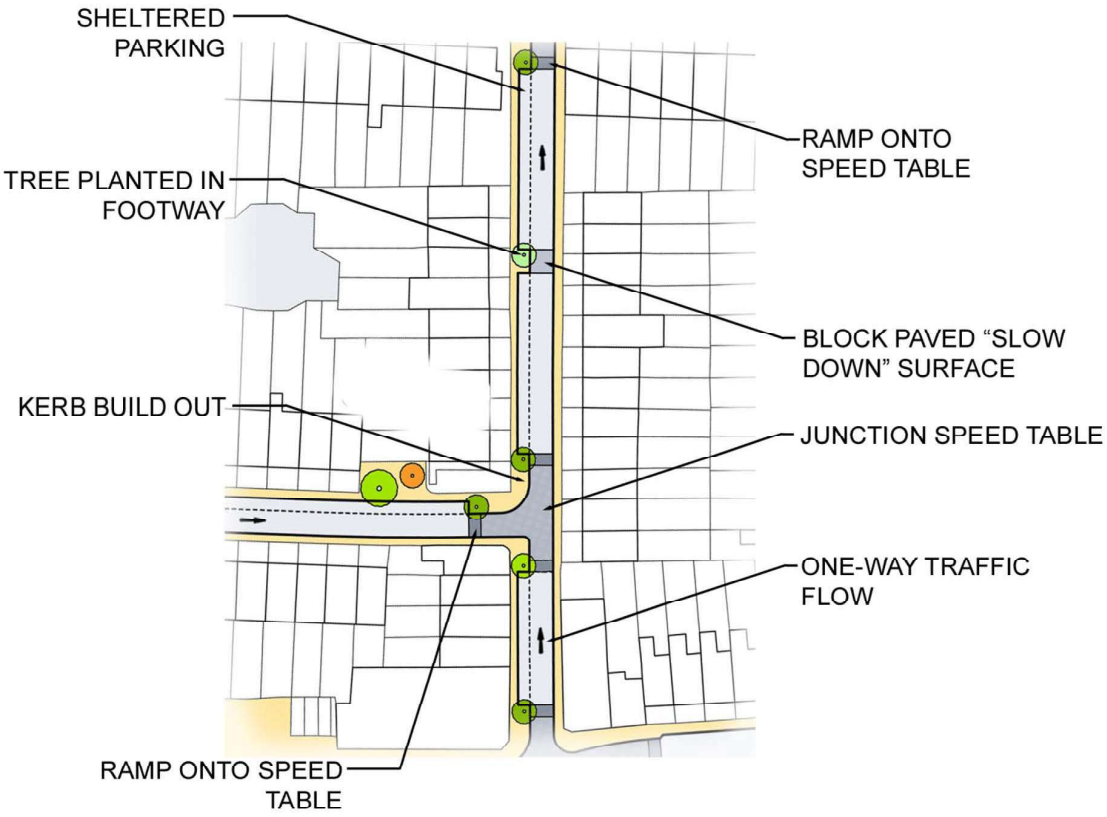
4 Residential Streets

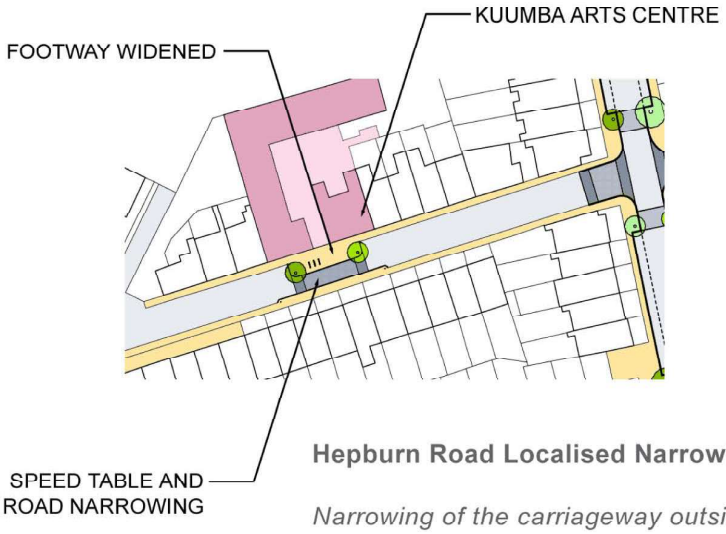
Streets within the predominantly residential area of St. Paul's where the primary need is to control parking, prevent obstruction of footways and address confrontational/aggressive driving.

There is a need to increase surveillance to lessen crime and improve the maintenance and repair of footpaths.

Design solutions revolve around the creation of a one-way network accompanied by traffic calming, limiting daytime parking availability and opening up dead-end streets.

Primary outcomes - less obstruction of footpaths, displacement of commuter parking and reduced confrontational traffic movements.





Hepburn Road Localised Narrowing

Narrowing of the carriageway outside of the Kuumba Arts Centre to provide an improved frontage space with tree planting and bicycle parking. The narrowing and crossing point speed table would calm traffic on Hepburn road whilst providing the opportunity for an attractive and useful space to be created.

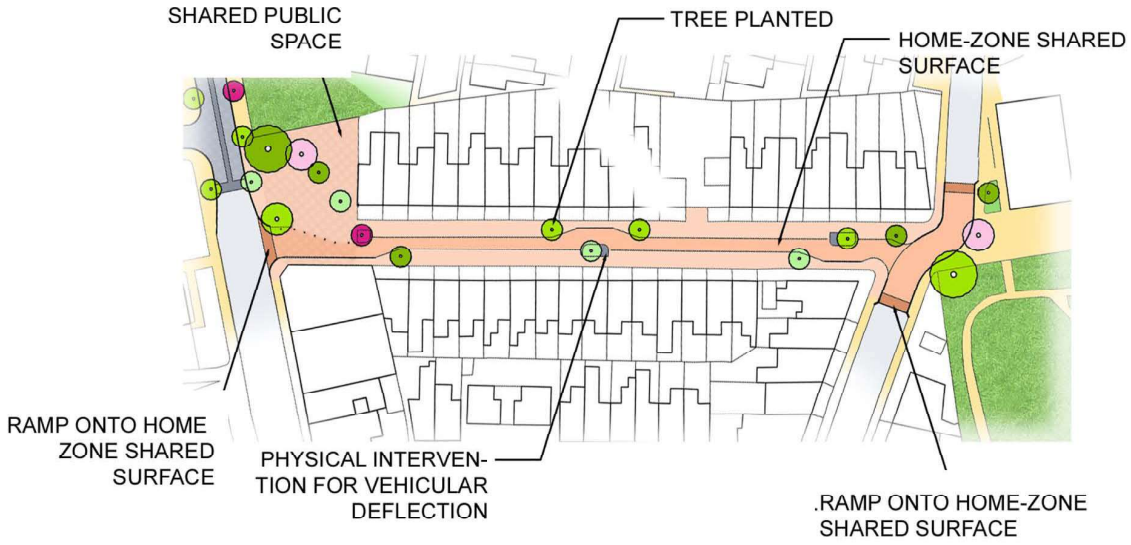
5 Home Zones

A pilot home zone is proposed in Tudor Road linked to environmental treatment of the area at the corner of Lower Ashley Road and Tudor Road.

The home zone would reduce the dominance of the car within the local residential environment and link local public spaces through the use of shared surface treatment and the creation of a hard landscaped gateway public space at the Junction 3 entrance to St. Paul's.

Primary outcomes - self-enforcing parking and vehicle movement controls, improved environment and changed perception for drivers entering the neighbourhood from the Junction 3 roundabout.

The pilot would test the appropriateness of this treatment within the residential areas of the neighbourhood.


SHARED PUBLIC SPACE
TREE PLANTED
HOME-ZONE SHARED SURFACE
RAMP ONTO HOME ZONE SHARED SURFACE
PHYSICAL INTERVEN-TION FOR VEHICULAR DEFLECTION
.RAMP ONTO HOME-ZONE SHARED SURFACE


Home Zone

6 Key Public Spaces

PORTLAND SQUARE AND BRUNSWICK SQUARE

The historic squares in St. Paul's are the jewels in the crown of St. Paul's, but lack the appeal to draw people into and encourage people to utilise these spaces. They are in need of renewal, and enhancement to attract new users, improve safety and draw visitors through from the new area of the Broadmead Expansion.

Design solutions propose the creation of shared surface to create a pedestrian-priority environment, to slow vehicles and lessen impact, using conservation quality materials and street furniture, feature lighting to highlight buildings of architectural merit and quality.

In addition, closing off the east side of Portland Square to through traffic, creating a strong public space for events and activities involving Circomedia, and creating the potential for street markets.

Primary outcomes - improved physical environment, increased level of activity, providing attractive and well-used public spaces.

Grosvenor Road / Princes Street Public Space

Radical improvement to the space around the Inkerman Pub to form a new public square with trees and public art. The highway would be realigned so that Princes Street and Little Bishop Street form a continuous link with the connection to Grosvenor Road down-graded to a shared pedestrian / vehicle surface. The carriageways of Grosvenor Road, Princes Street and Little Bishop Street would be raised by crossing point speed tables throughout the public space to emphasise pedestrian priority. High quality bollards and street furniture would be utilised to ensure vehicles do not enter pedestrian only spaces.

7 Green Link

There is a recognisable pedestrian route through the neighbourhood which links the areas of valued public open space. The route is not as well used as it could be and the spaces, due to low levels of activity and poor environment, are not perceived as safe.

Design sollutions include environmental enhancement of the route through the use of special lighting, public art, signs, paving and landscape improvements to create a quality pedestrian environment, drawing people into and through the area.

Primary outcomes - providing a quality pedestrian route through St. Paul's from from St. Werburgh's through to Broadmead, creates strong links between St. Paul's and the new Broadmead.

8 Junction Safety Schemes

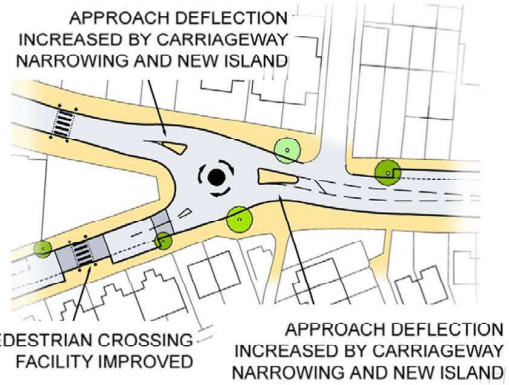
To improve the pedestrian safety at particularly difficult junctions where crossing is perceived to be hazardous.

Requires realignment of or build out of kerbs, surfaces designed to reduce vehicle speeds, improved sightlines for pedestrians, improved signage, and location of speed tables of junction arms.

Primary outcomes – providing safer crossing for pedestrians, reduction in vehicle speed on local roads, and reduce driver/pedestrian conflict.

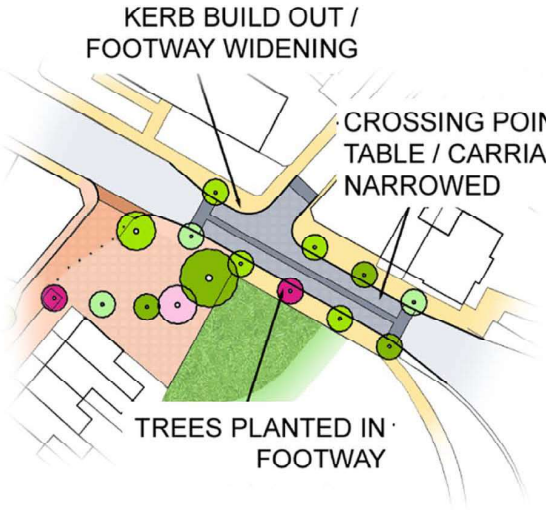
Ashley Road / City Road Junction Safety Scheme

A scheme to improve safety at the junction of City Road and Ashley road through a reduction in vehicle speeds and an improvement of pedestrian facilities. The introduction of traffic islands and realignment of kerb lines on approach to the round-about forces greater vehicle deflection and therefore ensures lower vehicle speeds through the junction. The kerbed islands also provide a refuge to pedestrians crossing at the junction.



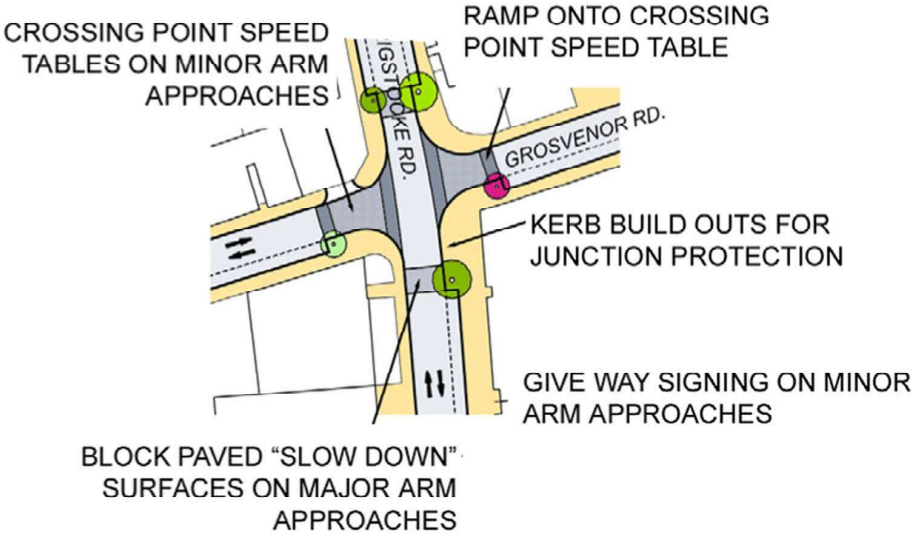
Lower Ashley Road Speed Gateway

Narrowing of the carriageway, the introduction of a crossing point speed table and tree planting along the edge of the carriageway to form an effective traffic calming feature. This is intended to deal with the problem of vehicles entering Ashley Road from the grade separated M32 Junction 1 at high speed but also has the benefit of announcing to drivers that they are entering a traffic calmed urban area as opposed to the 60mph speed limit dual carriageway they have just left.



Brigstocke Rd. / Grosvenor Rd. Junction Safety Scheme

A scheme to improve safety at the junction of Brigstoke Road and Grosvenor Road through a reduction in vehicle speeds and an improvement of pedestrian facilities. The introduction of kerb build outs and slow down surfaces on Brigstocke Road and Dean Street combined with kerb build outs and speed tables on Wilder Street and Grosvenor Road will ensure that vehicle speeds are reduced in general at the junction.



9 Stokes Croft - Local High Street

Route with a city-wide role, serving as a city gateway, a centre for shopping and leisure for both local residents and visitors

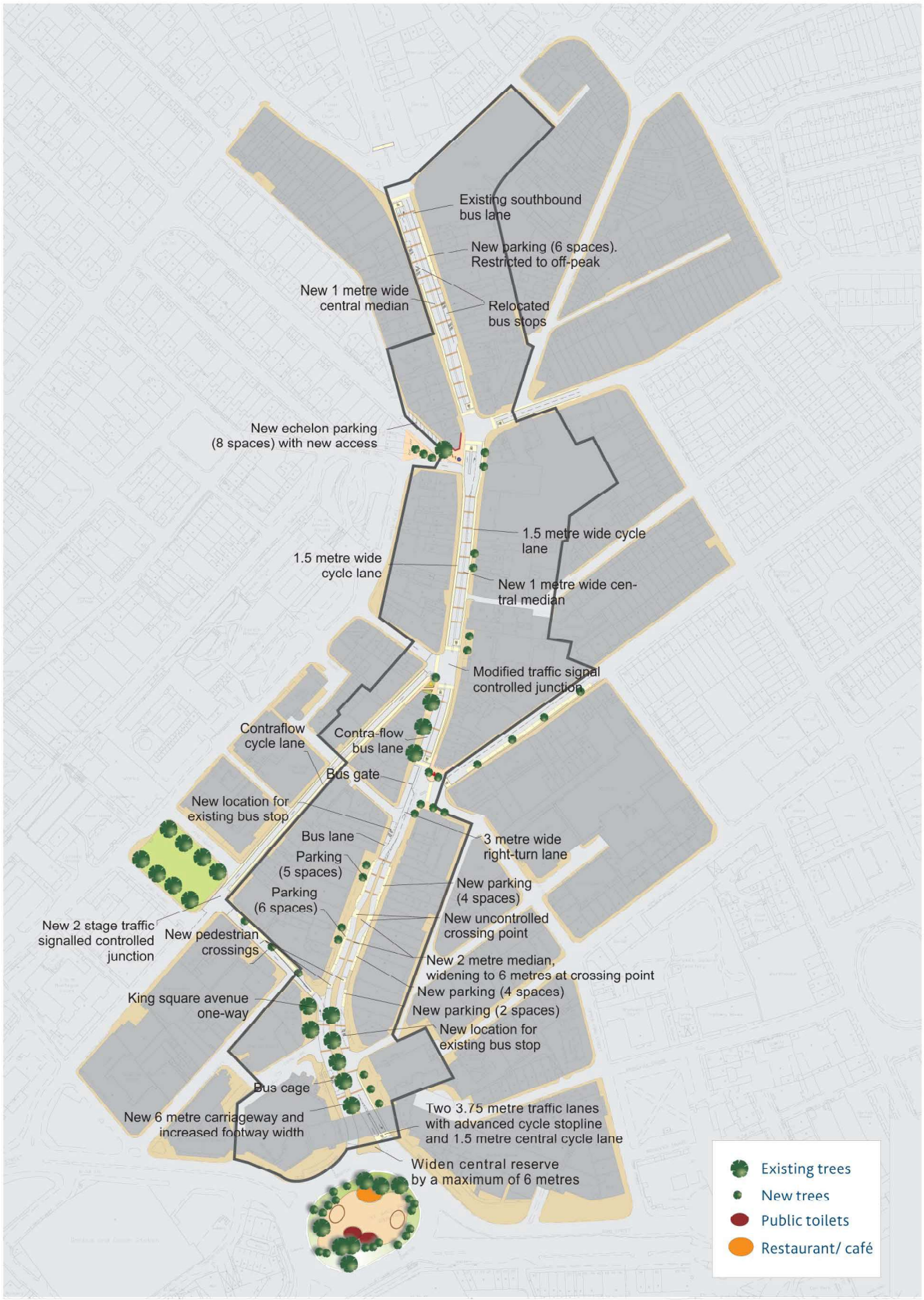
Design solutions directed at managing traffic flow, improving public transport facilities, removal of visual and physical clutter, new paving, planting and street furniture. Footway improvements in quality materials, heritage features highlighted through architectural lighting and signage.

Primary outcomes - facilitating economic regeneration for local retail, highway and environmental improvements, enhanced pedestrian spaces and facilities, forum for public art

JAMAICA STREET

CITY ROAD

Stokes Croft, Bristol



Long term highway improvements

N

BUCHANAN

Date: 05.12.2005
First issued:
Client: Bristol City Council
Job number / 103591
Designed by: MJ

10 Parking

About half of the neighbourhood is covered by a Controlled Parking Zone where parking meters are in operation during weekdays and Saturdays. The operating times of the meters, and the restrictions on stay prevent commuters from using the squares and streets in the commercial parts of the neighbourhood for long-term parking. A study of the use of these spaces shows that there is very low general occupancy, and therefore always spaces available for clients and visitors to the local businesses.

A survey of local businesses showed that employees who travel to work by car outstrip business-provided off-street parking by 4 (employees) to 1 (parking space).

Residents who live within the mixed commercial area can pay for a residents parking permit that allows them to park within the CPZ without paying daily charges, where spaces are available. It does not guarantee them a space.

A study of the existing parking pressures in the primarily residential areas of St. Paul's has highlighted that while only about 60% of households in St. Paul's own cars, and therefore there should be enough road space in the residential areas for household car parking, the proximity of the neighbourhood to the city centre and the area controlled by the CPZ does mean car-borne commuters use the residential streets to avoid city parking charges.

When the study began, there was much comment from local residents and others, that St. Paul's residents would be unwilling to pay the charges likely to be imposed for a residents parking scheme. It was on this premise that the traffic consultants proposed intermediate solutions which acknowledged that traffic counts demonstrated there was sufficient existing parking for local residents, but a disincentive was required to remove commuters from the residential streets.

Therefore, in the first instance it is proposed that:

- **Traffic regulation orders be imposed and enforced to remove parking from around junctions, on footpaths and where road width is insufficient or where parking causes obstruction.**

At the public meeting, the results of the electronic voting indicated an overwhelming support for a residents parking scheme, even where it attracted a charge for use.

Thus three potential approaches to addressing the parking conflict are being reviewed:

1. **Expansion of the CPZ with Residents parking permits available at low cost.**
2. **Road Traffic Orders and Street Treatment, which provide sheltered parking spaces on one side of street only. Single yellow line down other side. Parking restriction on yellow-lined side running from, say 10am - 2:00pm to dissuade commuter parking.**
3. **Full residents Parking Scheme**

The decision to pursue full design, consultation and implementation of one of the above is being reviewed by Bristol City Council Parking Services.

20 MPH Zone

In addition, there is a proposal to introduce a blanket 20mph zone throughout St. Paul's. While it is recommended that such measures be highly self-enforcing through highways works, we feel the highways treatment proposed will deliver some of this self-enforcement, but in advance of the implementation of these works, 20 mph zone designation will be simple and effective to introduce.

The 20mph zone can be used to form a gateway to the area, and could incorporate artworks by local school children to emphasize the need to drive slowly.

Implementation

The total package of improvements represents a capital investment of some £5.3 m. However, a phased programme of delivery has been proposed, incremental implementation will still bring enormous benefits over existing conditions, and funding is likely to favour a phased approach.

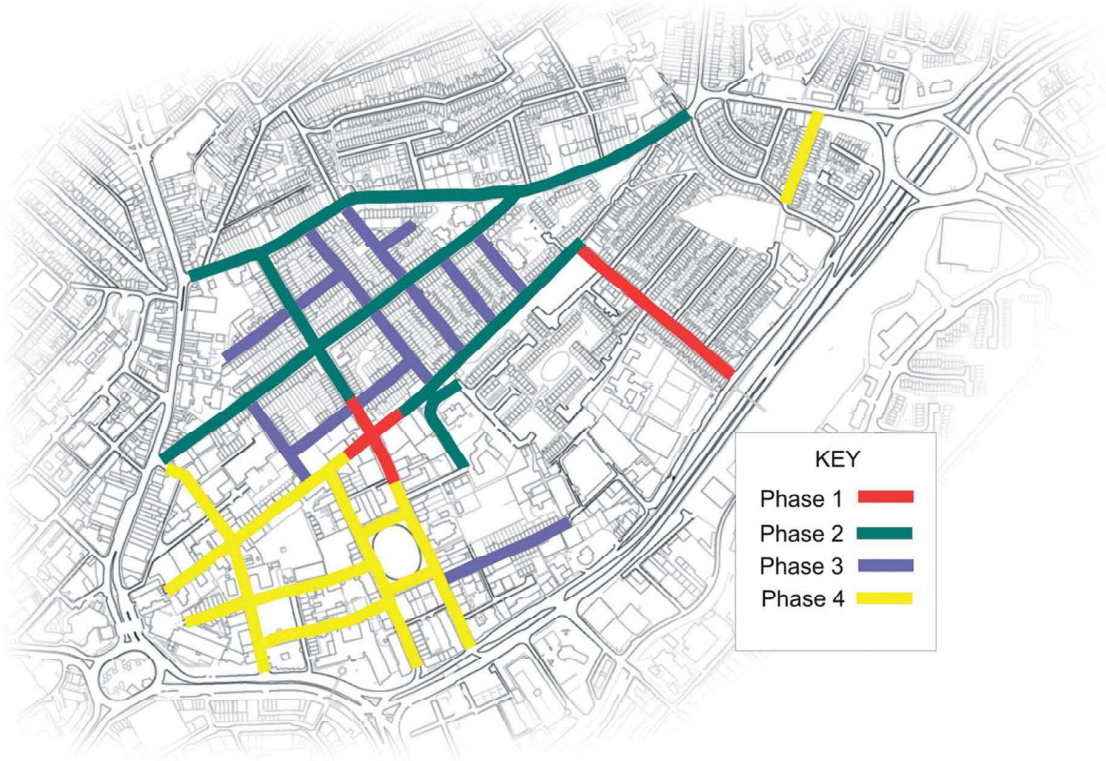
In the first instance, there is a need for Priority Delivery of Phase One to address a couple of the most urgent safety issues:

PHASE ONE

- Safety junction treatment at the corner of Brigstocke Road/Wilder Street due to the high level of junction parking, limited pedestrian visibility and high traffic speeds. Also, this is a designated location for a Legible City feature that can not be installed until space is created through building out of the junction.
- The School Safety Scheme

  £ 461,100

Other phases to follow as per the action plan attached, see below.



Traffic and Streetscape - Actions

ACTION	DETAIL	RESPONSIBILITY	COST	TIMESCALE	INDICATOR OF SUCCESS
				IMMEDIATE 1 - 3 YEARS WITHIN 5 YEARS 5 - 10 YEARS	
7.1	Ensure Road Traffic Orders are in place to enable appropriate enforcement	BCC Traffic Management	MAINSTREAM	IMMEDIATE	Enable parking wardens to issue necessary penalties for illegal parking and road use.
7.2	Joint action by Police and Traffic Management to eliminate illegal parking	Police BCC Traffic Management	MAINSTREAM	IMMEDIATE	Removal of parking from footpaths and on dangerous corners. Increased pedestrian safety.
7.3	Introductions of 20MPH zone across the whole of St. Paul's	BCC Traffic Management	MAINSTREAM	IMMEDIATE	Slow down average traffic speeds. Increased safety for pedestrians and cyclists.
7.4	PHASE ONE : Brigstocke Road/Grosvenor Road junction improvements St. Nicholas Road School Safety Scheme	BCC Traffic Management	£ 461,100	IMMEDIATE	Scheme implementation Improved safety for all road users, slower traffic speeds, increase safety in crossing, provide site for Legible City signage. Increase in safety and perception of safety by local residents Reduction in vehicles using St. Nicholas Road as through route Increase in no. of children walking to school
7.5	PHASE TWO : Ashley Rd, Brigstocke Rd (part), City Road, Grosvenor Road (part) Little Bishop Street, Lower Ashley Road, Princes Street	BCC Traffic Management	£ 1,923,8000 Joint Bristol Transport Plan	1 - 3 YEARS	Slowing traffic and increasing pedestrian and vehicle safety Greening of the main pedestrian and traffic routes through St. Paul's Increase in civic pride and reduction in fly tipping and illegal rubbish disposal, graffiti and vandalism
7.6	PHASE THREE : Residential streets between Ashley Road and Grosvenor Road	BCC	£ 526,600	WITHIN 5 YEARS	Scheme Implementation Reduced commuter parking, decrease in aggressive driving and driver conflict Increase in resident perception of environmental improvements
7.7	PHASE FOUR : Streets within Business District and historic squares Pilot home zone	BCC	£ 2,210,500 Bids for special transport and environmental funding, Joint Bristol Transport Plan	5 - 10 YEARS	Scheme Implementation More residents and visitors using squares and spaces for informal socialising More people walking through St. Paul's Increase in business investment and business location Change character of the residential street, calm traffic, and give clear indication to car drivers about the residential nature of the area.

CONTINUED >>>

Traffic and Streetscape - Actions

ACTION	DETAIL	RESPONSIBILITY	COST	TIMESCALE	INDICATOR OF SUCCESS
				IMMEDIATE 1 - 3 YEARS WITHIN 5 YEARS 5 - 10 YEARS	
7.8	**GREEN LINK** **Pedestrian route through St. Paul's linking important green spaces, parks and public squares** *See also Public Art Chapter*	BCC Parks, Urban Design, Traffic Management	**Bids to Heritage Lottery, SWRDA, Traffic Management**	IMMEDIATE - ONGOING	Creating a safe, inviting pedestrian route through St. Paul's linked through art works, urban environment improvements, well-lit and signposted.
7.9	**ST PAUL'S PARK** **Implement new design with play area, older children's kick about area and new lighting**	BCC Parks, Urban Design,	**£ 200,000**	IMMEDIATE	More children and parents using and playing in St. Paul's Park, More people walking through and using the park for socialising and quiet contemplation
7.10	**COMMUNITY CAR SCHEME**	Residents BCC		1 - 3 YEARS	Assist residents who cannot afford to own and run a car, reduce stress on car parking through reduction of marginal car ownership and provision of allocated/dedicated car club parking.
7.11	**AREA - WIDE COMMUTER TRAVEL PLAN**	Local Businesses	**NIL**	1 - 3 YEARS	Increase car sharing and use of public transport by employees, reduction in requirement for commuter parking. Shared deliveries and reduction of vehicle movements within the area.
7.12	**ST JAMES BARTON ROUNDABOUT GATEWAY SCHEME** **Redesign St. James Barton as Gateway to Stokes Croft and St. Pauls - Improve underpasses, increase and improve signage, utilise wall space for exhibitions, introduce new uses into pedestrian area including performance** *See Stokes Croft Action Plan*	BCC Possible partnership with private sector		5 - 10 YEARS	Increase use, surveillance, enhance image, improve environment, identify business opportunities and increase safety and perception of safety.

TRAFFIC & STREETSCAPE ACTIONS