



AGENDA ITEM NO. 8

FILWOOD, KNOWLE AND WINDMILL HILL NEIGHBOURHOOD PARTNERSHIP

20 August 2012

Report of: Kurt James, Neighbourhoods Department

Title: St Martin's Road Decision Report

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Recommendations

This report is from the Area Co-ordinator. It is for decision, and the Neighbourhood Committee members are recommended to:

- 1. Agree with the Officer recommendation not to close St Martin's Road (SMR).**
- 2. Disagree with the Officer recommendation, and proceed with the statutory notice for the proposed road closure.**
- 3. Agree with the Officer recommendation, but support the introduction of traffic calming measures on the road as an alternative.**
- 4. A letter be written and distributed to residents of SMR stating the NC decision.**

Background

The Filwood, Knowle and Windmill Hill Neighbourhood Partnership meeting dated 12 June 2012 expected to receive recommendations from Officer on the proposed road closure of St Martin's Road (SMR).

Due to the unavailability of traffic count data taken following the completion of the Wells Road GBBN at the above meeting, the decision on SMR was

devolved to the Neighbourhood Committee (with the lead taken by the Knowle Councillors), which would be made once the traffic count report from the BCC Traffic Signals and Street Lighting Manager was available.

A synopsis of the SMR timeline has been included in Appendix B

St Martin's Road Traffic Count Report (Adam Crowther, BCC Traffic Signals and Street Lighting Manager)

Traffic counts were commissioned to assess the number of vehicles using St Martin's Road with the possibility of restricting vehicular access. The counts were conducted in 2010 and again in 2012 following alterations to the junction at Wells Road/Priory Road. The junction modifications were carried out as part of the Greater Bristol Bus Network (GBBN) and the implemented design facilitated an easier route from Wells Road to Priory Road.

Below are the statistics derived from the manual classified counts, using cameras mounted on nearby lamp columns, and the figures represent the total flows between 07:00 to 19:00 for each movement.

	Wednesday 24th May 2010	Wednesday 13th June 2012	Change in traffic flows
A37 Wells Road Inbound	7728	8071	4.3% increase
Right turn from A37 into St Martin's Road	741	461	37.8% decrease

	Thursday 25th May 2010	Thursday 14th June 2012	Change in traffic flows
A37 Wells Road Inbound	8080	8029	0.6% decrease
Right turn from A37 into St Martin's Road	713	458	36.8% decrease

The number of vehicles using St Martin's Road has reduced significantly with almost 40% less traffic in one direction. The traffic counts obtained only

focus on traffic turning into St Martin's Road from the Wells Road. However it can be assumed that as vehicles have redirected their journeys in favour of the main road and signal junction, that they may also choose this route for their return trip. In support of this, informal counts undertaken by residents indicate a 25 – 30% reduction. The improved road markings at the Priory Road / Wells Road junction may have also contributed to this reduction.

In addition, if the road was to be closed vehicular activity and congestion could increase at certain times of the day, with motorists having to return the same way that they entered the road. This two-way traffic could be a particular issue when motorists are dropping off or picking up passengers at the Church or Scout Hut, as it is likely that they would arrive at a similar time.

The modifications to the junction enabled an improvement in the traffic handling capacity and made it easier for right turning vehicles turning into Priory Road. Therefore during the design it was important to accommodate the expected increase in traffic flows and potential queue lengths. The revised junction has been able to adapt to the additional demands with the right turn queues contained within the designated area.

Proposals to prohibit vehicles from turning right into St Martin's Road would require drivers to use the Wells Road / Priory Road junction. The junction would be unable to support this increase causing the right turn lane to queue back blocking the inbound movement on the Wells Road.

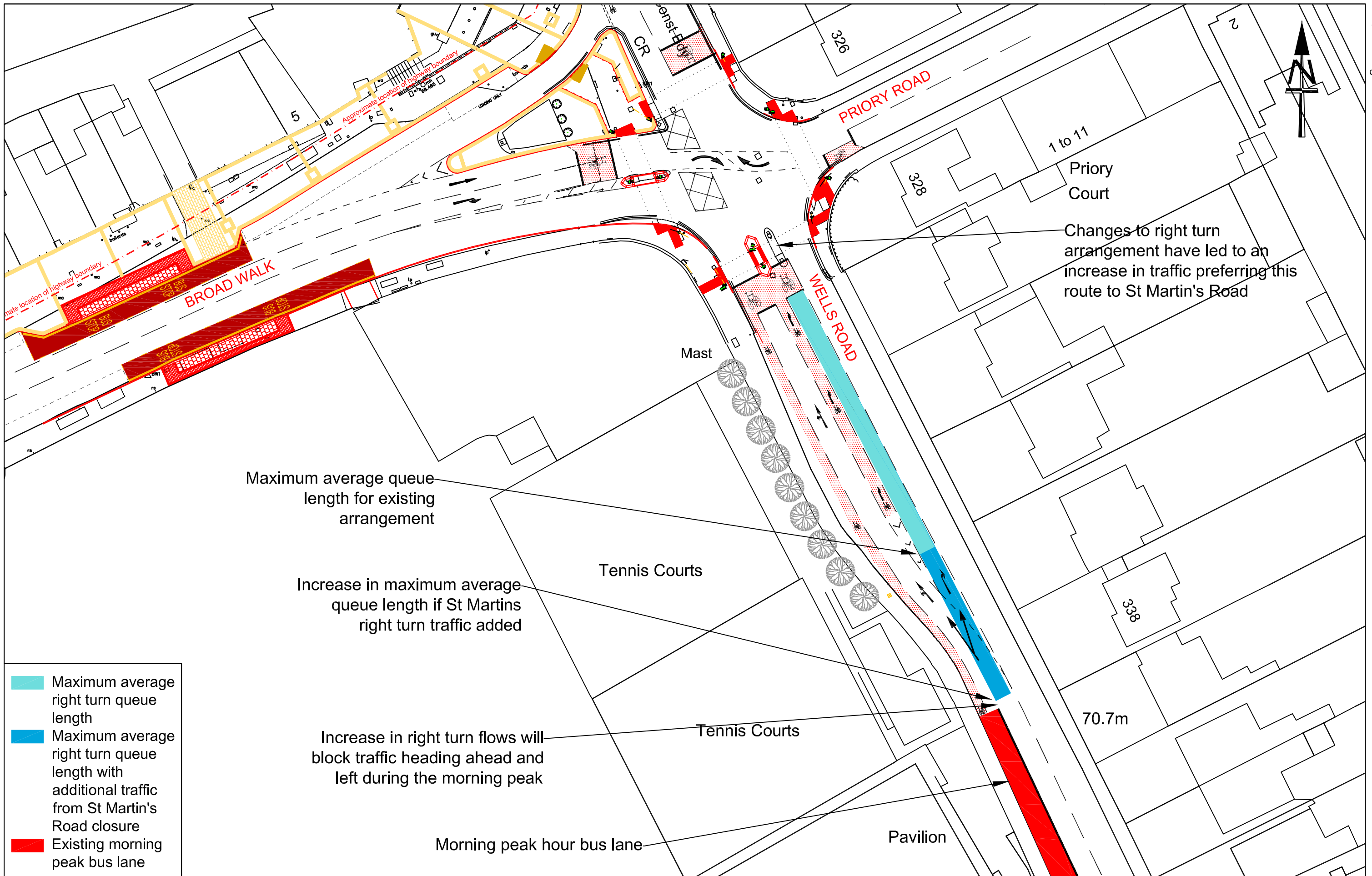
Drawing TS12-06-001 (Appendix A) shows a comparison of the right turn queue lengths at the junction. Lines denoting queue lengths are shown for the existing maximum average queue length and the modelled results incorporating the additional traffic that would normally use St Martins Road.

Under the Traffic Management Act (2004), the local authority has a responsibility for the expeditious movement of traffic. The proposed prohibition would create a significant problem on the network, which would be unacceptable to users and stakeholders.

The foreseeable delays of implementing this proposal will increase traffic flows on other minor roads, such as Greenleaze and Crossways Road. For these reasons it is not recommended to go ahead with proposals to prohibit vehicles from using St Martin's Road.

Neighbourhood Committee Recommendation

- 1. Agree with the Officer recommendation not to close SMR.**
- 2. Disagree with the Officer recommendation, and proceed with the statutory notice for the proposed road closure.**
- 3. Agree with the Officer recommendation, but support the introduction of traffic calming measures on the road as an alternative.**
- 4. A letter be written and distributed to residents of SMR stating the NC decision.**



Maximum average right turn queue length
 Maximum average right turn queue length with additional traffic from St Martin's Road closure
 Existing morning peak bus lane

Maximum average queue length for existing arrangement

Increase in maximum average queue length if St Martins right turn traffic added

Increase in right turn flows will block traffic heading ahead and left during the morning peak

Morning peak hour bus lane

Rev.	DATE	Description	By	Checked

St Martin's Road Timeline

Background

SMR was first brought to the attention of the Filwood, Knowle and Windmill Hill Neighbourhood Partnership (NP) as an issue at its meeting dated 9 March 2010 in a paper brought by Traffic Manager Terry Bullock.

St Martin's Road (SMR) was raised as a possible minor traffic scheme for 2010-11 and was described as 'Measures to deter through traffic, perhaps-one-way or banned turns, it stated that a 'Traffic survey [was] required', with an approximate budget of £10,000.

The Filwood, Knowle and Windmill Hill Neighbourhood Committee (NC) agreed to support the SMR Minor Traffic Scheme at this meeting.

NP Meeting 7.12.2010

NP and ward councillors briefed on proposed GBBN works for the Wells Road and Broadwalk Corridor. It was stated that the proposed GBBN right-turn filter lane at the Wells Road/Priory Road junction, should have a positive impact on the NP priority concern over rat-running traffic in SMR.

NP Meeting 1.03.2011

NP prioritised devolved traffic schemes for 2011-12. Transport manager stated that SMR was a NP priority last year, however ongoing work funded by GBBN to improve the junction will reduce traffic problems, therefore it was recommended that the projects £10,000 funding allocation be released and added to the 2010-11 Local Traffic Schemes budget if agreed by the NP.

This was agreed by the NP.

In the NP Annual Financial Report, SMR was recorded as not currently being progressed.

NP Meeting 7.06.11

Cllr Hopkins confirmed that a report on SMR would be presented to the next NP meeting and the £10k budget would be [reinstated and available] for 2011/12.

Philip Mackie and 8 members of the SMR Committee gave a presentation to the NP requesting that it be closed due to the level of commuter traffic running through the road.

'Cllr Hopkins indicated that the NP members would be happy to support the proposal, which suggested a no through road. The proposal had shown a high level of support with the residents of SMR. BCC Highways Officers would be asked to draw up proposals in consultation with the traffic management team and it is noted that formal consultation

would be required, as residents would have a legal right to object to proposals. Inspector Salmon confirmed that the local police would support the proposal.'

'Mr Mackie referred to the double yellow lines on Priory Road. Currently there were no signs making the yellow lines unenforceable. He requested hatch markings be considered at the junction between SMR and Priory Road to make exiting the road easier.'

'Agreed that the NP support the SMR committee proposals which suggest making the road a no through road and that the BCC Highways Office be asked to create formal proposals for consultation.'

NP Meeting 27.09.11

In the Devolved Services Update, the local traffic scheme is listed as SMR: proposed road closure scheme.

A consultation questionnaire was delivered to residents of SMR 12.09.11.

30.09.12 Email from BCC Senior Traffic Engineer (STE)

Results from the informal SMR consultation showed a 68% return rate with 80% in favour of road closure, 18% not in favour, and 2% undecided.

03.10.2011 Email from STE

3 options proposed for wider traffic reduction consultation on SMR:

1. A median island on Wells Road to physically ban the right turn into SMR.
2. A one-way system on SMR, with no entry signs at the Wells Road end.
3. A full road closure on SMR.

Detailed design work for consultation to take weeks.

NP Meeting 10.01.12

In Devolved Services Update, the scheme referred to 'a road closure on SMR', and the paper states that the public consultation is due to commence in the next few weeks.

24.01.12 Email from STE

Consultation period for SMR completed. 68 households favoured road closure with 68 objections, and 8 unsure. Consultation took in a wider area this time. STE drafted an email response to the residents of SMR stating that the consultation response was inconclusive and that decisions will be delayed until traffic counts are completed. Unsure if this was delivered.

26.01.12 Email from STE

SMR Bristol Evening Post article. SMR committee have asked to be present at any meeting discussing SMR and the results of the consultation.

NP Meeting 13.03.12

In Devolved Services Update, the scheme referred to 'a road closure on SMR', and the paper states that 'the informal consultation on SMR was concluded on 20 January 2012. The results of the informal consultation will be analysed alongside the impact of the GBBN on Wells Road in March 2012. Formal consultation will happen once this is completed.'

NP Meeting 12.06.12

Minutes of 13.03.12 under 9. Devolved Services Report states that 'a) The closure of SMR had yet to be confirmed.' In the NC Annual Business Report it stated that £4,721.09 had been spent to date on SMR 2011-12 and that the £5,278.91 be carried over for delivering during 2012-13.

In Devolved Services Update, the scheme is referred to as 'a road closure on SMR', and the paper states that 'the informal consultation on SMR was concluded on 20 January 2012 and traffic flow survey completed 25 May 2012. The results of the informal consultation will be analysed alongside the impact of the GBBN on Wells Road in March 2012. Formal consultation will happen once this is completed and the NC has agreed a recommended scheme.'

Minutes of NP 12.06.12 under 11. Devolved Services Report it states 'the traffic count on SMR has yet to be completed and therefore no recommendation could be made at the NP meeting. Residents expressed frustration at the further delay. The NP agreed that the NC would be delegated authority to agree a recommended scheme following completion and analysis.'

At this meeting it was agreed (2):

That the NC would assess and decide on the recommendations in relation to SMR and the result be reported back to the next NP meeting.

10.08.12 Email from STE

Adam Crowther (BCC Traffic Signals and Street Lighting Manager) was the author of the traffic count report.

Traffic counts were conducted in 2010 and 2012 following the GBBN works on the Wells Road. Post GBBN, over a two day traffic counting period covering 13 and 14 June 2012 there was a 37.8% and 36.8% reduction in traffic along SMR between hours of 07:00 and 19:00. Informal counts taken by residents show a 25%-30% reduction. The improved road markings at the Priory Road and Wells Road junction (with SMR) may also have contributed to this reduction.

Recommendation for Adam Crowther:

'Under the Traffic Management Act (2004), the local authority has a responsibility for the expeditious movement of traffic. The proposed prohibition would create a significant problem on the network, which would be unacceptable to users and stakeholders. The foreseeable delays of implementing this proposal will increase traffic flows on other minor roads, such as Greenleaze and Crossways Road. For these reasons it is not recommended to go ahead with proposals to prohibit vehicles from using SMR.'

Conclusions

It is clear from the minutes of meetings that the NP agreed to support taking action to address traffic problems on SMR prior to the involvement of the SMR committee. This agreement was superseded by advice from the Traffic Manager that SMR traffic flows would be significantly reduced by the GBBN, again prior to the involvement of the SMR committee.

The NP/NC agreed to support the 'road closure' of SMR pending the completion of consultations and traffic counts following a request from the SMR committee which is minuted.

Residents of SMR have been and remain overwhelmingly in favour of the the road closure, although there is a significant amount of opposition to the road closure from residents living near SMR and organisations potentially impacted by a road closure.

Traffic counts show a considerable reduction in traffic flow on SMR following the GBBN, although traffic flows along the road remain elevated according to the SMR Committee.

Adam Crowther has recommended to the NC that the road closure not take place due to his professional view that this would have an unacceptable impact on traffic flows in neighbouring roads.

NC has delegated responsibility to make a recommendation on SMR which will be taken to the 25 September 2012 NP meeting.

Kurt James
Area Coordinator
17 August 2012