

**BRISTOL CITY COUNCIL
DEVELOPMENT CONTROL (A) COMMITTEE
30th July 2014**

Report of: Service Director, Transport

Title: Avon Crescent

Wards: Cabot

Officer Presenting Report: Neil Terry (Highways and Traffic Management)

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Purpose of Report

To report the findings of the formal assessment by officers into the possibility of closing Avon Crescent to through traffic.

Policy

1. The formal assessment and consultation undertaken by officers is in accordance with the community engagement policies of the City Council accounting for the Mayor's Vision for Bristol.

Consultation

2. **Internal**

Not applicable, this report is for information.

3. **External**

Not applicable, this report is for information.

Background

4. In response to the planning application associated with the Ashton Vale to Temple Meads (AVTM) Metrobus scheme, local residents of the western end of Spike Island have developed a Community Transport Development Framework associated with the closure of Avon Crescent. It is considered by these residents to be 'a positive proposal, by a local community as its planning response to the impacts and opportunities arising from Metrobus', and it has been 'submitted in accordance with the pre-consultation engagement policy of the National Planning Policy Framework'.

5. On the 19th March 2014, Development Control (Central) Committee considered a report of the Service Director, Planning and Sustainable Development, regarding the revised section of the route of the Ashton Vale to Temple Meads (AVTM) Metrobus scheme. The revised section was approved.
6. Following the decision, the Committee, having regard to the Council's policy on community engagement, discussed the merits of the total closure Avon Crescent to through traffic, as put forward by local residents during the public forum session. It was subsequently proposed, and seconded, that the proposal be given serious consideration, and it was resolved 'that the merits of the proposal to close Avon Crescent be formally assessed and the findings made available to the Committee within a period of four months'.

Progress and Outcomes

7. The City Council's Engineering Design Team (formally Engineering Practice) was engaged in May 2014 to carry out a feasibility study/design into the traffic management measures that would be required to accommodate the through traffic that would be displaced from Avon Crescent if it were to be closed.
8. These investigations show that the closure of Avon Crescent to through traffic would be feasible, although further site investigations, detailed design work and modelling would be required before a final decision on the most appropriate scheme or measures could be made.
9. As part of the development of the AVTM proposals for Cumberland Road, it was necessary to identify an alternative location for the 15 coach parking spaces that will be displaced from Cumberland Road. Brunel Lock Road was identified by officers, at that time, as a potential location for this displaced parking. Macadam Way was identified as a possible over-flow facility should Brunel Lock Road be fully utilised.
10. An evening meeting (6pm to 8pm) was held with local residents at the CREATE Centre on the 12th June, which was attended by 20 local residents. Two options were tabled at the meeting, followed by a lively and productive discussion. It was clear from these discussions that making Brunel Lock Road two-way to accommodate the through traffic that would be displaced if Avon Crescent was closed was unanimously the preferred option. The alternative of utilising the existing one-way traffic system of Ashton Avenue and Brunswick Place was not supported.
11. It was also clear from these discussions that the coach parking currently proposed for Brunel Lock Road was not generally welcome or considered to be appropriate. There was some concession in terms of

accommodating some coach parking within any final scheme, but not parking for 15 coaches, or more.

12. Nineteen pieces of correspondence have subsequently been received, in addition to the verbal comments made at the meeting. These are summarised in Appendix A.

Conclusion

13. Following the recommendation at the 19th March Committee meeting the feasibility study carried out found the closure of Avon Crescent to through traffic was feasible with options for re-routing. However further investigation of the options and consultation will be necessary before an executive decision on if an option can be taken forward. Further consultation carried out from the end of July throughout August with a preferred option and design, could lead to a decision on a final design and the way forward being made early in September. If taken forward it would be anticipated a programme through to construction could take 12 months.

Legal and Resource Implications

Legal

13. Not applicable – report for information only

Resources

14. Not applicable – report for information only

Personnel

15. Not applicable

Equalities Statement

16. Not applicable – report for information only .

Appendices

Appendix 1: Summary of local residents' responses to the consultation.

Background Papers

Minutes of a meeting of the Development Control (Central) Committee held on 19th March 2014.

Appendix A

Written Comments Summary;
19 Responses (including 16
resident responses,
councillor response,
resident petition and
resident proposed
alternative option)

- Several responses support two-way option for Brunel Lock Road for through traffic
- Two-way option calms traffic, allows safer use of garage
- Opposition to one-way option using Ashton Avenue and Brunswick Place for through traffic
- Current one-way arrangement confusing
- Coach Parking;
 - Opposition to coach parking plans on Brunel Lock Road including number of spaces, location, pollution, noise, turning, negative effect on area character, costs, free coach parking with residents permit parking introduction, harm local business
 - Coach parking should be reduced, relocated, up to 6/7 spaces away from water unless proven case for more
 - Management required to prevent misuse of bays by lorries and house movers
 - Coach parking should not be show stopper
 - Coach parking added extra, should not be considered constraint, dictate re-routing strategy or costs result in re-routing on Ashton Avenue or coach parking taking precedent over two-way option
- Achieves local resident goal enhancing streetscape on Avon Crescent and Ashton Avenue
- Closure in Avon Crescent would remove the potentially dangerous junction with the old railway line
- Support Grenville Place roundabout and turn into Cumberland Road, two-way turn and road Brunel Lock Road, closure of Ashton Avenue to through traffic
- Objection to Avon Crescent closure as consider Avon Crescent a principal route
 - Never experienced congestion or conflict with local residents or cyclists when Underfall Yard closed, concerned about congestion when Avon Crescent flooded
 - Residents Avon Crescent was busy when buying houses, using Metrobus to

	<p>justify pedestrianisation of their street at expense of wider population</p> <ul style="list-style-type: none"> - Consultation should be extended to affected motorists and other local residents. - Parking in Avon Crescent should be eliminated and pedestrian area extended providing enhanced facilities • Support for Avon Crescent, though share view Brunel Lock Road not appropriate place for coach parking • Acknowledge closure on Ashton Avenue, removal of traffic signals on Smeaton Rd bridge and Closure of Avon Crescent to through traffic.
Ashton Avenue Petition	<ul style="list-style-type: none"> • Object to the re-routing of Avon Crescent Traffic along Ashton Avenue • Only acceptable solution is to re-route north to south traffic along Brunel Lock Road
'Harbourheads' Residents Group Response	<ul style="list-style-type: none"> • Alternative proposal and plan submitted as variation to two-way Brunel Lock Rd option
Verbal Comments Summary - 12/06/14 local resident meeting	<p><u>Coach Parking:</u> Residents and community members were unaware of coach parking from previous plans and consultations on Metrobus and other schemes; Concerns that there are more proposed coach parking spaces than existing on Cumberland Road; 12 spaces viewed as excessive, but would be willing to accept lower number if need can be demonstrated; Coach parking should be located elsewhere; Could coach parking be located further from houses; Questioned the level of use of coach parking on Cumberland Road or is expected at this proposed location, and who are the users; Include coach parking details in planning report.</p> <p><u>One-Way Option (Option 1):</u> Objections from residents of Ashton Avenue and other local residents concerned about</p>

increased traffic fronting Ashton Avenue, noise, vibrations and effect on parking.

Two-Way Option (Option 2):

Favoured option by the majority of those in attendance;

Concern that this option will not be taken forward because it is the more expensive option;

Costs of two way option not previously identified as likely to be more expensive.

Both Options:

Objections from Ashton Avenue residents to two-way traffic on Smeaton Rd bridge due to increased noise, vibrations and traffic, but support from other local residents and other community members;

Support closure of Avon Crescent and closure of the end of Ashton Avenue onto Cumberland Road / Smeaton Rd.

Other Comments:

Objections to opening up of railway cutting behind Ashton Avenue houses as highway / cycle path.