



**GREATER BEDMINSTER COMMUNITY PARTNERSHIP
7.15 P.M. ON 12TH MARCH 2012
AT ASHTON GATE PRIMARY SCHOOL,
ASHTON GATE ROAD, BRISTOL BS3 1SZ**

PRESENT:

GBCP Board

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|----------------------|--|
| Councillor Beynon | Southville Ward |
| Councillor Green | Southville Ward |
| Councillor Smith | Bedminster Ward |
| Councillor Bradshaw, | Bedminster Ward (<i>Chair - Neighbourhood Committee</i>) |
| Ben Barker | Dame Emily Park Project |
| David Holdford | Business/Resident |
| Alan Pratley | Resident |

Statutory Sector and Observers

| | |
|-------------------|--|
| Nick Christo (NC) | BCC, Area Co-ordinator, Neighbourhoods |
| Lorna Heaysman | Neighbourhoods Officer |
| James Dowling | Senior Traffic Engineer, BCC |
| Nick Pates | Assistant Engineer Officer, BCC |
| Karen Blong | BCC, Democratic Services |
| H Anstey | Resident |
| R Anstey | Resident |
| Nigela Atwell | Resident |
| Dawn Atwell | Resident |
| Philip Clark | Resident |
| S Cunliffe | Resident |
| Terry Hack | Resident |
| Peter Hall | Resident |
| Harry Phipps | |
| Jo Foster | BARA |
| Rachael Geake | Resident |
| Lorna Hack | Resident |
| Colin Hayden | Resident |
| T Hosier | Resident |
| Roger Lowrey | Local Businessman |
| Alex Mathieson | Resident |
| Mel Osborne | Resident |
| Keith Salmar | Resident |
| Sue Sawyer | Resident |
| Roger Scarrett | Resident |
| Sue Soni | BARA |

1. WELCOME AND INTRODUCTIONS

Those in attendance were asked to introduce themselves and all were welcomed to the meeting. Nick Christo (NC), Area Co-ordinator apologised for the delay in starting the meeting which had been due to venue logistical issues.

2. DECLARATIONS OF INTEREST

There were none.

3. DEVOLVED TRANSPORT SCHEMES FOR 2012/13

i. Local Traffic Schemes

The Partnership considered a report of the Service Director, Transport Services (agenda item no. 3) relating to the devolved transport budgets available to the Greater Bedminster Community Partnership.

Community groups were invited to submit proposal for local traffic improvements and the meeting would give residents and Councillors the opportunity to discuss the bids submitted. It was noted that the bids had been created following engagement with Highways and Traffic and Transport Service Officers.

Two Ward NPs would be allocated £17,147, with £1500 designated for Signs and Lines. A verbal introduction of each proposal was provided, which was followed by comments from James Dowling (JD), Senior Traffic Engineer and questions and comments from the Councillors and other people in attendance. Each application was discussed in length prior to agreeing the funding allocations.

Following a discussion on the merits of the attendees rating the applications against the priorities of the Community Partnership it was agreed that this would not be beneficial. It was noted that none of the application areas were known accident black spots.

Summary of the Discussion;

T1 Bower Ashton, Southville - Appendix A

The Parking in Bower Ashton had become increasingly difficult and a Traffic Regulation Order (TRO) would implement a 'special resident parking scheme', which would be sympathetic and suitable to the conservation area. It could also be appropriate to include Kennel Lodge Road following implementation of the Ashton Court Parking Proposal.

JD – High levels of community engagement had included a questionnaire. The scheme is plausible and would make a difference in the area which has been under a lot of pressure from the amenities.

- Cllr Green enquired as the alternative funding stream that could be available. JD confirmed that there could be some limited revenue funding available but not enough to fund the whole scheme.
- Cllr Beynon referred to a recent Full Council meeting where the Executive Member had confirmed that money from the parking charges at Ashton Gate would be available.
- Cllr Green felt the Executive Members response had been ambiguous and it was agreed that this would require further clarification.
- Ben Barker, Dame Emily Park Project highlighted that the Community Partnership would have the capacity to prioritise (without allocating funding) applications which would indicate their support. NC referred to the possible availability of match funding should this application be prioritised (i.e. £2000 from the Service Director).
- The Community Partnership noted that local funding could also be available which reflected the high level of public concern in the area.
- JD confirmed that an allocation of £2,000 would allow an initial consultation to take place moving the project forward.

AGREED -

- (1) That clarity should be sought with regard to the Executive Members comments at the last Full Council meeting in relation possible funding allocation from parking charges at Ashton Gate;**
(2) The application should be prioritised and £2,000 funding allocated.

T2 Lower End of North Street, Bedminster - Appendix B

The proposal suggested changes to the lower end of Braunton and Merrywood Roads which would benefit shoppers and shop owners. The poor quality and narrow pavements contribute to the unattractiveness of the North Street retail corridor. The proposal had been submitted to initiate a discussion on the problems in the area.

JD – Ongoing work had been taking place in the area. The reduction in parking would be a concern – the area should be a desirable place to go.

AGREED - Members acknowledged the key issues highlighted but agreed no funding would be allocated.

T3 Dean Lane, Bedminster - Appendix C

Reference was made to the pictures circulated in the papers. Due to the narrowness at the end of Dean Lane there would not be enough space to accommodate the pedestrian, commuters and cyclists safely, as well as acting as an arterial route for traffic into the centre of the city. The proposal required changes to be made to the layout out the junction between Dean Lane and Catherine Mead Street.

JD – A lot of thought had gone in to this application but concerns were raised related to re-direction of the through traffic through Katherine Mead Street due to the residential dwellings in the area.

- Cllr Benyon reiterated the concerns related to re-direction of the traffic and the affect this would have on the residents in sheltered accommodation.

However, the safety concerns in relation to the school was noted a big concern and all Members of the community should be considered.

- Cllr Smith highlighted that Catherine Mead Street would already be considered a safety hazard and therefore she would not be supportive of increasing the traffic flow in this area. JD highlighted that any re-routing of traffic would cause displacement to another area. In other areas where this had taken place this had been problematic.
- Cllr Green acknowledged the danger to cyclists on Dean Lane. Cyclists often ride on pavements to avoid the traffic, which then negatively affected the pedestrians.
- JD confirmed that a traditional method would be preferable over any Do It Yourself (DIY) approaches. DIY schemes could be implemented by residents whilst adherence to some highway specifications, keeping drains clear etc.
- Concerns were highlighted with the installation of a zebra crossing in the area.

AGREED - Councillors recognised the significant concerns related to traffic flow and requested Officers investigate alternative options to address the problem. Discussion also to take place with freeholders.

T4 South Liberty Lane, Bedminster - Appendix D

The proposal suggested that the increased volume of large lorries, vans, trucks and the over crowded parking on the public pavement causes entrances to be blocked which caused distress on entering and exiting premises. The scheme suggests painting of double yellow lines down the right hand side of the road. It was noted that the freeholders would be willing to contribute to a scheme.

James Dowling (JD), Senior Traffic Engineer highlighted that developments impacting the highways would require a Section 106 developer contribution. Due to the large amount of development in Ashton Vale it would be highly likely that Section 106 money would be available to address some of the concerns highlighted in the application.

AGREED - Further clarity on available Section 106 money would be sought and the devolved implications considered at the next Community Partnership meeting.

T5 Toll House Junction, Southville - Appendix E

Referring to the junction of North Street, Ashton Road and Coronation Road, the application suggested physically changing the Toll House junction to make it safer and easier for all users. The application suggested creating a single entrance to Coronation Road that required vehicles entering from Ashton Road to make a distinct, right turn. Reference was made to the petitions and letters of support received. 14 people volunteered their time to assess the traffic in the area and a number of near crashes were witnessed.

JD – the scheme had been assessed as viable and would have a real impact on the people in the area. The option presented (the Rolls-Royce Option) had been costed at £20,000 but a variation of the scheme could be implemented for a reduced cost of £14,000 - seen on page 44 on the agenda papers and named *2012 Proposal*.

- This application had also been made in the previous year, which emphasised the high level of need for change.
- JD confirmed that the road safety and accident statistics for the past three years, supplied by the police, showed no record of any physical injury. However, this could be because accidents had not been reported and the perceived safety issue would also be a serious problem. Building out would make the junction safer.
- A Community Partnership Priority related to encouragement of the resident to walk / cycle, the perceived level of danger had prohibited these activities.
- JD confirmed that a traditional method would be preferable over any Do It Yourself approaches.
- Members noted that from the applications presented, this had the greatest potential to increase safety in the area.

AGREED - Members agreed that £14,000 of funding would be awarded to the Toll House Junction application.

JD confirmed that no other budget would be available for Highways, although other schemes would be funded differently, i.e. 20mile per hour scheme, resident parking etc.

Signs and Lines

Cllr Beynon suggested that some double yellow lines would no longer be appropriate but remained in place for historical reasons. JD highlighted that if yellow lines had a valid underlying legal order a proper process would be required to revoke this. If no order accompanied the yellow lines they could be removed using some of the Signs and Lines allocated money. Councillors would contact JD directly to discuss areas of concern.

ii. Footway Resurfacing

The Councillors assessed the applications and made the following comments;

Ref F1. West Street

Improvements in this area would strengthen the retail hub and work should be timed with other development taking place

Ref F2. Duckmooe Road, Foxcote Road, Sturden Road, Breach Road, Gerald Road

The Chair referred to the terrible state of the roads and the high number of complaints received.

Ref F3. Ashton Vale Road

This application was removed last year. The estate was prosperous but poorly managed and further discussion would be required with the Ward Councillors, the Highways, Traffic and Transport Service and the Management Company.

Reference was made to the previous year budget allocation which had agreed that Dropped Kerbs should be a priority. The Cllrs expressed frustration that decisions agreed last year had not been implemented.

The Neighbourhood Partnership Councillors agreed Dropped Kerbs should be included when implementing the approved Footway Resurfacing applications for 2012/13; these being;

Ref F1. West Street - Besminster - £30,000

Ref F2. Duckmore Road, Foxcote Road, Sturden Road, Breach Road, Gerald Road - £30,000.

iii. Carriageway Surfacing Dressing

The applications listed for approval had been based on a technical assessment by Officers and Councillors felt that they would be bound to agree with the professional assessments made. Councillors felt this process was a false representation of a devolved budget system and Officers should be permitted to agree the work deemed necessary, the Community Partnership should not be involved with this decision. This concern had also been raised at the Cross Party Working Group and at the Community Partnership Agenda Conference.

Further information was requested on the Section 106 money allocated for South Street for improved lines. **Action - NC.**

The Neighbourhood Partnership Councillors agreed the following Carriageway Surface Dressing;

- Ref C1. South Street (o/s school) - Bedminster - £1,200;
- Ref C2. Aubrey Road - Bedminster - £3,500;
- Ref C3 - Langley Crescent - Bedminster - £1,400;
- Ref C3 - Mead Street / Mead Rise - Southville - £7,000.

iv. Section 106

The Chair referred to the separate and discreet plans for Ashton Vale. The following comments were made;

S1 - Tesco, West Street, Bedminster.

NC confirmed that the departmental steer confirmed that work could not be contracted to outside firms. This remained an issue as the BCC Highways, Traffic and Transport Service would not have the capacity to complete all the work required.

The Chair referred to the work required on Gorse Marsh Park, £11,000 had been allocated but more would be required to proceed. It would be preferential to identify schemes that add value.

Action – NC/JD to investigate options related to the Section 106 money available.

S2 - Robinsons Building, East Street, Bedminster

JD had assessed this application with signal engineers and concluded that a yellow box would not be feasibility for safety reasons. The money previously allocated could be used for an Area Parking Review following a statutory advert.

AGREED – That the Section 106 money previous dedicated to the yellow box be used for an Area Parking Review following the required statutory advert.

The Neighbourhood Partnership AGREED the following resolutions;

- (1) that the 2012/13 work programmes be agreed for -**
- (i) Local traffic schemes (from section 10 of the report);**
 - Ref T5 - Toll House Junction, Southville - £14,000 allocated;**
 - Ref T1 - Bower Ashton, Southville - £2000 allocated.**
 - £1,500 allocated for Signs and Lines**
 - (ii) Footway resurfacing (from section 11 of the report);**
 - Ref F1. West Street - Besminster - £30,000 Allocated;**
 - Ref F2. Duckmore Road, Foxcote Road, Sturden Road, Breach Road, Gerald Road - £30,000 allocated.**
 - (iii) Carriageway surface dressing (from section 12 of the report);**
 - Ref C1. South Street (o/s school) - Bedminster - £1,200 allocated;**
 - Ref C2. Aubrey Road - Bedminster - £3,500 allocated;**
 - Ref C3 - Langley Crescent - Bedminster - £1,400 allocated;**
 - Ref C3 - Mead Street / Mead Rise - Southville - £7,000 allocated.**
 - (iv) Section 106**
 - S2. Robinsons Building, East Street, Bedminster – Section 106 money to be allocated to a Parking Review (following the required statutory advert).**

4. DATE OF NEXT MEETING

AGREED: that the date of the next neighbourhood partnership meeting will be held on 26th March 2012 at the Compass Point School.

(The meeting ended at 8.55pm)

CHAIR