



AGENDA ITEM NO.05

FILWOOD, KNOWLE AND WINDMILL HILL NEIGHBOURHOOD PARTNERSHIP

10th March 2015

Title: Current position of the Partnerships' Highway Improvement Schemes

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RECOMMENDATION

To note the current position of the Local Traffic, Section 106 and Grant Funded highway improvement schemes in Filwood, Knowle and Windmill Hill.

1. The Partnerships has six outstanding traffic schemes from previous financial years:
 - Pedestrian crossing facilities in Axbridge Road, funded through Section 106 developer contributions;
 - Measures to assist pedestrians in Ilminster Avenue (adjacent to the school), funded through Section 106 developer contributions;
 - Parking restrictions in Novers Lane and Leinster Avenue, a Neighbourhood Partnership local traffic scheme priority;
 - Measures to assist pedestrians and reduce vehicle speeds at the St. Johns Lane, Park Avenue and Redcatch Road junction, funded through the Investing in Bristol's Future Fund (IBFF) initiative;
 - Parking restrictions and a no-entry at Queenshill Road, funded through the Active Neighbourhood Transport Grant (ANTG) initiative;
 - Measures to deter through traffic between Bath Road and Wells Road (Stanley Street area), funded through Section 106 developer contributions.

2. At its meeting in June 2014, the Partnership prioritised three new local traffic schemes to be progressed over the next three years. For the 2014/15 financial year, the Partnership chose:

- Measures to deter through traffic from the Cotswold Road area.

For the 2015/16 and 2016/17 financial years, the Partnership chose to progress the following two schemes, although it has not yet been decided in which order they will be progressed:

- Measures to reduce vehicle speeds and manage access in Redcatch Road and Woodbridge Road;
- Measures to reduce vehicle speeds in Wedmore Vale and Glyn Vale.

Scheme Progress

Scheme name	Axbridge Road
Measures	Pedestrian crossing facilities and footway improvements
Progress	The formal legal Notice has been publicly advertised and there were no objections Detail design of the zebra pedestrian crossing and footway improvement measures will now commence

Scheme name	Ilminster Avenue
Measures	Measures to assist pedestrians
Progress	The detail design of the preferred option (a road narrowing, speed table and informal crossing points along the frontage of the school) will commence in March Consultation will be carried out once it has been confirmed (through the detail design process) that the preferred option is feasible

Scheme name	Novers Lane and Leinster Avenue
Measures	Parking restrictions
Progress	The legal work to establish a Traffic Regulation Order is now completed It is currently anticipated that the double yellow lines and legally enforceable school keep clear markings will be introduced this month

Scheme name	St. Johns Lane, Park Avenue and Redcatch Road junction
Measures	Measures to assist pedestrians and reduce vehicle speeds
Progress	The detail design of the measures will commence in March Consultation will be carried out once it has been confirmed (through the detail design process) that the proposed measures are feasible The proposed measures are aimed at reducing vehicle speeds, regulating vehicle turning movements and improving the pedestrian environment by 'tightening-up' the junction

Scheme name	Queenshill Road
Measures	Parking restrictions and no-entry
Progress	The legal work to establish the various Traffic Regulation Orders is now completed It is currently anticipated that the double yellow lines and no-entry will be introduced on site this month

Scheme name	Bath Road / Wells Road (Stanley Hill area)
Measures	Measures to deter through traffic and regulate parking
Progress	Local residents were proposing to carry out their own preliminary consultation Feasibility design will commence once the outcome of this consultation is known

Scheme name	Cotswold Road area
Measures	Measures to deter through traffic
Progress	Detail design of the proposed measures has commenced Consultation will be carried out once it has been confirmed (through the detail design process) that the measures are feasible

Equalities impact assessment

5. An Equalities Impact Relevance Check has been undertaken and determined that due to the fact that this decision has no impact on those with protected characteristics in the following ways a full equalities impact assessment is not required:
 - access to or participation in a service;
 - levels of representation in BCC workforce; or
 - reducing quality of life (i.e. health, education, standard of living)
6. Further Equalities Impact Relevance Checks will be undertaken during the development of each scheme so that the specific impact of that scheme can be considered as the detail evolves.