

Brislington and Totterdown - Longer term changes - Option 1

Have your say - A4 Bath to Bristol

We've looked at many different proposals along the section of the A4 between Three Lamps junction in Totterdown and Emery Road in Brislington, including using the disused railway track between Callington Road and St Phillips Causeway as a new route.

These have been narrowed down to three preliminary concepts – one short term and two possible options in the longer term.

We're asking for your views and comments at a very early stage before we progress any further. **Nothing is decided at this stage.** The detail still needs to be assessed and is not fixed yet, we'd like your feedback on the overall ideas, rather than the details - which option you prefer, what you like, what you don't like, and why. Your feedback will shape what happens next.



Looking north on the A4 at Brislington Hill

Proposals in detail

- The A4 between Three Lamps junction and Callington Road would close to through traffic.
- Most vehicles would be diverted off the existing A4 and onto a new two-lane road built along an old railway track (between Callington Road and St Phillips Causeway). Through traffic would need to use St Phillips Causeway to connect with the city centre, and at the other end of the new road, rejoin the A4 Bath Road at West Town Lane junction.
- The A4 in Brislington and Totterdown would be converted into a route for buses and a new segregated route for cycling. Local traffic would be able to travel along most of the route. This would be landscaped with more trees and plants. Pavements would be wider, making it more pleasant to walk and if you use a wheelchair or mobility scooter.
- A cycle route would be created along the length of the new route for through traffic along the old railway line, as well as along the route of the A4.
- Two restricted access points - known as "bus gates" would be created close to the Lodekka pub to stop through-traffic from continuing to use the A4. The types of vehicles allowed through the bus gate is yet to be decided, but would include buses, cyclists and emergency vehicles. Another bus gate at Three Lamps junction would also restrict traffic. Vehicles would still be able to turn left into Wells Road from Bath Road.
- The way local traffic can travel along the A4 would change:
 - Brislington village would be closed to through traffic
 - Local traffic would not be able to pass through the bus gates at the Lodekka pub
- To reach local destinations:
 - North of the Lodekka pub, local traffic would access the A4 Bath Road from either St Phillips Causeway, Totterdown Bridge or local roads (which have existing access to the A4). Vehicles could then travel between the bus gates at Three Lamps and the Lodekka pub
 - South of the Lodekka pub, local traffic would continue to use the current A4 Bath Road from West Town Lane junction, but would need to turn around at the top of the Eagle Road gyratory. Local residents can use Kensington Park Road to turn left onto the Bath Road and bypass the bus gate to continue along the A4
- There would also be a left-hand turn from Talbot Road East onto the new through traffic route
- The eyesore footbridge over the A4 at Brislington Hill would be replaced with a street-level crossing, as requested by residents in our previous consultation.
- Changing the way that the road is used in Brislington - and by reducing the number of cars - would create more space that would allow new public areas to be developed such as outdoor café seating and small parklets. We would work with Bristol City Council to identify other possible improvements.
- We are also intending to make improvements at Arnos Vale and Victory parks - these could include planting a new woodland area, restoring steps and fences, and updating the children's play areas. Victory Park could also be extended.
- Car parking along the Bath Road in Totterdown (approximately between 190-284 Bath Road) might need to be removed. We would look into providing alternatives for some car parking, including blue badge spaces
- In Brislington, it would no longer be possible to park in places where currently parking is allowed in bus lanes at off-peak times and weekends, such as opposite the Lodekka pub. We would look at providing alternative short-term parking and loading points

Longer term changes - Option 1



Buses

Through traffic

Cycling and walking

Local traffic

All local residents, visitors and deliveries would still be able to access homes, shops and businesses by car but the route to get there may be different.

What could this mean?

- Buses would be quicker and more reliable
- Brislington village would be a nicer, more pleasant place to live, work and travel through
- Travelling by cycle would be transformed with continuous and separated cycle routes throughout the area
- Smoother journeys with fewer junctions along the through traffic route
- Easier and safer to cross roads

But

- It would be noisier and busier for people who live near the route of the proposed new road – this will affect some residents of Callington Road, Repton Road, Eagle Road, Thiery Road, part of Talbot Road and the nearest ends of Sandholme, Churchill, Bloomfield and Whitby Roads
- There would be longer trips to reach local destinations – it may be less direct, but you could expect less traffic on the whole
- Some roads may see some extra local traffic but this should be balanced by fewer vehicles rat running
- Fewer car parking spaces and more parking restrictions

Have your say

For further information and to fill in the online questionnaire, please visit the website haveyoursaywest.co.uk or scan the QR code.

