

20mph Review Report 2019

Background

The 20mph speed limits rolled out across Bristol are sign based interventions and rely on driver compliance to adhere to the speed limit (as is the case for all speed limits). 20mph zones are different to limits as these include physical traffic calming measures and only cover small, defined areas. The overall outcomes of the project are to ensure reduced speed limits continue to help improve active travel and subsequently health and wellbeing for local residents and make streets safer for all road users.

The 20mph speed limit implementation was completed in September 2015 and included a comprehensive monitoring programme.

In February 2018 the Bristol Twenty Miles Per Hour Limit Evaluation (BRITE) study was published by the University of the West of England (UWE). This independent peer reviewed report assessed the impact of 20mph speed limits and found a reduction in road speeds and fatalities following road collisions since the lower speeds were introduced.

It was found that 94% of surveyed roads have slower speeds, active travel levels have increased and there was a significant reduction in the number of fatal, serious and slight injuries and commensurate significant financial savings for the NHS far in excess of the implementation costs.

The final stage in the project was to fulfil a mayoral manifesto commitment to review the current speed limits on residential and busy shopping roads and assess if any changes were required.

The public consultation was carried out between June and August 2018, with councillors in an active role, receiving one of the highest ever level of responses from the public with nearly 3500 responses via the online consultation page and through paper versions available in the local community.

Consultation

The council carried out an online and paper version of the survey with views sought on how the 20mph speed limit operates in practice. The aim of the 20mph review was to identify whether any localised adjustments were needed to the 20mph speed limit across the city in order to improve its effectiveness.

In each ward there were a number of roads identified for review from information gathered through councillors, the public and stakeholders and the UWE Monitoring Report, since the introduction of the scheme in 2012. It was also noted that any changes to speed limits (whether upwards or downwards) could only legally be considered where supported by evidence, made up of three aspects:

- public opinion/perspective/experience
- changes to roads/environments/ land use
- speed data

Any changes to speed limits would be subject to a formal statutory consultation before implementation.

As part of this process members had a key role to play, with three briefings held before the consultation began, asking them to help get their constituents involved. They were provided with template emails to use which had links to the consultation, Community Speed Watch groups and Pace car information. All members were provided with the list of roads in their wards prior to the consultation going live and where feedback on the draft consultation was received amendments in response were made to ensure it was clear what the survey was asking.

The original Discussion Group set up in 2012 which ran until 2016 was also reengaged to encourage a response from key stakeholders. These included the emergency services, taxis, Sustrans, First Group, Wessex Buses, Roadpeace, FTA (Freight Transport Association), RHA (Road Haulage Association), walking reps, Business West, Institute of Advanced Motorists and NHS.

Any other groups could also respond and responses from the Police, Bristol Cycling Campaign, First Group, Road Peace and St Johns CoE primary school were received.

Results Summary

Stakeholder Feedback

Responses were received from the Police, Bristol Cycling Campaign, First Group, Road Peace and St Johns CoE primary school. The police provided the standard response (below) and the other stakeholders provided support to the current 20mph speed limit policy and opposed any change to revert this speed limit.

The police response reiterated the force stance for the current speed limit environment which summarised is: "Speed limits are only one element of speed management and local speed limits should not be set in isolation. They should be part of a package with other measures to manage speeds, which include engineering, visible interventions and landscaping standards that respect the needs of all road users and raise the driver's awareness of their environment, together with education, driver information, training and publicity".

Bristol Cycling Campaign noted: "The ability to cycle safely on low speed, low traffic streets is essential in providing a comprehensive cycle network in Bristol. In 2017, Avon and Somerset Police recorded 232 injuries to cyclists in Bristol. Based on the Department of Transport's estimates this is likely to be a significant under-estimate of actual numbers. Despite this Bristol Cycling Campaign believe that 20mph speed limits have made a meaningful difference improving conditions for cycling in Bristol and we strongly urge the 20mph limits to be retained. "

Quoting the UWE report they noted: "Bristol Cycling Campaign estimate there are 28 schools on or immediately adjacent to roads being considered for higher speed limits as part of this review. Increases to these speed limits would negatively affect the safety of children in these areas and others. A vehicle travelling at 30mph has more than double the kinetic energy of a vehicle travelling at 20mph dramatically increases the stopping distance and the risk of a pedestrian being killed in the event of an impact." They also talk about additional benefits such as reduction in air pollution, noise and congestion.

They concluded: "Given the benefits outlined above Bristol Cycling Campaign believe there is no negative effect for imposing speed limits which are 'too low' for a given road and urge that where

non-compliance with the existing speed limits is high that traffic calming and enforcement measures are introduced to bring average vehicle speeds down to compliant levels rather than compromising road safety by relaxing limits.”

First Group noted: “Having gone through and checked all the road listings given on the website I can see no reason why we would request the current speed limits to change in any way. We have had no issues reported to us regarding the speed limits in these areas so therefore do not object to leaving the current speed limits in situ.”

Roadpeace wrote: “I write to support the continuation of 20mph throughout the city and its extension to all of the limited number of roads where the suggestion to reduce from 30mph has been proposed.....In view of the evidence produced by UWE it seems entirely wrong to consider reversing any of the 20mph limits as this is likely to lead to increased casualties as an inevitable consequence of increased speeds. The City Council should focus on promoting safe travel options for all modes of active transport and not be persuaded by the superficial and dangerous arguments of those seeking higher speed limits in an urban setting.”

St Johns CoE Primary School wrote: “Safe movement of pupils is essential and it is important for staff and families alike to have confidence in the traffic calming measures which will allow this. The Governing Body has given careful thought to the review and does not support any change to the current speed limit of 20 mph either in the immediate vicinity (at the top of and along Whiteladies Road) or on other local roads such as Pembroke Road close to the school.”

They particularly noted: “The introduction of the reduced speed limit of 20 mph throughout Whiteladies Road improved matters for all pedestrians and has encouraged road users to have more consideration for pedestrians. Children are particularly at risk as pedestrians, being less good at judging speed and the actions of drivers and smaller children are less visible to drivers. Research shows a clear correlation between speed of travel and seriousness of injury in collisions between pedestrians and vehicles. The present speed limit goes some way to mitigating the effect of injury should a collision occur etc....”

Public Feedback

In total we received 3341 online responses and 50 paper surveys and in response to the first three questions asked about who agreed with 20mph by schools, residential roads and main roads of the respondents 95% agree with 20mph by schools, 74% on residential roads and 44% on main roads.

For a full detailed summary of the online consultation (see Appendix B).

Speed data

Two types of data sets have been used to record traffic speed data. The first is Automatic Traffic Counts (ATCs) which measure one point on a road. The location chosen will be free flowing traffic to show the fastest point on the road to provide a good comparison with the second speed data set. The second is Trafficmaster (also known as Strategis) data which is sourced using GPS data collected from a mixture of vehicles with over 135,000 polled every 1 to 10 seconds giving an extremely accurate dataset. The data can provide vehicle speeds along an entire stretch of a road (as opposed to one point on a road) using the GPS data. As this data covers the whole road it will represent

points in the road where traffic is free flowing but also where traffic slows such as junctions, roundabouts, narrow points etc. This is why the second dataset tends to be slower than ATC data, but together they provide a good range of information for each road measured.

For this monitoring report weekday average two-way 12 hour (7am to 7pm) data has been used for both the ATC and Strategis speed data sets. Before and after data (where available) has also been used to show a trend for the traffic speed on each road.

It is also worth noting that the DfT guidance for average speed thresholds for 20mph roads was set at 24mph and locally the indicative average speed threshold set by Avon & Somerset Constabulary for enforcement of 20mph roads is 24 to 26mph.

Summary of Transport Cabinet Member Briefing Decision

In total 90 roads were listed in the review covering all wards in the city. The roads were considered by speed data, next by views and finally by changes in local circumstances. On roads where the speed data was higher than 24mph for both ATC and/or Strategis on 20mph roads or lower than 24mph on 30mph these were flagged. Following this analysis, 17 roads were selected where information collated showed further consideration was required.

However, of the 17 roads only 5 had speed data where a change of speed limit could be contemplated and these were South Liberty Lane, Kellaway Avenue, Allison Road, Clifton Down and Redcatch Road (hill section). These were debated at the Transport Cabinet Briefing with Cllr Dudd on 4th March 2019 and, taking into consideration the majority support in each case, no change was agreed.

Therefore of the 17 roads, 9 roads require no action and 8 roads where the speeds are slightly higher will benefit from additional measures to help reduce speeds even further:

- 9 roads require no action, these are: Hotwell Road, Kingsway, Coombe Lane, Novers Lane, Parry’s Lane – 20mph section, Sea Mills Lane, Redcatch Road – hill section, Allison Road, Kellaway Avenue; and
- 8 roads with slightly higher speeds will benefit from further measures such as lines and signs, Vehicle Activated Sign where applicable and possible community led initiatives such as Community Speed Watch. These roads are: Clanage Road, Charlton Road, Fortfield Road, Ladies Mile, Hallen Road, Whitefield/Brook Road, South Liberty Lane and Clifton Down.

Summary of 17 selected roads

Below is a summary of the respondents’ results and speed data accompanied with the decision for each road by ward.

Table 1: Shows 17 selected roads results

Ward	Road	Current Speed limit	Results		Decision
Bedminster	Clanage Road	20mph	ATC speeds of 26mph with no	63% of respondents want to retain	As majority want to retain the 20mph and

			change reported before and after.	20mph speed limit	proximity to school, will look at further additional lining and signing or possible VAS at the location.
Bedminster	South Liberty Lane	20mph	ATC speeds of 29mph with a decrease of 2.4mph after implementation.	62% of respondents want to retain 20mph speed limit	Access to new road has changed the nature of road since implementation. As majority want to retain the 20mph speed limit further measures will be implemented to slow speeds such as a Vehicle Activated Sign.
Bishopston & Ashley Down	Kellaway Avenue	30mph section	ATC speeds of 21mph with a decrease of 1.5mph	52% of respondents want to retain 30mph speed limit	Speeds are low enough for 20mph, but as the majority want to retain 30mph – no further action.
Brislington West and East	Allison Road	30mph	No ATC speeds from original monitoring. ATC speeds carried out in Feb 19 showed average speeds of 25mph	72% of respondents want to retain 30mph speed limit	The majority want to retain 30mph and the speed data shows speeds around 25mph so no further action.
Clifton	Clifton Down	20mph	ATC speeds of 29mph with an increase of 7mph after implementation	57% of respondents want to retain the 20mph speed limit	Speeds have increased due to the RPZ which increased available road width, but as majority want to retain 20mph further measures to reduce speed such as a Vehicle Activated Sign and Community Speed Watch will be implemented.
Eastville	Whitefield / Brook Road	20mph	ATC speeds of 26mph with a reduction of 2.4mph after implementation	52% of respondents want to retain the 20mph speed limit	Speeds are reducing and the majority want to retain the 20mph limit, so additional lining and signing measures will be implemented.
Filwood	Novers Lane	20mph	ATC speeds of 26mph before	47% of respondents want to retain	No further action as speeds low enough

			but no after data. However, Feb 19 ATC speeds shows 24mph after.	20mph speed limit	for 20mph and close to a primary school.
Henbury & Brentry	Hallen Road (one way section)	20mph section	Feb 19 ATC speeds show 26mph	44% of respondents want to retain 20mph speed limit	No further action as speeds are reducing but recommend further interventions such as VAS as close to a school.
Henbury & Brentry	Charlton Road (Pen Park Road to the old airfield)	20mph	ATC speeds of 24mph after, but no before data	45% of respondents want to retain 20mph speed limit	Speed low enough to retain 20mph, but require additional measures such as lines, signs and possible CSW or VAS.
Hengrove & Whitchurch Park	Fortfield Road	20mph	ATC speeds of 22mph with a reduction of 1mph after implementation	33% of respondents want to retain 20mph speed limit	Speed low enough to retain 20mph and it is a residential road in the middle of a residential area, but require additional measures such as lines, signs and possible CSW or VAS.
Hotwells & Harbourside	Hotwell Road	30mph	ATC speed of 23mph with a reduction of 1.9mph after implementation	60% of respondents want to retain 30mph speed limit	Although speeds are slow this is on the approach to the roundabout with Jacobs Wells Road. Also majority want to retain the 30mph speed limit and as the layout of 3 lanes by the Brunel Way end of the road does not look and feel like a 20mph. No change in speed limit.
Knowle	Redcatch Road (St Johns Lane to Axbridge Road)	30mph	No before ATC data, but Feb 19 shows 23.9mph	68% of respondents want to retain 30mph speed limit	Although the speeds are low, the majority want the speed limit to stay 30mph so no further action.
St George Central	Kingsway	20mph	ATC speeds of 25mph with a reduction of 1.7mph after implementation	38% of respondents want to retain 20mph speed limit	Two Mile Hill school is at one end of the road and ATC was recorded at other ends showing speeds are reducing.

					Even though majority wanted to increase the speed limit the presence of the school means no change in speed limit.
Stoke Bishop	Parrys Lane (20mph fork)	20mph	No original data, Feb 19 ATC data shows 20.1mph	35% of respondents want to retain 20mph speed limit	Although majority want to increase speeds the ATC data shows speeds are low so no further action required.
Stoke Bishop/ Westbury & Henleaze	Coombe Lane	20mph	ATC speeds of 25mph with a reduction of 2.4mph after implementation	42% of respondents in Stoke Bishop want to retain the 20mph and 51% in Westbury & Henleaze	Speeds are low enough to retain 20mph and an active CSW is in place. No action required as already have VAS and police van enforcement.
Stoke Bishop	Ladies Mile	20mph	ATC speeds of 26.4mph with a reduction of 2mph after implementation	48% of respondents want to retain the 20mph	Speeds are low enough to retain 20mph, so will look at further measures. Road is in the middle of Downs where high volumes of pedestrians and cyclists use the area.
Stoke Bishop	Sea Mills Lane	20mph	ATC speeds of 25mph with a reduction of 0.96mph after implementation	47% of respondents want to retain the 20mph	Although the majority want to increase the speed, the speeds are low enough to retain 20mph and are reducing. No action required.

Summary of 73 remaining roads

Of the remaining roads included within the review after considering the information collated no further action was deemed necessary on 73 roads. In the table below some roads are repeated as they were listed in more than one ward so the total number of listed below is 86 roads. Of these listed not all were included in the original monitoring programme so where there is no available ATC data, Strategis data has been used.

In summary, all roads require no further action, but looking at the respondent comments it is worth noting that on 66 roads the majority of respondents wanted to retain the current speed limit and on 20mph roads the consultation showed majority support for a change showing a high level of support for the 20mph speed limit.

Table 2: Shows 73 marginal roads results

Ward	Road	Results	Decision
Ashley	Ashley Hill	64% of respondents want to retain 20mph, Strategis speeds of 17mph	No further action
	Ashley Road	67% of respondents want to retain 20mph, Strategis speeds of 9mph	No further action
	Cheltenham Road	62% of respondents want to retain 20mph, Strategis speeds of 9mph	No further action
	Stokes Croft	65% of respondents want to retain 20mph, Strategis speeds of 10mph	No further action
Avonmouth and Lawrence Weston	High Street /Park Hill	48% of respondents want to retain 20mph, Strategis speeds of 18mph	52% wanted a change in speed limit, but as the Strategis data is low - No further action
	Kings Weston Lane	57% of respondents want to retain 20mph, Strategis speeds of 20mph	No further action
	Portview Road	53% of respondents want to retain 20mph ATC speeds of 24mph, Strategis speeds of 18mph	No further action
	Westbury Lane	58% of respondents want to retain 20mph, ATC speeds of 23mph, Strategis speeds of 21mph	No further action
Bedminster	Ashton Drive	67% of respondents want to retain 20mph, Strategis speeds of 20mph	No further action
	Duckmoor Road	65% of respondents want to retain 20mph, Strategis speeds of 22mph	No further action
	Luckwell Road	70% of respondents want to retain 20mph, Strategis speeds of 16mph	No further action
	North Street	71% of respondents want to retain 20mph ATC speeds of 21mph, Strategis speeds of 16mph	No further action
Bishopston & Ashley Down	A38 Gloucester Road	64% of respondents want to retain 20mph, ATC speeds of 19mph, Strategis speeds of 13mph	No further action
	Ashley Down Road	69% of respondents want to retain 20mph, ATC speeds of 20mph, Strategis speeds of 13mph	No further action
Bishopsworth	Bishopsworth	53% of respondents want to	No further action

	Road	retain 20mph, ATC speeds of 23mph, Strategis speeds of 24mph	
	30mph Highridge Green	70% of respondents want to retain 30mph, ATC speeds of 29mph, Strategis speeds of 16mph	No further action
Brislington East	Newbridge / Wick Road	47% of respondents want to retain 20mph, ATC speeds of 21mph, Strategis speeds of 20mph	52% wanted a change in speed limit, but as the speed data is low - No further action
Brislington West	Talbot Road	51% of respondents want to retain 20mph, ATC speeds of 23mph, Strategis speeds of 13mph	No further action
	Sandy Park Road	54% of respondents want to retain 20mph, Strategis speeds of 12mph	No further action
	Newbridge / Wick Road	52% of respondents want to retain 20mph, ATC speeds of 20mph, Strategis speeds of 18mph	No further action
Central	Park Row	68% of respondents want to retain 20mph, ATC speeds of 20mph, Strategis speeds of 9mph	No further action
	Park Street/ College Green	72% of respondents want to retain 20mph, ATC speeds of 20mph, Strategis speeds of 11mph	No further action
	Rupert Street /Lewins Mead /The Haymarket	70% of respondents want to retain 20mph, Strategis speeds of 9mph	No further action
	Stokes Croft	68% of respondents want to retain 20mph, Strategis speeds of 10mph	No further action
	Victoria Street	66% of respondents want to retain 20mph, Strategis speeds of 8mph	No further action
	Whiteladies Road	66% of respondents want to retain 20mph, ATC speeds of 19mph, Strategis speeds of 11mph	No further action
Clifton	Jacob's Wells Road	54% of respondents want to retain 20mph, ATC speeds of 24mph, Strategis speeds of 12mph	No further action
	Pembroke Road	55% of respondents want to retain 20mph, ATC speeds of 24mph,	No further action

		Strategis speeds of 18mph	
Clifton Down	Whiteladies Road	60% of respondents want to retain 20mph, ATC speeds of 18.5mph, Strategis speeds of 11mph	No further action
	Pembroke Road	56% of respondents want to retain 20mph, ATC speeds of 23mph, Strategis speeds of 18mph	No further action
Cotham	Cheltenham Road	65% of respondents want to retain 20mph, Strategis speeds of 20mph	No further action
	Cotham Brow	69% of respondents want to retain 20mph Strategis speeds of 13mph	No further action
	Cotham Road	68% of respondents want to retain 20mph Strategis speeds of 18mph	No further action
	Redland Road	64% of respondents want to retain 20mph, Strategis speeds of 16mph	No further action
Easton	Church Road (Cowper Street to Lyppiatt Rd)	61% of respondents want to retain 20mph, Strategis speed of 12mph	No further action
	Easton Road	63% of respondents want to retain 20mph, ATC speeds of 20mph, Strategis speeds of 17mph	No further action
	Whitehall Road	58% of respondents want to retain 20mph, ATC speeds of 20mph, Strategis speeds of 17mph	No further action
Eastville	Fishponds Road	47% of respondents want to retain 20mph, ATC speeds of 18mph, Strategis speeds of 10mph	53% wanted a change in speed limit, but as the speed data is low - No further action
	Manor Road /Blackberry Hill/Broom Hill	48% of respondents want to retain 20mph, ATC speeds of 23mph Strategis speeds of 16mph	52% wanted a change in speed limit, but as the speed data is low - No further action
	Park Road	52% of respondents want to retain 20mph, Strategis speeds of 16mph	No further action
	Deep Pit Road/ Rose Green Road	55% of respondents want to retain 20mph, ATC speeds of 23mph, Strategis speeds of 17mph	No further action
Filwood	Leinster Avenue	49% of respondents want to retain 20mph, ATC speeds of 23mph,	51% wanted a change in speed limit, but as the speed data is low - No further action

		Strategis speeds of 20mph	
	Novers Hill	49% of respondents want to retain 20mph, ATC speeds of 24mph, Strategis speeds of 24mph	51% wanted a change in speed limit, but as the speed data is low - No further action
	Wedmore Vale	47% of respondents want to retain 20mph, Strategis speeds of 19mph	53% wanted a change in speed limit, but as the speed data is low - No further action
Frome Vale	Fishponds Road	44% of respondents want to retain 20mph, ATC speeds of 18mph, Strategis speeds of 10mph	56% wanted a change in speed limit, but as the speed data is low - No further action
	Manor Road /Blackberry Hill/Broom Hill	44% of respondents want to retain 20mph, ATC speeds of 23mph Strategis speeds of 16mph	51% wanted a change in speed limit, but as the speed data is low - No further action
	Park Road	47% of respondents want to retain 20mph, Strategis speeds of 16mph	53% wanted a change in speed limit, but as the speed data is low - No further action
Hartcliffe & Worthywood	Church Road / Queens Road	48% of respondents want to retain 20mph, ATC speeds of 23.5mph	52% wanted a change in speed limit, but as the speed data is low - No further action
Henbury & Brentry	Station Road B4055	48% of respondents want to retain 20mph, ATC speeds of 19mph Strategis speeds of 17mph	52% wanted a change in speed limit, but as the speed data is low - No further action
Hengrove and Whitchurch Park	Wharnecliffe Gardens	39% of respondents want to retain 20mph, Strategis speeds of 19mph	61% wanted a change in speed limit, but as the speed data is low and by a school - No further action
Hillfields	Charlton Road	43% of respondents want to retain 20mph, Strategis speeds of 12mph	57% wanted a change in speed limit, but as the speed data is low - No further action
	Henshaw Road	43% of respondents want to retain 20mph, Strategis speeds of 18mph	57% wanted a change in speed limit, but as the speed data is low - No further action
	Lodge Causeway/ Lodge Hill	42% of respondents want to retain 20mph, ATC speeds of 24mph, Strategis speeds of 12mph	58% wanted a change in speed limit, but as the speed data is low - No further action
	Thicket Avenue	41% of respondents want to retain 20mph, ATC speeds of 23mph Strategis speeds of 19mph	59% wanted a change in speed limit, but as the speed data is low - No further action
Horfield	Monks Park Avenue	55% of respondents want to retain 20mph, ATC speeds of 21mph, Strategis speeds of 15mph	No further action
Hotwells & Harbourside	Jacob's Wells Road	57% of respondents want to retain 20mph, ATC speeds of 23mph	No further action

		Strategis speeds of 12mph	
	Park Street/ College Green	69% of respondents want to retain 20mph, ATC speeds of 21mph, Strategis speeds of 11mph	No further action
	Whiteladies Road	61% of respondents want to retain 20mph, ATC speeds of 17mph, Strategis speeds of 11mph	No further action
Knowle	Broad Walk	50% of respondents want to retain 20mph, ATC speeds of 23.5mph, Strategis speeds of 20mph	No further action
	Daventry Road	60% of respondents want to retain 20mph, ATC speeds of 23.5mph Strategis speeds of 19mph	No further action
	Talbot Road	56% of respondents want to retain 20mph, ATC speeds of 23mph Strategis speed of 13mph	No further action
	Redcatch Road (Axbridge Rd to Wells Rd)	57% of respondents want to retain 20mph, ATC speeds of 23mph, Strategis speeds of 19mph	No further action
Lawrence Hill	Easton Road	56% of respondents want to retain 20mph, ATC speeds of 19mph, Strategis speeds of 18mph	No further action
	Stapleton Road	57% of respondents want to retain 20mph, ATC speeds of 22mph, Strategis speeds of 13mph	No further action
Lockleaze	Bonnington Walk	59% of respondents want to retain 20mph, ATC speeds of 25mph, Strategis speeds of 23mph	No further action
	Constable Road	57% of respondents want to retain 20mph, ATC speeds of 24mph, Strategis speeds of 19mph	No further action
	Lockleaze Road	58% of respondents want to retain 20mph Strategis speeds of 19mph	No further action
Redland		60% of respondents want to retain 20mph ATC speeds of 20mph, Strategis speeds of 13mph	No further action
	A38 Gloucester Road	62% of respondents want to retain 20mph, ATC speeds of 19mph,	No further action

		Strategis speeds of 13mph	
	Redland Road	61% of respondents want to retain 20mph ATC speeds of 19mph, Strategis speeds of 15mph	No further action
Southmead	Doncaster Road	52% of respondents want to retain 20mph, ATC speeds of 24mph, Strategis speeds 17mph	No further action
	Eastfield Road	51% of respondents want to retain 20mph, ATC speeds of 23mph, Strategis speeds of 17mph	No further action
Southville	Duckmoor Road	72% of respondents want to retain 20mph, Strategis speeds of 21mph	No further action
	North Street	75% of respondent want to retain 20mph, ATC speeds of 20mph, Strategis speeds of 14mph	No further action
St George Central	New Queens Street	47% of respondents want to retain 20mph, Strategis speeds of 12mph	53% wanted a change in speed limit, but as the speed data is low - No further action
	Whiteway Road	48% of respondents want to retain 20, ATC speeds of 23mph, Strategis speeds of 18mph	No further action
St George Troopers Hill	Crews Hole Road	53% of respondents want to retain 20mph, ATC speeds of 18mph, Strategis speeds of 18mph	No further action
St George West	Church Road A420	46% of respondents want to retain 20mph, ATC speeds of 24mph, Strategis speeds of 14mph	54% wanted a change in speed limit, but as the speed data is low - No further action
	Whitehall Road	45% of respondents want to retain 20mph, ATC speeds of 19mph, Strategis speeds of 17mph	55% wanted a change in speed limit, but as the speed data is low - No further action
Stockwood	Stockwood Road 30mph	61% of respondents want to retain 30mph, ATC speeds of 27mph, Strategis speeds of 18mph	No further action
Stoke Bishop	Saville Road	50% of respondents want to retain 20mph, ATC speeds of 25mph, Strategis speeds of 14mph	No further action
Westbury & Henleaze	Northumbria Drive / Henleaze	60% of respondents want to retain 20mph, ATC speeds of 20mph,	No further action

	Road	Strategis speeds of 16mph	
	Eastfield Road	58% of respondents want to retain 20mph, ATC speeds of 23mph, Strategis speeds of 16mph	No further action
	Stoke Lane	57% of respondents want to retain 20mph, ATC speeds of 23mph, Strategis speeds of 13mph	No further action
Windmill Hill	St Luke's Road	68% of respondents want to retain 20mph, Strategis speeds of 15mph	No further action
	St John's Lane	63% of respondents want to retain 20mph, ATC speeds of 19mph	No further action

Summary of 'Other Roads'

Within the consultation there was also the opportunity to name 'other roads' and make comments accordingly stating whether they wanted to retain the current speed limit and provide a reason. In total, a further 357 roads were identified (mostly by one person each, although some were repeated by others) and have been categorised into the following actions based on comments received:

- Investigate speeds using Strategis
- No action required
- Out of scope

Of the roads that have been categorised as 'investigate speeds' this recommendation involves further analysis using Strategis to provide actual speed information to see if there is an issue or whether it is perception. Therefore of these 357 roads, 42 roads have been investigated for any speed issues, 187 require no further action and 128 are out of scope of the project.