

Lower Lansdown ETRO Fact Sheet

Purpose: To objectively compare the stated objectives and identified risks of the Lower Lansdown ETRO (specifically Winifred's Lane) against the resultant outcomes and CRSTS funding conditions.

Objective / Condition / Risk	Resultant outcome / Fact	Evidence / Source																																								
<p>Risk (Equalities Impact): "In introducing the through-traffic restriction there may be displaced traffic to other roads where schools are located." (p13)</p>	<p>Modal filters on Winifred's Lane displace traffic to roads where schools are located.</p> <p>Figures from approved provider Citisense indicate a traffic increase of 720% northbound outside Kingswood Preparatory School as well as increases outside St Andrew's Primary School, amounting to hundreds of thousands more times a car has passed a junior school due to this ETRO.</p> <p>Separately B&NES is starting "School Streets" outside 3 other primary schools. These initiatives appear contradictory.</p>	<p>Citisense figures at Kingswood Preparatory School (+75%) and St Andrew's Primary School (+11%):</p> <table border="1" data-bbox="799 533 1453 748"> <thead> <tr> <th>Road</th> <th>Pre-trial/In-trial</th> <th>Source</th> <th>Both directions average</th> </tr> </thead> <tbody> <tr> <td>Sion Hill / Sion Rd (South)</td> <td>Pre-trial</td> <td>Council</td> <td>1034</td> </tr> <tr> <td>Julian Rd</td> <td>Pre-trial</td> <td>Council</td> <td>8952</td> </tr> <tr> <td>Sion Hill / Sion Rd (South)</td> <td>In-trial</td> <td>Own</td> <td>1812</td> </tr> <tr> <td>Julian Rd Cres Ln</td> <td>In-trial</td> <td>Own</td> <td>9944</td> </tr> </tbody> </table> 	Road	Pre-trial/In-trial	Source	Both directions average	Sion Hill / Sion Rd (South)	Pre-trial	Council	1034	Julian Rd	Pre-trial	Council	8952	Sion Hill / Sion Rd (South)	In-trial	Own	1812	Julian Rd Cres Ln	In-trial	Own	9944																				
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<p>Risk: SLR Consulting identified safety risks on the bends of Sion Road due to geometry and visibility. (p44)</p>	<p>The intervention has increased accident risk.</p> <p>Two vehicle collisions have been reported at this location, including one where a resident of the LN area was hit by a 4 ton van, and multiple near misses.</p>	 <p>Yes, my mother was travelling from her house to mine around that double blind bend and someone came down it fast. She had to swerve dramatically to the side almost hitting the wall and arrived at my house very distressed (as did my Uncle who was in the car with her). My Mum is quite elderly but has always been an excellent driver and it is testament to her that she managed to swerve quickly.</p> <p>I am writing to say that I witnessed the aftermath of an accident on the blind bends of Sion Road at around 5:30 on 26th November. A police car was there, and Avon and Somerset police should be able to verify. I am getting in touch to say this as the police weren't able to release the crash report to me, and data delays may not flag this until after the conclusion of the Winifred's Lane ETRO trial but it's important that it is factored in to your ongoing assessment. Given the previous lack of accidents in this spot -</p>																																								
<p>Objective: Reduce excessive traffic in residential areas.</p> <p>Risk (Decision Report): "A key risk is that the schemes displace traffic and has a negative impact on other parts of the transport network." (p5)</p>	<p>Traffic has not evaporated but displaced onto other residential roads (e.g., Morford St, Sion Road), affecting more households.</p> <table border="1" data-bbox="416 1778 743 2078"> <thead> <tr> <th>Via</th> <th></th> <th></th> <th></th> </tr> </thead> <tbody> <tr> <td>Winifred's Lane</td> <td>100</td> <td>100</td> <td>0</td> </tr> <tr> <td>Sion Hill</td> <td>108</td> <td>108</td> <td>1</td> </tr> <tr> <td>Morford St</td> <td>196</td> <td>196</td> <td>1</td> </tr> <tr> <td>Brunswick Place</td> <td>221</td> <td>221</td> <td>1</td> </tr> </tbody> </table>	Via				Winifred's Lane	100	100	0	Sion Hill	108	108	1	Morford St	196	196	1	Brunswick Place	221	221	1	<p>Daily averages before and after on residential unclassified roads: Sion Road (+75%, 778 vehicles) and Morford Street (+7.9%, 318).</p> <p>This accounts for nearly all previous Winifred's Lane traffic (1219 cars vehicles per day).</p> <table border="1" data-bbox="799 1816 1453 2031"> <thead> <tr> <th>Road</th> <th>Pre-trial/In-trial</th> <th>Source</th> <th>Both directions average</th> </tr> </thead> <tbody> <tr> <td>Sion Hill / Sion Rd (South)</td> <td>Pre-trial</td> <td>Council</td> <td>1034</td> </tr> <tr> <td>Morford Street</td> <td>Pre-trial</td> <td>Council</td> <td>4011</td> </tr> <tr> <td>Sion Hill / Sion Rd (South)</td> <td>In-trial</td> <td>Own</td> <td>1812</td> </tr> <tr> <td>Morford Street</td> <td>In-trial</td> <td>Own</td> <td>4329</td> </tr> </tbody> </table>	Road	Pre-trial/In-trial	Source	Both directions average	Sion Hill / Sion Rd (South)	Pre-trial	Council	1034	Morford Street	Pre-trial	Council	4011	Sion Hill / Sion Rd (South)	In-trial	Own	1812	Morford Street	In-trial	Own	4329
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<p>Strategy: All trial schemes originate from public consultation feedback. 🔗</p>	<p>The council has stated “a modal filter in Winifred’s Lane was not a specific outcome of the consultation workshop”</p> <p>Sion Hill Place Residents’ Association, Sion Hill and Summerhill Residents’ Association, and Somerset Place Residents’ Association oppose the intervention.</p> <p>Lansdown Crescent Association is neutral, but previously outlined it would lead to a cycleway dangerous to children.</p>	<ul style="list-style-type: none"> • Whilst a modal filter in Winifred’s Lane was not a specific outcome of the consultation workshop, a modal filter, or through-traffic restriction, on Cavendish Road and Lansdown Place West was an outcome. After discussion between local ward Cllrs, Residents’ Associations and traffic and highways engineers, it was felt that the most appropriate location for the through-traffic restriction was Winifred’s Lane. <p>Note - no record of discussions taking place between local ward Cllrs, Residents’ Associations and traffic and highways engineers has been shared, including with Residents’ Associations within the LTN, despite 3 FOI requests (IG-1860906, IG-2055200, IG-2113534).</p> <p>From Lansdown Crescent Association:</p> <p>We support the protection of the parkland, the continued provision of an East/West pedestrian pathway, and the proposed North/South pedestrian and cycling routes within the site boundary , in particular the reopening of the historic South/North pathway through the site re-created by moving the Telecoms box at the Southern boundary and reinstating a pedestrian opening at this point on Sion Hill. (this historic gateway is still present behind the Telecoms box). These are of real gain to our community and allow for cycle routes linking the south to north of the site at safe gradients within the site. Government guidance on cycle provision would exclude Winifred’s Lane from being considered as a safe cycle route. LTN 120 provides guidance to avoid cycle routes on gradients over 5% within residential routes of 20mph speed limit , and rules out cycle infrastructure on gradients over 10% . Winifred’s Lane has a gradient of 16% at the lower end and is certainly not safe for children to use as a cycle route. Permeability through the site is therefore a requirement of BNES’ Core strategy Policy D3: Urban Fabric b: “Be permeable, by offering a choice of routes through a site, and connecting with the existing route networks in and through adjoining areas.”</p>
<p>Funding Condition: Grant Shapps (DfT) letter mandates LTN 1/20 compliance for all WECA funded CRSTS schemes. 🔗 (p2)</p>	<p>Winifred’s Lane cycleway (16% gradient) has not yet been considered or endorsed by WECA’s Benefit and Outcomes Panel (BOP). It fails LTN 1/20 safety guidance on gradient and visibility.</p> <p>Council stated LTN 1/20 is "guidance" and need not be "followed slavishly".</p>	<p>You will know that the Government is setting up a new executive agency of the DfT, Active Travel England (ATE), which has already begun operations in interim form. ATE will provide support to ensure walking and cycling schemes are designed and delivered to high standards, including compliance with Local Transport Note 1/20 (LTN 1/20). All cycling and walking schemes must be approved by ATE as complying with LTN 1/20. Schemes which do not, in ATE’s judgment, comply with LTN 1/20 will not be funded and the full amount of CRSTS funding for that scheme, less a cost not exceeding 10 per cent for outline design, will be repayable or will be deducted from future years’ CRSTS funding made to your authority.</p> <p>We would add that the guidance in LTN 1/20 is precisely that: guidance. It does not need to be followed slavishly, and it does not translate precisely to the Winifred’s Lane context. The ETRO complies with it in substance and as far as possible.</p>
<p>Risk: SLR Consulting identified the risk of cyclists travelling down Winifred’s Lane against oncoming traffic (contraflow). 🔗 (p13)</p>	<p>Multiple cyclists and a skateboarder recorded travelling down Winifred’s Lane towards oncoming traffic.</p>	
<p>Policy: B&NES Streetscape Manual advises reduction of signage clutter in conservation areas. 🔗 (p26)</p>	<p>Installation of ~15 new signs, including "No access for motorised vehicles to Lansdown Road" signage which is untrue.</p>	