



## AGENDA ITEM NO. 10

### ASHLEY, EASTON AND LAWRENCE HILL NEIGHBOURHOOD PARTNERSHIP

7<sup>th</sup> March 2012

**Report of:** Service Director – Transport Service

**Title:** Devolved Transport Schemes for 2012/13

**Officer presenting report:** Neil Terry, Area Manager, Highways and Traffic,  
Transport Service

**Contact Telephone Number:** 0117 903 6824 [neil.terry@bristol.gov.uk](mailto:neil.terry@bristol.gov.uk)

#### RECOMMENDATION

The Neighbourhood Partnership councillors are asked to agree the 2012/13 work programmes for:

- i. Local traffic schemes (from section 10)
- ii. Footway resurfacing (from section 11)
- iii. Carriageway surface dressing (from section 12)

And also to consider:

- iv. Prioritisation of the Section 106 (monies from development) transport specific schemes (from section 13)

#### Context

1. This report relates to the devolved transport budgets available to the Ashley, Easton and Lawrence Hill Neighbourhood Partnership (NP).
2. The NP engagement process for this year has included transport focussed Forum meetings and/or discussions with Ward Councillors. Requests received directly from the public and elected Members etc for local traffic measures and highway improvements have been considered

as part of this process. The complete list of traffic and highway issues raised in the NP area in 2011/12 is shown in Appendix 1. Previous issues / requests are shown in Appendix 2.

3. The budgets available are similar to those for 2011/12. Two Ward NP's will have £17,147 for local traffic schemes, and three Ward NP's will have £25,714.
4. The footway maintenance budget has been split equally amongst the NP's, based on the number of wards in each. Therefore, NP's comprised of two wards have £42,000 for footway maintenance, and NP's with three wards have £63,000.
5. The footways listed in section 11 have been identified and prioritised using our standard Condition Survey Assessments. This process is outlined in Appendix 3, and the Condition Survey Assessments for each footway is shown in Appendix 4.
6. Carriageway surface dressing is a needs-based maintenance technique aimed at preserving the existing surface of the carriageway, rather than replacing it. The funding devolved to the NP's has, therefore, been split on a city-wide basis between the roads most in need of surface dressing. This approach does mean that some NP's will have more surface dressing works than others, but it does ensure that the worst problems throughout the city are addressed.
7. Having due regard for the condition of other roads in the city (as explained above), the roads listed in section 12 are those identified as being most in need of attention in this NP area. This is based on routine inspections and assessments carried out by our Highway Officers.
8. The aspirations of the community regarding Old Market have been raised with the NP, but the works that would be required to realise these aspirations are considered to be beyond the scope of the NP devolved budgets at this time. A briefing note is included in Appendix 5.
9. A budget of £47,000 is available for city-wide Narrow Estate Road (NER) improvements. This has historically been sufficient funding to deliver one or two schemes in each of two partnership areas. We are currently updating and assessing the existing register of NER requests, and the results will be reported to the next round of NP meetings.

## **Proposal**

- 10. Local Traffic Schemes - £25,714 new funding for 2012/13, and £7,000 under-spend from 2011/12 (see table notes for potential use of this under-spend on previously identified priorities)**

The following measures/proposals could address the area's local traffic issues which have been short-listed / prioritised through discussions with the Ward Councillors:

Ref	Location / Ward	Issue	Possible solution	Est Cost	Notes
T1	Brook Hill (Montpelier), Ashley	Various traffic issues	Introduce one-way	£7,000 (Physical and legal work)	Preliminary design consultation already carried out
T2	Drummond Road area, Ashley	Parking in close proximity to junctions	Introduce parking restrictions to improve safety and access, and loading bays to aid deliveries to shops.	£6,500	Possible link to S106 – S9
T3	St.Werburghs area, Ashley	Five areas of concern raised by St Werburghs Neighbourhood Association due to volume of through traffic and pedestrian safety.	Gatton Road to Mina Road HGV Right Turn Restriction Magdalene Place Closure Sevier Street Closure Traffic Calming on Mina Road South by changing parking layout and introducing street furniture such as trees & planters. Upgrade existing traffic island to pedestrian friendly refuge island at junction of Sevier Street and Sussex Place.	£7000 £8,000 £8,000 £2,000 for lining and signing. £750 per tree pit / planter which SWNA will seek from elsewhere. £4,000	Preliminary design consultation already carried out by St Werburghs Neighbourhood Association. Link to S106 – S8 <i>Note: Approximately £2000 under-spend from 2011/12 that could be put towards implementation</i>
T4	Westminster Road area, Easton	Road safety concerns, vehicle speeds, congestion	2 x Road closures option	£4,000 per closure + £2,500 for legal work =£10,500	Preliminary design work and traffic surveys commissioned as part of 2011/12 feasibility study

					<i>Note: Approximately £2000 under- spend from 2011/12 that could be put towards implementation</i>
<b>T5</b>	High Street, Easton	Road safety concerns associated with vehicle speeds	Feasibility study to gain better understanding of problems	£5,000	Significant consultation may be required
<b>T6</b>	Hinton Road, Easton	Road safety concerns associated with vehicle speeds	Feasibility study to gain better understanding of problems	£5,000	Measures introduced in isolation (ie one- way) may be unpopular with adjacent streets
<b>T7</b>	Mary Street Area, Easton	Obstructions caused by inconsiderate parking	Introduce parking restrictions to improve safety and access	£7,500	
<b>T8</b>	Worsley Street / Leonard Road, Easton	Parking congestion at junction restricting access for service vehicles including ambulance drop off.	Introduce additional parking restrictions	£5,000	
<b>T9</b>	West Street, Old Market, Lawrence Hill	Limited waiting parking restrictions unpopular	Modify restrictions to 2 hour max waiting time	£5,000	Would need to be considered in relation to wider aspirations – see appendix 5
<b>T10</b>	Goodhind Street / Pennywell Road, Lawrence Hill	Traffic speeds	2 x Road closures option  Reduce vehicle speeds by changing parking layout and introducing street furniture or trees	£4,000 per closure + £2,500 for legal work =£9,000  £750 per tree pit & £30 per car parking space= ~£15,000	Preliminary design work and traffic surveys commissioned as part of 2010/11 feasibility study  <i>Note: Approximately £3000 under- spend from 2011/12 that could be put towards implementation</i>
<b>NP wide</b>	Minor lines and signs	To address ad-hoc requests	Measures introduced at officers discretion	£2,250	As per last year

## 11. Footway Resurfacing - £64,000 budget

The following list represents the footways identified for resurfacing in the NP area in order of need based on factors including condition and usage:

Ref	Location	Ward	Estimated cost
F1	Redcliff St	Lawrence Hill	£40,000
F2	Portland Square (three sides)	Ashley	£33,000
F3	Cumberland Street	Ashley	£8,000
F4	Claremont Street	Lawrence Hill	£24,000
F5	Richmond Road	Ashley	£17,000
F6	Hepburn Road / Gwyn Street	Ashley	£15,000
F7	Cambridge Street	Easton	£4,000

## 12. Carriageway Surface Dressing

The following list represents the roads identified for surface dressing in the NP area in order of need (having due regard for the condition of other roads in the city):

Ref	Location	Ward	Estimated cost
C1	Chesterfield Road (Leopold Road to Ashley Park)	Ashley	£4,400
C2	Feeder Road (Marsh Lane to Netham Road)	Lawrence Hill	£4,200
C3	Russell Town Avenue	Easton	£2,600

## 13. Section 106

The following development related monies are available for specific transport purposes in the NP area:

	Development	Description	Funding available	Time limit
S1	Kentucky Fried Chicken, Avonmeads Retail Centre, St. Philips	The provision by the Council of traffic signals and associated works allowing for improved cyclist and pedestrian movements across Albert Road	£13,677.85	1 Mar 07
S2	Temple Quay North, Avon Street, City Centre	Towards the cost of developing and implementing a Safer Routes to School strategy for Hannah More School	£39,647.28	20 Apr 09
S3	32 - 36 Victoria Street, Redcliffe	The cost of providing enhancements to pedestrian and cycle routes in the vicinity of the site	£93,774.11	25 Apr 12
S4	55 to 61 Victoria	Pedestrian and cycle access and	£5,472.68	18 Oct 12

	Street, Redcliffe	safety improvements within the public highway at the Counterslip / Victoria Street junction		
S5	Former FPS Site, Waterloo Road, Old Market	Environmental improvement works to Waterloo Street and its vicinity	£54,654.91	8 Dec 14
S6	24 to 30 West Street, Old Market	The cost of carrying out environmental improvement works to Waterloo Street and its environs	£12,227.63	3 Oct 19
S7	Childrens Scrapstore, Sevier Street, St. Werburghs	The provision of Highway / Environmental Improvements in the vicinity of the property	£7,776.65	No Limit - possible link to T3
S8	1 Pritchard Street, St. Pauls	The provision of traffic management and/or highways measures in the vicinity of Pritchard Street	£9,504.90	No Limit
S9	9 to 19 Argyle Road, St. Pauls	The provision of traffic management and/or highways measures in the vicinity of Argyle Road	£5,030.78	No Limit - possible link to T2
S10	Cooperage Road, Pile Marsh	The upgrading of the road closure at the end of Cooperage Road to incorporate pedestrian improvements in the form of new tactile paving and bollards, and the introduction of parking restrictions to prevent parking in the turning area at the head of Cooperage Road	£16,594.33	No Limit
S11	Drill Hall, Jacob Street, Old Market	The reinstatement of kerbs, cobbles and yellow lines on Jacob Street	£1,511.82	No Limit
S12	Plot ND10/11, Temple Quay North, Avon Street, City Centre	The provision of traffic management and/or highway measures associated with the implementation of on-street waiting restrictions for the Temple Quay North development and for the adjoining residential areas of The Dings and St. Philips	£37,407.93	No Limit
S13	Williams Automobiles, Albert Road, St. Philips	The provision by the Council of traffic signals and associated works allowing for improved cyclist and pedestrian movements across Albert Road and improvements to the cyclepaths and walkways adjoining or in the vicinity of the Site	£60,678.97	No Limit
S14	Seymours Club, Barton Vale, The Dings	The provision of safer pedestrian access to and from the proposed development in association with the Hannah More Safer Routes to School project	£10,792.79	No Limit
S15	Old Bread Street, City Centre	The provision of works to the highway, to include upgrading of the footway on Old Bread Street, improvements to street lighting in the vicinity of the site, and improvements to the access	£82,572.68	No Limit

		between Old Bread Street and Broad Plain to serve the needs of pedestrians and cyclists		
S16	Saffron Gardens, Prospect Place, Whitehall	The provision of pedestrian improvements within one kilometre of Saffron Gardens	£20,000.00	No Limit
S17	Bristol Language Centre, 3 Portwall Lane, Redcliffe	The provision of 5 Sheffield Cycle Racks in the vicinity of the development	£1,000.00	No Limit
S18	Travelodge, Mitchell Lane, Redcliffe	The provision of traffic management and/or highways measures in the vicinity of the Travelodge on Mitchell Lane. These measures can include the proposed King Street Bridge	£44,178.89	No Limit

## Appendices

Appendix 1 – List of all traffic and highway issues raised in the NP area in 2011/12

Appendix 2 – List of previous traffic and highway issues raised in the NP area

Appendix 3 – Further information about the Condition Survey Assessment process

Appendix 4 – Condition Survey Assessment scores for the footways listed in section 10

Appendix 5 – Old Market briefing note

Location	Ward	Request / issue
Lawrence Hill Church		Make existing disabled bays enforceable
Feeder Road / Short Street		Request for parking restrictions to make junctions safer
St Phillips Causeway		Measures to improve existing puffin crossing in the vicinity of New Town
Brook Hill		Request for funding to implement one way scheme or provide planted areas at junction to stop parking and improve visibility
Shaftsbury Avenue Area		Request for parking restrictions to accommodate movements by larger vehicles and to keep junctions clear for pedestrians and visibility. Further request for speed reducing measures received
Minto Road Area		Request for parking restrictions to accommodate movements by larger vehicles, particularly deliveries to commercial developments and short term day time parking for customers
Pennywell Road / Easton Way near Rawnsley House		Request for pedestrian crossing improvements
Short Street / Feeder Road		Request for parking restrictions to make junction safer and easier for large vehicles to negotiate
Mogg Street		Modification of existing parking restrictions to aid access into and along the length of the road
Maycliffe ark & Briavels Grove		Request for parking restrictions to accommodate movements by larger vehicles, particularly ambulances and stop footway obstructions
31 to 36 Feeder Road		Provision of limited waiting parking restriction to provide turnover of parking for the shops
Greenbank Road Area		Request for parking restrictions to make junctions safer and speed reducing measures
Abert Parade / Mary Street Area		Request for parking restrictions to accommodate movements by larger vehicles, particularly deliveries to secondhand domestic appliance shop
Ashley Road		Removal of unnecessary parking restrictions to provide spaces for residents
Fairlawn Road		Request for parking restrictions or physical measures to restrict parking and obstructions in vicinity of railway footway bridge
Worsley Street / Leonard Road		Request for parking restrictions to accommodate movements by larger vehicles, particularly ambulances



St Marks Road (Southern end)		Request for traffic calming to reduce vehicle speeds and conflict
All Hallows Road / Easton Road Area		Provide improved crossing in the vicinity of Iceland Supermarket
Drummond Road		Parking close to junctions – please can we have double yellow lines and traffic restricted access
Maycliffe Park and Briavels Grove		Request for parking restrictions to accommodate movements by larger vehicles, particularly ambulances and to stop footway obstructions
Avonvale Road		Cars travelling too fast
Old Market		Vehicle speeds are too high, bus stop area is at best confusing and at worst dangerous
West Street and Old Market Street		Change parking limit from 1 hour to 2 hours

## APPENDIX 2

### Previous local traffic issues / requests

Location	Ward	Request / issue
Picton Lane		Very narrow lane, no pavements (essentially a back alley) is open to two way traffic and is used as a rat run. Resident very concerned about safety.
City Road		Parking restrictions now being enforced makes life very difficult for residents outside 75-81 and 8-6. Complaints from residents on City Road via St Pauls Unlimited.
St Werburghs		Commuter and HGV 'rat running' through residential streets in St Werburghs from the M32. (block bounded by railway line / James St-York Rd / Sussex Place / Lower Ashley Rd / M32, and including Sevier St.) A number of different problems have been reported to the NF impacting on streets off Mina Rd and ratruns though Morley St / Conduit Rd / Southey St.  Parking on the pavement of Mina Rd by the shops making it dangerous for pedestrians and impossible to pass for wheelchair users or buggies. Also same issues reported for Roseberry Ave.
Shafestbury Rd		Congestion, speed, aggression of drivers trying to get through, resident uses a scooter, is unable to use the pavements because of parked cars.
York Rd		At least two people have asked the Council to install some kind of pedestrian crossing across York St, between roughly where Better Foods is and the bus stop on the other side as there are no crossings at all there. You have to negotiate three columns of commuter traffic. One resident has suggested we paint our own zebra crossing as the Council have not responded to previous requests.
Magdalene Place		This is a heavily used cut-through for traffic seeking access from N.Bristol to Easton Way and the M.32 south. It puts a very high volume of speeding traffic through tiny streets. surrounding Mary Carpenter Place, particularly the narrow and one-way Conduit Place . Traffic trying to avoid the static tail-back from the M32 using the left filter on the Ashley Rd/Sussex Place lights, driving down Sussex Place and doing a U turn round the mini-roundabout into Magdalene Place.
Brook Road/Lower Cheltenham Place		Parking restriction review requested
Old Ashley Hill / Cobourg Road		Request to improve junction
Brunswick Street/ Wilder Street area		Parking restrictions review to improve visibility at junctions
Ashley Hill		Request for crossing provision
Old Ashley Hill /		Request to improve junction

Cobourg Road		
Mina Road		Request for weight limit to prevent large vehicles gaining access.
Cul-de-sac at the end of St Andrews Road		Request for parking restrictions
St Andrews Road		Request to reduce traffic speeds and restrict parking
Richmond Road		Request for parking restrictions
Westminster Rd/Devon Rd/Whitehall Rd		Complaints about speed of traffic, aggression of drivers. Concerns for the safety of children. Concerns from Whitehall Primary School also about traffic and the safety of children
Whitehall Road		Very narrow pavement on Russel Town Avenue/Whitehall Rd under railway bridge
Bellevue Rd		Speeding (linked to Devon Road)
High St		Fast cars
Chelsea Rd / Kilburn Street		Congestion, dangerous parking
Hinton Rd		Through traffic
Church Road bus lane		Restrictions prevent businesses loading. This is damaging businesses. One well established and very busy business is having to stop operating from the area because of this. Residents are saying that this was raised as a serious concern when the bus route was created and the view was 'ignored'
Stapleton Road		Loading restrictions outside 261 SR. Loading restrictions at commuter times at both ends of the days – they are in parking bays so no impact on buses or commuters but does prevent a) people stopping on their way to and from work and b) businesses parking and loading
Victoria Parade		Speed of traffic
St Mark's Road		Request for street parking restrictions to reduce street car sales
Greenbank Road		Request for parking restrictions at junctions to improve visibility
Mary Street		Request for improvements to access
Devon Road / Alpine Road		Request for crossing provision on Devon Road
Baden Road		Request for parking restrictions around 'The House of Faith' church
Carlton Park -		Request to reduce traffic speeds
Victoria Street / Cobden Street		Request to improve safety at this junction
Unable to see what's coming Vicarage Road/ Devon Road		Request to improve site lines on exit from Vicarage Road
Cobden Street		Request to reduce rat-running and speeds
Greenbank Avenue East		Request for parking restrictions to accommodate refuse and delivery vehicles
Lawrence Hill		Traffic coming off roundabout at speed. Accidents at

roundabout		crossing on St Philips Causeway
Croydon St		Request to reduce traffic - lots of traffic going in both directions
Stapleton Road		Outside subway, parking on pavements
Goodhind Street / Pennywell Road		Speeding traffic
Lincoln Street and Ducie Road junction		Destroyed pavement and the fact that the junction is extremely wide and dangerous to cross. Frequent parking on the pavement at the corner by residents of the nearby block, and a population of elderly and disabled people nearby and you have the perfect combination for an accident
Gaunts Ham Park - entrance to Lincoln Gardens drive.		Drop pavement is needed. At present cars park right up to the gates, allowing no space for frail walkers to cross in front from the park. We now have a weekly walk of elderly and disabled people to and from the park, and the raised pavement causes a number of problems.
Bragg's Lane area		Request for parking restrictions to accommodate refuse and delivery vehicles
Feeder Road		Request for parking restrictions to improve visibility out of the police station
Blenheim Street area		Request for parking restrictions to accommodate refuse and delivery vehicles
Stapleton Road / Armoury Square		Request for enforceable parking restrictions
St Thomas Street / Three Queens Lane		Request to address rat-running
Silverthorne Lane		Vehicles are constantly parking on the bend of Silverthorne lane in St Philips. This narrows the road down to just one lane. This causes traffic to have to drive on the opposite side of the road
Victoria Terrace		Request for Parking restrictions to enable access

## **Appendix 3 - Condition Survey Assessment Process for Footways**

### **Prioritisation Process**

Under Section 41 of the Highways Act 1980, Bristol City Council has a statutory duty as Highway Authority to maintain adopted highways at public expense. This can lead to claims against the Council for damages resulting from a failure to maintain the highway.

Under Section 58 of this Act the Council can defend against a claim for failure to maintain if it can prove that it has taken such care as was reasonable to identify and correct defects.

The City Council's current strategy for identifying and prioritising footway resurfacing works, is therefore based on a system of inspections and assessment of condition and use.

Detailed Inspections of the highway network (roads and footways are surveyed together) are done twice a year by the City Council's team of Highway Inspectors. These include the general condition of the highway, with particular attention to defects that are deemed to be 'hazardous'. These inspections also record dangerous defects with street furniture, defects on street name plates and signs, and any highway drainage and associated sewerage works. 'Warning' levels on the general condition of the highway are reported to the Highway Technician to be incorporated into Condition surveys.

Safety Inspections are done on a two-monthly intervals on busy footways, local shopping areas and traffic sensitive principal A roads. The shopping area of the City is inspected at monthly intervals. These inspections focus on hazardous defects only. Safety works may involve immediate repair, temporary repair, closing the dangerous area to the public, provision of warning signs or any other way of removing the danger within 24hours of the danger being reported. Any concerns raised by a local resident will also generate a Safety Inspection.

If larger issues are identified by the Highways Inspector then these will be raised with the Highway Technicians for a Condition Survey.

Condition Surveys are carried out annually by the Highway Technicians (or as advised by the results of Detailed or Safety Inspections) for major preventative and structural maintenance operations, such as footway reconstruction and surface dressing. The list of locations requiring footway resurfacing result from these surveys.

This approach was developed on the basis of extensive research into good practice across the Country and from the professional expertise and experience of the Highway Maintenance officers.

In undertaking a Condition Survey the trained Highway Technicians will use their professional judgement to assess each section of footway in terms of the condition of the walking surface, the local environment it serves, the level of pedestrian activity and the level of public interaction and accident claims. The scoring system is contained at the end of this note.

The Highway Technician will total up the score for each location, compare each site and rank these according to their overall score.

## Cost

The cost of each section of resurfacing is largely determined by the area of resurfacing required, the material to be used (for instance tarmac is cheaper than paving slabs) and what other repairs need to be corrected at the same time (e.g. broken kerbs). Other factors will also affect the cost of the works, such as how long the work will take to complete, whether there are any local constraints (such as access to shops) which make the work more complicated, or if specific temporary traffic controls need to be installed to enable the contractor to work safely.

## Condition Survey Assessments

### Section 1

Classification	Condition of Walking Surface	Points
Not Satisfactory	25% crazed/cracked/uneven - no trips>20mm	20
Fairly Poor	50% crazed/cracked/uneven - 5 trips>20mm/100m	40
Poor	75% crazed/cracked/uneven - 5-10 trips>20mm/100m	60
Very Poor	100% crazed/cracked/uneven - 10+ trips>20mm/100m	80

### Section 2

Environmental Considerations	Impact	Points
Historical/Tourist Areas	Jobs/Amenity	10
Industrial Premises/Estates	Jobs	10
Office/Commercial Premises	Jobs	10
Public Buildings/Hotels	Image	20
Schools/Hospitals/Health Centres	Image	30
Shopping/Heart of Community	Jobs/Amenity	30

### Section 3

Pedestrian Usage	Examples	Points
Light	Minor/Residential/Local Access Road	10
Medium	Busy Estate/Secondary Distributor Roads	30
Heavy	Minor Shopping/Main Distributor Roads	60
Very Heavy	Main Shopping Areas	90

### Section 4

Public Inter-action	Accident	Points
Public Request 1-5	Accident Claims 1 in 2 year period	10
Public Request 6-10	Accident Claims 2 in 2 year period	20
Public Request 11-20	Accident Claims 3 in 2 year period	30
Public Request 20+	Accident Claims 4+ in 2 year period	40

## Appendix 4 - Condition Survey Assessment form for Footways

Site	Ward	Type	COST ESTIMATE	SECTION 1 - CONDITION	SECTION 2 - ENVIRONMENTAL	SECTION 3 - PEDESTRIAN USE	SECTION 4 - PUBLIC / ACCIDENTS	TOTAL
Redcliff Street	Lawrence Hill	Concrete slabs	£40,000	30	20	60	0	<b>110</b>
Portland Square (three sides)	Ashley	Concrete slabs	£33,000	40	10	30	0	<b>80</b>
Cumberland Street	Ashley	Concrete slabs	£8,000	40	10	30	0	<b>80</b>
Claremont Street	Lawrence Hill	Concrete slabs / tarmacadam	£24,000	50	0	20	0	<b>70</b>
Richmond Road	Ashley	Tarmacadam	£17,000	40	0	30	0	<b>70</b>
Hepburn Road / Gwyn Street	Ashley	Tarmacadam	£15,000	40	0	10	10	<b>60</b>
Cambridge Street	Easton	Tarmacadam	£4,000	40	0	10	0	<b>50</b>

## Old Market – Briefing Note

The ideas presented by the Old Market Community Association, and the local commitment and passion to see change in the area, are acknowledged and welcomed.

As a Council, we are investigating the cost of the recommendations detailed in the Vision Document and we are carrying out an initial traffic survey. Any way forward needs to be carefully considered in relation to the investment in the area in the last five years.

The Council has made a bid for funding for Old Market in an application for the Government's Local Sustainable Transport Fund, an initiative aimed at increasing the number of people walking, cycling and using public transport in the city to help to improve the local economy. We will find out if we are successful with this application in July 2012.

As is detailed in the statements, there have been some recent road safety issues at the eastern end of the central island. The temporary barriers have proved successful in preventing any further casualties at this location so far and options are being considered for a more permanent resolution.

We acknowledge that enhancements to the street scene are necessary and we are looking to identify sources of funding to work with the local community. As a city, we want to see Old Market restored to a thriving destination in the city, more in keeping with its past use as a gateway and market place, a place for people to spend time rather than pass through.

For information, 'before' and 'after' surveys of passenger usage of the Old Market bus stops reveal that there has been a remarkable (around 157%) increase in passenger use of the Old Market stops since the new layout was introduced

Surveys of passengers boarding and alighting on all services at the former kerbside stops on 3 weekdays in November 2005 showed that, in total:

- Inbound – 20 boarded; 318 alighted
- Outbound – 1094 boarded; 362 alighted
- Total use over the 3 days = 1794

A repeat survey at the new island bus stops on 3 equivalent days in November 2009 showed:

- Inbound – 122 boarded; 1752 alighted
- Outbound – 2324 boarded; 414 alighted
- Total use over the 3 days = 4612