



AGENDA ITEM NO. 6

BISHOPSTON, COTHAM AND REDLAND NEIGHBOURHOOD PARTNERSHIP

2nd April 2012

Report of: Service Director – Transport Service

Title: Devolved Transport Schemes for 2012/13

Officer presenting report: Mark Sperduty, Area Manager (North),
Highways, Neighbourhoods and City
Development

Contact Telephone Number: 0117 903 6448
mark.sperduty@bristol.gov.uk

RECOMMENDATION

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

- i. Local traffic schemes (from section 8)
- ii. Footway resurfacing (from section 9)
- iii. Carriageway surface dressing (from section 10)

Context

1. This report relates to the devolved transport budgets available to the Bishopston, Cotham and Neighbourhood Partnership (NP).
2. The NP engagement process for this year has included transport focussed discussions at Forum meetings and discussions with Ward Councillors and the NP Highways Task Group. 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 as considered by the Highways Task Group in 2011/12 is shown in Appendix 1.

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 9 have been identified and prioritised using our standard Condition Survey Assessments. This process is outlined in Appendix 2, and the Condition Survey Assessments for each footway is shown in Appendix 3.
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 10 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.

Proposal

8. Local Traffic Schemes - £25,714 new funding from 2012/13

The following measures/proposals could address the area's local traffic issues which have been short-listed / prioritised by the Highways Task Group (plans and further details in Appendix 1):

Ref	Location (App 1 ref)	Issue	Possible solution	Est Cost	Notes
R1 (T2 from 2011)	Archfield Road junction with Cotham Grove	Wide junction difficult to cross	Feasibility study to develop ideas for narrowing junction and improving crossing facilities	£3,000	Previously approved in 2011/12 but not commenced yet due to delivery of other 2011 NP priorities.
R2 (T9 from	Gloucester Road (junction with Longmead Ave)	Congestion and pedestrian safety at existing zebra	Feasibility study for options to alter crossing and junction	£3,000	Previously approved in 2011/12, started

2011)		crossing	layouts.		but not completed yet due to delivery of other 2011 NP priorities.
T1	Gloucester Road (between Hatherley Road and Clevedon Road (Location #6)	Limited parking for shoppers	Replace single yellow line (no waiting between 7:30am and 6:30pm) with limited waiting.	£6,000 for feasibility and consultation £6,000 for delivery incl TRO (subject to feasibility study)	A TRO could combine with T3 and T4 Funding available centrally for upgrade of Gloucester Rd bus works to GBBN quality.
T2	335 Gloucester Road (Location #1)	Parking outside Co-op makes it difficult for people to cross Gloucester Road safely	Convert single yellow line to double yellow line (no waiting at any time). Informal crossing point with just dropped kerbs on both sides of Gloucester Road requested	£5,000 for design and implementation (incl TRO) -	Informal crossing not considered safe at this location given current road layout, would need removal of bus lane and parking.
T3	Surrey Road junction with Derby Road (Location #2)	Parking around the bend causes traffic congestion, and mounting of pavements by other vehicles	Double yellow lines around bend to stop parking – maintain two way traffic	£5,000 for design and implementation (incl TRO)	TRO could be combined with T1 and T4 to reduce costs. If combined costs would reduce per item.
T4	Bishop Road (Location #5)	Parking outside school	Make the School Keep Clear markings mandatory (TRO) Replace Cambridge Rd School Keep Clear with parking and small section of double yellow line.	£4,000	Could be combined with T9.
T5	North Road junction with Cromwell Road (Location #10)	Wide junction difficult to cross	Build outs to reduce junction and crossing width.	£30,000	
T6	Longmead Avenue (Location #11)	Use of road by large vehicles and lack of passing places	Traffic survey to identify exact scale and nature of problem	£2,000	
T7	Effingham Road (Location #4)	Traffic speeds and pedestrian safety by St Andrew's Park access.	Series of speed tables (possibly 3 no.) Or Footway build out at Grenville Road	£20,000 per table £15,000	
T8	Somerville Road (Location #9)	Driver awareness of zebra crossing	Additional signing in advance of the	£1,000	Could be done with Minor Lines

			speed table and extend zig-zag markings.		and Signs
T9	Friary Road	Parking outside school St Bonaventure's Roman Catholic Primary School	Make the School Keep Clear markings mandatory (TRO)	£4,000	Could be combined with T4.
NP wide	Minor lines and signs	To address ad-hoc requests	Measures introduced at officers discretion	£2,250	As per last year

The NP previously prioritised a scheme to change traffic priorities at the junction of Elgin Park and Lower Redland Road. The current proposal to convert Redland Police Station to a school, has generated a wider traffic proposal for the area to cater for the changes in traffic patterns and pedestrian demand in the area. This is being prepared by the consultants working for the Local Education Authority and as such a decision is needed on if any further work on the NP scheme for the change in priorities at the junction should be placed on hold, and the remaining funding diverted to other projects.

9. Footway Resurfacing - £63,000 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	Kellaway Avenue (Cairns Road to Bishop Road)	Bishopston	£11,000
F2	Cotham Brow	Cotham	£27,000
F3	Coldharbour Rd (Greendale Rd to Cossins Rd)	Redland	£10,000
F4	Redland Rd (Iddlesleigh Rd and Manor Pk)	Redland	£34,000
F5	Elgin Park	Cotham	£10,000
F6	Lansdown Rd	Cotham	£14,000
F7	Brighton Rd	Cotham	£9,000
F8	Manor Rd	Bishopston	£18,000
F9	Springfield Ave	Bishopston	£26,000
F10	Collingwood Rd	Cotham	£8,000
F11	Falmouth Rd	Bishopston	£9,000
F12	South Terrace	Cotham	£7,000

10. Carriageway Surface Dressing

The following list represents all those roads identified for surface dressing in the NP area in order of need, all of which can be delivered in 2012/13:

Ref	Location	Ward	Estimated cost
C1	Cotham Lawn Road	Cotham	£4,500
C2	Dugar Walk	Redland	£700
C3	Bishop Road	Bishopston	£3,900
C4	Cairns Road	Redland	£2,500
C5	Harcourt Hill	Redland	£1,200
C6	South Road	Cotham	£3,300

11. Section 106

There are currently no S106 monies available in the NP area for consideration.

Appendices

Appendix 1 – List of all requests for local traffic scheme measures and highway improvements

Appendix 2 – Further information about the Condition Survey Assessment process

Appendix 3 - Condition Survey Assessment scores for the footways listed in section 7

Highways Task Group – Local Traffic Schemes BCR for 2012 v1

Process:

- agree a process - **DONE**
- identify and describe 12 schemes – **DONE**
- sketch possible work onto aerial views and insert into report – **DONE**
- issue report to NP for prioritisation, comment (version 1) - **DONE**
- issue report to Forums for resident comment, will use existing aerial photos etc
- compile comments and prioritise “top 6” for better drawings and estimates - **DONE**
- decide on schemes on April 2nd NP meeting

These 12 locations have been discussed and very rough costs estimated. We need to consider these carefully and come up with a top 6. All costs are currently very broad-brush. The top 6 will then be worked out in more detail for the NP meeting of April 2nd. Two projects authorised in Mar 2011 haven't been started yet (T2 & T9) – see end.

Budgets – 2011's was £26k, 2012 is known yet. In 2011 the NP authorised £32k of work, £26k has now been committed but the 2 feasibility studies T2 and T9 from last year (both £3k each) have not been started (so could be re-prioritised). T2 = Archfield Rd/Cotham Grove & T9 Gloucester Rd (crossing etc at junction at Longmead Ave). ALSO The Cotham Parking Review authorised back in 2010 has still not been completed (so now nearly 1 year late). Traffic Dept. evidently have a resource problem.

Candidates for 2012 schemes (need to short list down to approx. 6).

BCR NP 2012 – Location #1 – 335 Gloucester Rd – Parking outside the Coop restricting visibility

Ref #:1 Location: 335 Gloucester Road



Currently single yellow lines with restrictions 7.30am to 6.30pm, people still park (as they don't look at the restrictions) and this obstructs the view of vehicles emerging from the Coop's car park and pedestrians wishing to cross the Gloucs Rd there (desire line to shops). The crossing was raised as T10 last year but not voted for.

The parking problem could be resolved by converting the single to double yellow lines (need TRO est. £5k)

A formal crossing would reduce traffic flows on the main artery into / out of Bristol and perhaps dropped curbs would be a compromise £3k. (see red squares) - Island ruled out as it would impact on useable width for bus/cycle lanes and parking on LHS.

Highways Task Group – Local Traffic Schemes BCR for 2012 v1

Location #2 – Surrey Rd Jn with Derby Rd – Parking + 2 way traffic around the right angle'd bend (no visibility) causes much traffic congestion, reversing and even mounting pavements.

#:2 Location: Derby Road j/w Surrey Road



Two options:

a) double yellow lines to stop parking and allow 2 way traffic (putting cyclists and pedestrians before vehicles) approx. £5k incl. TRO

OR

b) some form of road closure or even "pocket park" in the corner (allowing access to garage) and a route for cyclist and pedestrians. Would require feasibility study this year £3k

Highways Task Group – Local Traffic Schemes BCR for 2012 v1

Location #3 – Springfield Ave/Quarrington – cut through from Muller Rd to Gloucs Rd even for large vehicles.

Ref #3 Location: Springfield Avenue



Traffic study recommended to look at the impact of making a network of one-ways (e.g. see arrows, would also need to cover side routes too). Study would cost £5k.

Highways Task Group – Local Traffic Schemes BCR for 2012 v1

Location #4 – Effingham Rd – traffic speeds risking pedestrian (and child) safety exiting St Andrew's Park.

Ref #:4 Location: Effingham Road



Particular concerns around the Grenville Rd Junction (see arrow). Traffic speeds should reduce when the 20mph limit is rolled out.

There are two options to further improve the situation.

1) Have 3 x plateaux at the junctions approx. £20 k each (see 3 x red squares), maybe plant some trees?

OR

2) Put in a footway buildout at one junction (approx. 15k) presumably Grenville Rd.

Highways Task Group – Local Traffic Schemes BCR for 2012 v1

Location #5 – Bishop Road – make the school keep clears enforceable o/s Bishop Rd School.



Interestingly – why are there keep clears on Cambridge Rd (no entrance to the school)?

TRO would be required to make the Keep clears mandatory. Possibly look at other schools too?

Highways Task Group – Local Traffic Schemes BCR for 2012 v1

Location #6 – Gloucester Rd (between Hatherley Rd and Cambridge Rd) – changing parking restrictions for shoppers to benefit local traders.

Ref #6 Location: Gloucester Rd, Hatherley Rd to Clevedon Rd



Currently a single yellow line with restrictions between 7.30am and 6.30pm – i.e. available only when the shops are shut. If this were derestricted and replaced by bays allowing limited parking (ensuring turnover). This has been trader lead.

Feasibility & consult = £6k
Delivery of scheme = £6k

Note: A TRO to do this could also include locations #2 and #5 too.

Highways Task Group – Local Traffic Schemes BCR for 2012 v1

Location #7 – Junction of Clare Avenue and Cranbrook Rd – poor visibility when exiting Clare Ave.

Ref #:7 Location: Clare Avenue j/w Cranbrook Road



Idea is to reduce the hatching down the middle of the road. It's needed on the bend further up the hill and can be closed off before getting here. Cars will naturally be more central in the road and so easier to see. This will require a resurfacing of the road and maybe a hatched area (shown) on the North entrance to Clare. No TRO needed! Cost approx. £3 – 4k . Thought ☺ do we still want a crossing on Cranbrook Rd Sylvia?

Highways Task Group – Local Traffic Schemes BCR for 2012 v1

Location #8 – Halsbury Rd junction with Cairns Rd – The junction is very wide and a cut through for vehicles .

Ref #:8 Location: Halsbury Road j/w Cairns Road

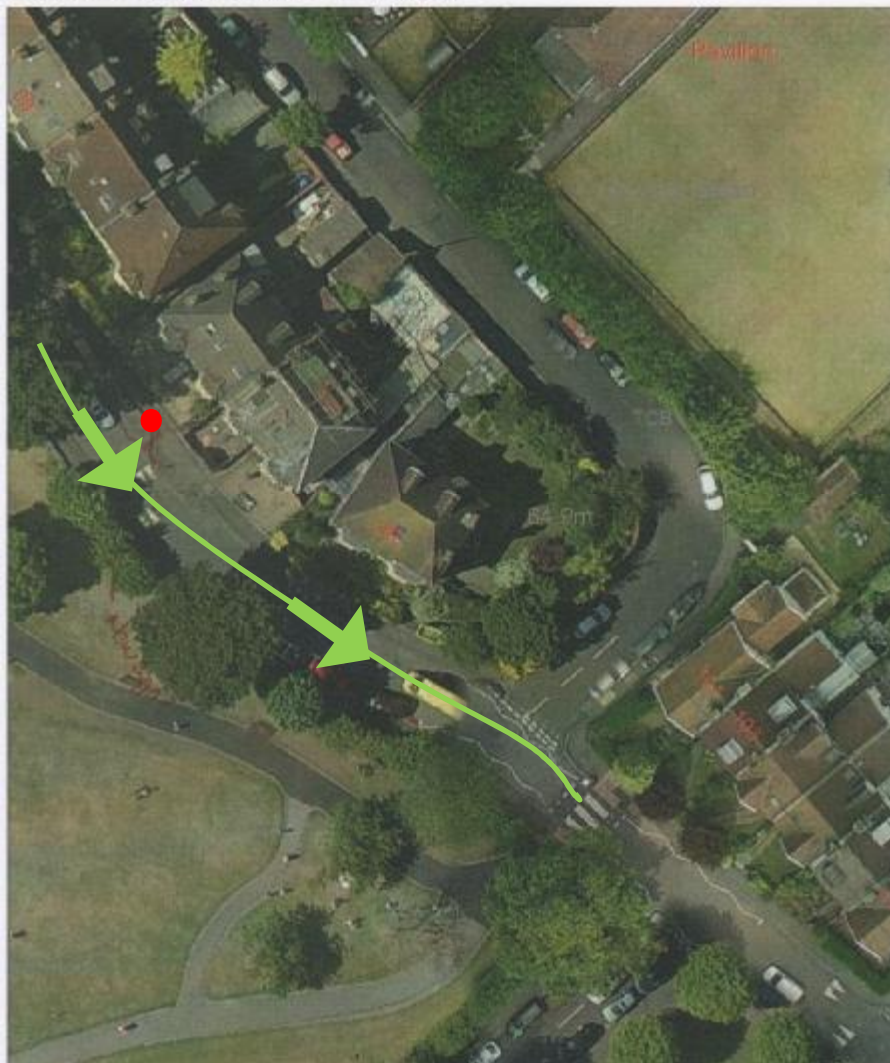


2 x build-outs and a narrowing of the junction to ensure cars need to slow and the distance for pedestrians to cross is reduced. Approx £10k to £15k. Also possibility of planting a tree or two.

Highways Task Group – Local Traffic Schemes BCR for 2012 v1

Location #9 – Somerville Rd – A driver's view of the crossing is obscured as the road "zig zags" just before it.

Ref #:9 Location: Somerville Road

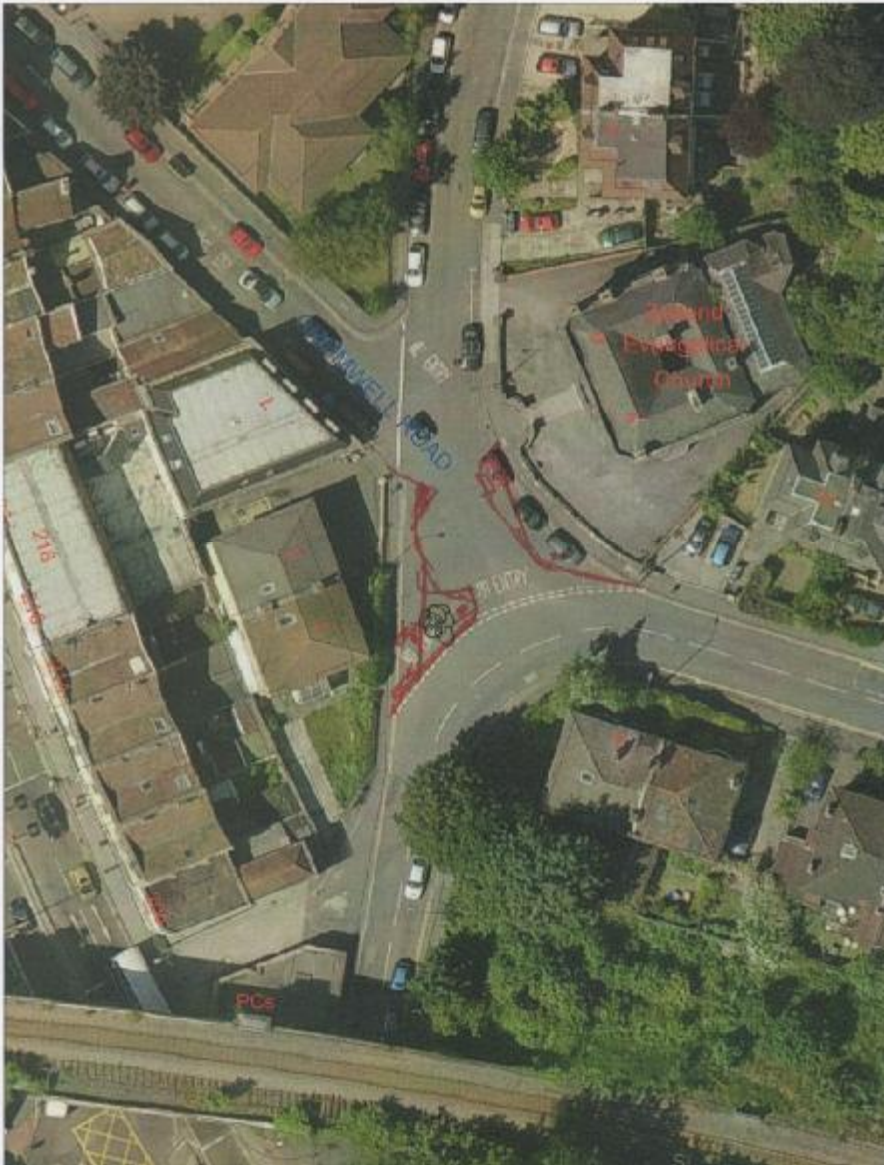


Vehicles progressing towards the crossing, first have to negotiate a speed hump and then a junction before the crossing. The view of the crossing (beacons) is obstructed due to the kink in the road. It is thought that a sign placed before the speed hump (red blob) and extending the zig zags would improve safety – approx. cost £1k

Highways Task Group – Local Traffic Schemes BCR for 2012 v1

Location #10 – North Rd, Junction Cromwell Rd – Wide junction is difficult to cross.

Ref #:10 Location: Cromwell Road j/w North Road



Build outs to narrow junction are feasible but would reduce the number of parking spaces. Could create ped/cycle shared lane (and even plant a tree) – approx. cost £30k

Highways Task Group – Local Traffic Schemes BCR for 2012 v1

Location #11 – Longmead Avenue – Large lorries are using this road (cut through). Also new development will reduce number of passing spaces further exacerbating the problem.

Ref #:11 Location: Longmead Avenue



Could consider traffic narrowing or one way scheme. Development issue needs to be discussed during planning process. Suggest traffic count study £2k

Highways Task Group – Local Traffic Schemes BCR for 2012 v1

Location #12 – Tyne Road/Wolsey Rd – Need to deter parking on the corner.



Address Tyne Road / Wolsey Road

Address is approximate

You can enter notes here.

Resident suggested a bollard, but not enough room. Parking on the corner is illegal and could allow enforcement by putting in dropped curb (pretty much dropped already). Alternative double yellows on the corner? Approx £4k for double yellows. Possibly share TRA with another scheme?



And just a reminder of the 2 schemes approved in March 2011 that haven't commenced yet:

T2 (2011) – Archfield Road/ Cotham Grove
Feasibility study for junction and crossing £3k



T9 (2011) Gloucester Rd (junction with Longmead Rd)
Feasibility study for crossing and reducing congestion £3k.



Appendix 2 - 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 24 hours 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 3 - Condition Survey Assessment form for Footways

Site	Ward	Type	COST £K	SECTION 1 - CONDITION	SECTION 2 - ENVIRONMENTAL	SECTION 3 - PEDESTRIAN USE	SECTION 4 - PUBLIC / ACCIDENTS	TOTAL
Kellaway Ave (Cairns Rd - Bishop Rd)	Redland	Tarmacadam	£11,000	50	30	30	10	120
Cotham Brow	Cotham	Tarmacadam	£27,000	50	10	40	0	100
Coldharbour Road (Greendale-Cossins)	Redland	Tarmacadam	£10,000	55	10	30	0	95
Redland Rd (below Iddesleigh & adj Manor Park)	Redland	Tarmacadam	£34,000	55	10	30	0	95
Elgin Park	Cotham	Tarmacadam	£10,000	50	0	30	0	80
Lansdown Road	Cotham	Tarmacadam	£14,000	55	0	25	0	80
Brighton Road	Cotham	Tarmacadam	£9,000	50	0	25	0	75
Manor Road	Bishopston	Tarmacadam	£18,000	50	0	25	0	75
Springfield Avenue	Bishopston	Tarmacadam	£26,000	50	0	15	10	75
Collingwood Road	Cotham	Tarmacadam	£8,000	50	0	25	0	75
Falmouth Road	Bishopston	Tarmacadam	£9,000	50	0	25	0	75
South Terrace	Cotham	Slabs	£7,000	55	0	10	10	75
Zetland Road (Redland Rd - Northumberland Rd)	Redland & Cotham	Tarmacadam	£12,000	30	0	40	0	70
South Road	Cotham	Slabs	£14,000	40	0	30	0	70
Monk Road	Bishopston	Tarmacadam	£9,000	50	10	10	0	70
Waverley Road (Hampton Rd - Montrose Ave)	Cotham	Tarmacadam	£23,000	40	0	25	0	65
Cowper Road	Cotham	Tarmacadam	£13,000	40	0	25	0	65
Warwick Road	Cotham	Tarmacadam	£14,000	40	0	25	0	65
Fremantle Road	Cotham	Tarmacadam	£10,000	50	0	15	0	65
Belmont Road (Glenville-Somerville)	Bishopston	Tarmacadam	£24,000	40	0	25	0	65
Rokeby Avenue	Cotham	Tarmacadam	£10,000	50	0	15	0	65
Stanley Road	Cotham	Tarmacadam	£13,000	40	0	25	0	65

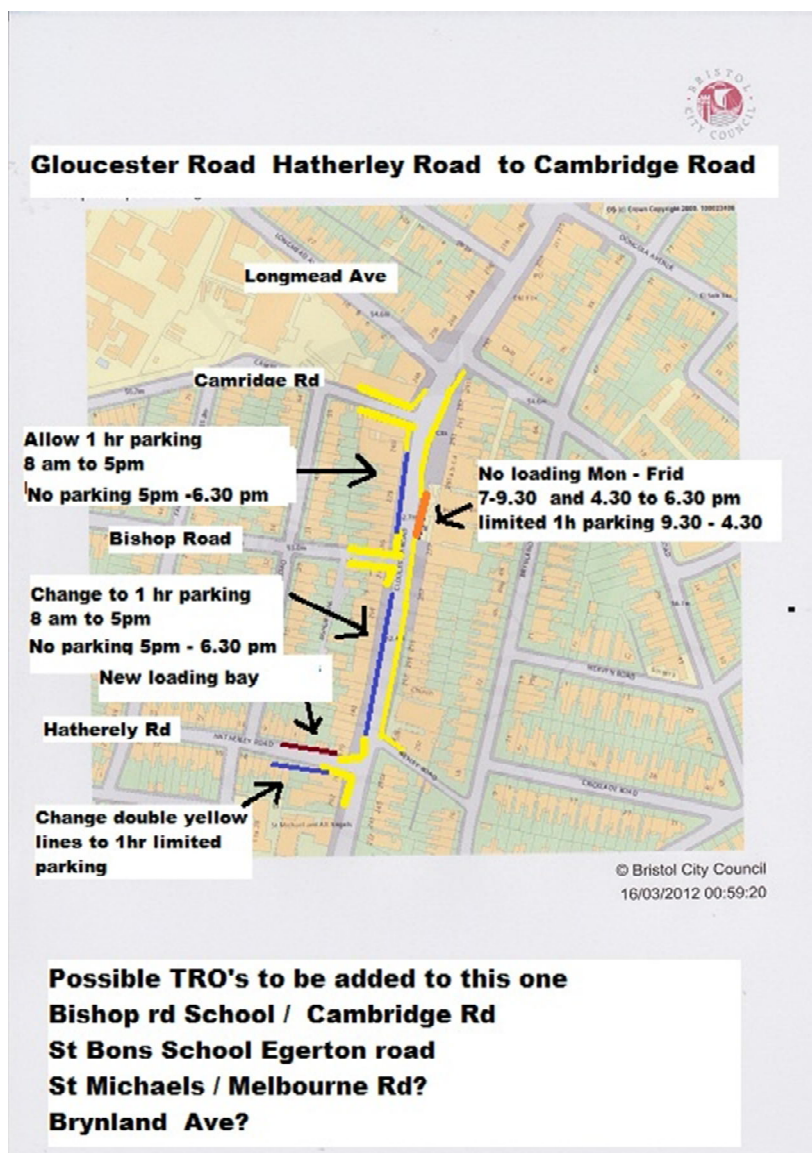
Appendix 4 – Supplementary Views on the Local Traffic Schemes 2012/13 – Clive Stevens

Includes the Forum Comments and a few ideas that add to the information provided by Traffic Dept.

T1 (Location #6) Gloucester Rd (between Hatherley and Clevedon Rd)

Forum comments:

- Expensive but possible parking on one side only. Would be confusing to swap sides or no parking at rush hour but 1 hour parking 11am-3pm?
- Good value
- Good idea- Since drivers will be able to park in both directions (inc nose-to-nose) and half will be getting out to traffic side where cyclists are trying to pass
- Worth trying as long as one side is always kept clear. Need to ensure cyclists are not injured by car doors being opened in to the road, however
- Good idea. Local traders need to be supported
- Cars will always park there. You can shop and get back in 5 minutes. Save the money
- I support this and understand the rationale for swapping sides halfway through the day, but think this will be hard to explain clearly and people will get confused about where they can park. Better I think to pick one side and stick with it
- Good idea
- 'Clear that this would be beneficial to traders and customers without compromising traffic volumes'
- 'Well done. A good idea!'
- 'More parking. Good'
- Excellent idea'



Drawing provided by Liz Kew following Forum comments.

T2 (Location #1) 335 Gloucester Rd

Forum comments:

- Enforce existing lines
- A pedestrian crossing is needed and enforcement of the parking restrictions
- Pedestrian crossing is needed
- 'no need for double yellow lines. Just enforce the existing controls. Daytime is a problem'
- 'Doesn't seem to be too much of a problem on the whole'
- 'Very important to have pedestrian islan if crossing not possible. People will cross on desire line (long stretch with no crossings) and need to be protected
- 'Pedestrian crossing very much needed here'
- 'No pedestrian crossing needed! They can walk to Royal pub or to Sainsbury's

T3 (Location #2) Surrey Rd / Derby Road

Forum comments:

- Yellow lines will make cars go faster. Bad Idea
- 'Why should cyclists and pedestrians be put The quicker the driver is the less pollution is created'
- 'Won't that make traffic hurtle round the corner more quickly? Is this safer?'

T4 (Location #5) Bishop Road School zigzags

Forum comments:

- I support the removal of the zig zags where there is no entrance to the school. And if this is done, then I support making the other zig zags enforceable
- 'Let's have some reduction of no longer relevant zig zag (near redundant school gate, and enforce new double yellow lines for benefit of residents who have less than one space per house on either side. As lower picture
- This needs to be done. Zig zag lines here are completely disregarded anyway. More local parking spaces desperately needed here'
- 'More parking spaces always welcome'
- 'Taxis parking on the zig zags and on the corner of Bishop/Cambridge are the worst offenders'

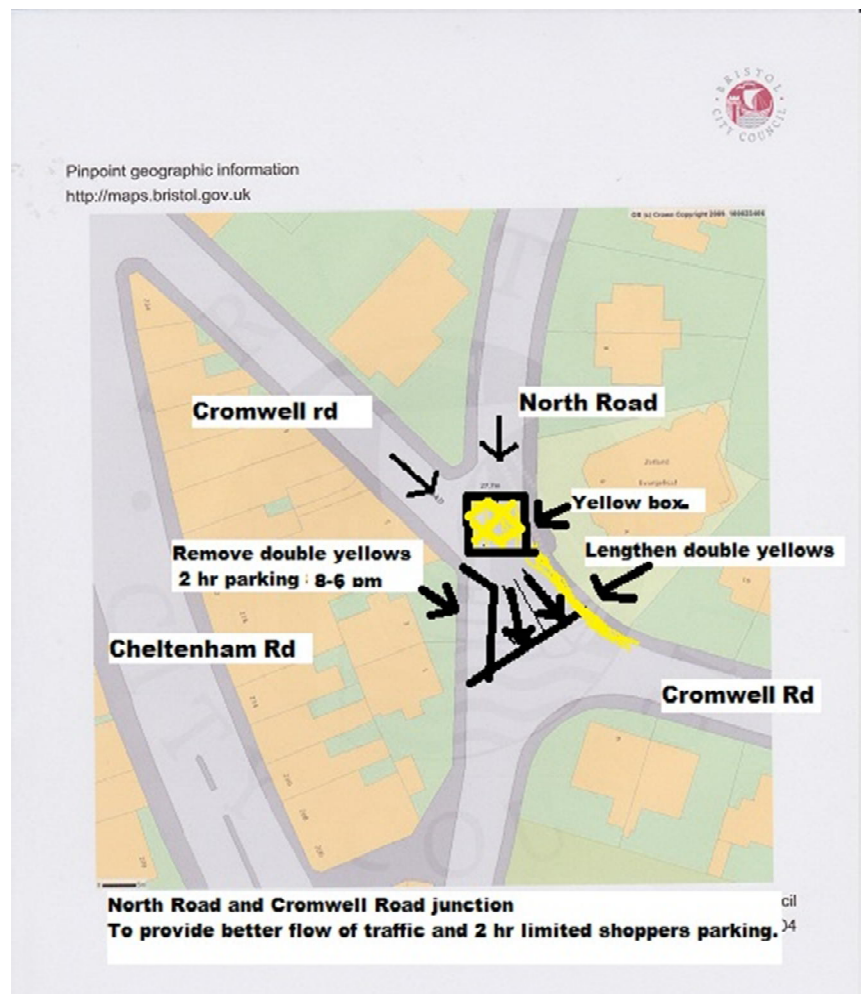
T5 (Location #10) North Road Junction with Cromwell Rd

Forum comments:

- Allowing new limited parking on south side would helpfully narrow the junction and should be popular with residents
- It's a confusing junction and needs something doing to make it clearer for drivers
- 'Waste of money. I am sick to death of junctions being made more awkward! cyclist/motorist
- 'Do not narrow any more roads'
- 'Leave as is'
- 'Reducing parking spaces is daft - causes more problems

Alternative diagram (right).

- Good idea but needs island to stop people in Left lane turning right
- I prefer the scheme proposed to the text only version



Drawing provided by Liz Kew, a version was shown at the Forums

Appendix 4 – Supplementary Views on the Local Traffic Schemes 2012/13 – Clive Stevens

T6 (Location #11) Longmead Ave – Lorries/Trucks

Forum comments:

- One way good. Narrowing is too expensive
- One way scheme seems sensible - suggest consult residents and do traffic count. Why not put notices up to say unsuitable for large lorries. Not a through route!?
- Unsuitable for lorries. Sign needed
- Make Longmead Avenue and perhaps Radnor Road one-way
- 'Do not narrow roads. Spend money on removal traffic limits (?)'
- 'Whilst this road is difficult to negotiate I see very little danger and accidents are rare. Perhaps a 3.5 tonne weight limit would be enough'

T7 (Location #4) Effingham Rd – St Andrews Park exit

The Forum drawing showed only one buildout / plateau outside Grenville Rd (not three)

Forum comments:

- Park exit should have a rail in front. But traffic needs to give way to pedestrians at this important park entrance. So some form of traffic calming is needed on this side street where cars go fast
- What about a short rail/barrier on the pavement to direct pedestrians/children to side. 2nd submission supported this idea
- Barrier needed at entrance to park
- New park gates would be cheaper and better!
- '20 mph limits are not required. They are costly to implement and needless due to *** environment

T8 (Location #9) Somerville Rd

Forum comments:

- Sign should be well lit to aid visibility in winter months. Priority due to high number of cars and pedestrians
- Priority should be cutting back foliage, not painting more lines
- Keep foliage cut back
- 'Remove speed hump'

T9 Friary Rd – NEW ONE - enforcement of zig zags at St Bonaventure's. This wasn't discussed at any of the Forums. I assume all other school zig zags are therefore enforceable?

****STOP **PRESS*****

Gloucs Rd Task Group have ideas to improve Elton Rd – see right – just making you all aware...

