AGENDA ITEM NO. 9

Henbury and Southmead Neighbourhood Partnership

9th December 2014

Report of: Keith Houghton – NP Co-ordinator, Neighbourhoods and Communities

Title: Devolved Services Report

Officer presenting report: Keith Houghton, NP Co-ordinator, Neighbourhoods and Communities

Contact Telephone Number: 0117 9222135
keith.houghton@bristol.gov.uk

RECOMMENDATIONS

That the Neighbourhood Committee/Neighbourhood Partnership:

1. Notes the updates on Footways resurfacing **(Item 1.1)**
2. Notes updates on progress in delivery of 2014/15 Traffic Schemes – in particular the combination of Brentry/Swanmoor/Charlton with Okebourne and Brentry School Safer Routes to School; Knole Lane/St Joseph crossing and Doncaster Road crossings **(Item 1.2c)**
3. The Committee considers the request to use Minor Works budget to deliver upgrades to the Crow Lane zebra crossing dropped **kerbs (Item 1.2d)**
4. That the Partnership accepts the Supplementary Brentry/Charlton Lane/Swanmoor report and the recommended course of action **(Item 1.2e & Appendix 1)**
5. Notes to information provided by Highways on plans to stabilise the concrete sections of Doncaster Road, Southmead and the update on work to address the on-going parking problems arising from Southmead Hospital parking. Oliver Coltman will be at the NP meeting to take any questions **(Items 3.1 & 3.2)**

6. To note the actions being taken to incorporate parking improvements into the 20mph implementation and to hold the Traffic & Transport meeting delayed from Autumn 2014 to New Year 2015 **(Items 3.3 & 3.4)**
7. Notes the completion of Okebourne Open Space play area and issues around access to Parks and open spaces in Southmead which are being explored **(Item 4)**
8. Notes the amount of S106 remaining to the Partnership and the new contributions to the NP's devolved CIL monies **(item 5)**

1: Traffic and Transport Devolved Budget Work Programmes – progress reports

1.1 Devolved Budgets: Highway Maintenance Works: Footways and road surface treatments schemes

a. Carriageway Surface Dressing - approved 11th March 2014

Budget: £38,800

Location	Ward	Estimate	Final cost	Update
Charlton Road – Pen Park/Knole Lane	Southmead	£22,600		Work delayed to 2015 due to gas works
Greystoke Avenue	Southmead	£16,200	To be confirmed	completed
Knole Lane	Henbury	Included in SD1 (central Govt. funding		completed

b. Footway Resurfacing

Budget: 2014/15: £42,000

Location	Ward	Estimate	Final cost	Update
2013/14 Footways Programme				
Greystoke Ave (Gosforth Road - Library) Priority 1	Southmead	£16,600	£17,748.70	Work completed 2014.
Standfast Road	Henbury/	£12,000	£13,332.92	Completed

Location	Ward	Estimate	Final cost	Update
Priority 2	Brentry			
Total:		@ **£28,600**	£31,081.62	
Estimated carry-over		£13,400	£10,918.38	
2014/15 Footways Programme **Budget: £42,000** + carryover: £52,918.38				
Ringwood Crescent Priority 3	Southmead	£32,000	Still to be confirmed	Order about to be placed – work will be completed in February 2015
Passage Road (Tormarton - Standfast) Priority 4	Henbury/ Brentry	£19,500		Order about to be placed – work will be completed in February 2015
Total:		**£51,500**		
Potential u/spend		+£1,418.38		

1.2 Minor Traffic Schemes:

Amount carried over to 2012-13**:** £10,730.77
Plus £17,147 2012/13 Budget = **£27,877.77**

a. Minor Traffic Schemes 2011/12 (approved 24th May 2011):

2011/12 Schemes carried over

Location	Scheme	Original estimate	Budget spent	Budget remaining	Update
Greystoke Avenue near junction of Dunmail / Eastleigh Roads	Introduce pedestrian refuge island	~~**£10,000**~~ **£16,500** re-estimate £8,286 allocated in 2011/12	£14,826.42	Highways finalising end cost – Public Transport may cover the over-spend	**Completed**. Public Transport budget providing new bus shelter and extending footway works beyond original scope of works

Location	Scheme	Original estimate	Budget spent	Budget remaining	Update
		£8,200 allocated in 12/13 (Total **£16,486**) (£1,048.03 spent in 11/12)			(total cost now £26,000). £3k S106 (Pen Park) to be drawn down to cover shelter install

1.2b: Table 1 – 3 year work programme 2014-17

Details	Type	Cost
2014/15 (Budget £34,294)		
Knole Lane Pedestrian Crossing (additional funding for existing scheme £10,000 S106)	Implementation	£10,000
Doncaster Road Zebra Crossing and pedestrian improvements (additional funding to £10,000 S106)	Implementation	£20,000
Update the feasibility study for the junction of Brentry Lane, Charlton Lane and Swanmoor Crescent to reflect NP concerns	Feasibility	-
Henbury Road/Crow Lane junction	Initial Assessment	£500
Minor Signs and Lines	Implementation	£1,294
Minor Works	Implementation	£2,500
Total		**£34,294**
2015/16 (Budget £17,147 estimated)		
Doncaster Road Zebra Crossing and pedestrian improvements (additional funding to £10,000 S106)	Implementation (year 2)	£15,000
Total		**£15,000**
2016/17 (Budget £17,147 estimated)		
No schemes identified		
Total		**£0**

1.2c. Minor Traffic Schemes 2014/15 (approved 20th March 2012):

Location	Scheme	Original estimate	Budget spent	Budget remaining
Minor Lines and signs			+£1,294 to carry forward into 2014/15	£1,294
The junction of Brentry Lane, Charlton Lane and Swanmoor Crescent.	A feasibility study is required to assess the range of options available to improve situation.	£2,500 – study. Total identified: £20,000 S106. Delivery costs dependant on final designs	Still to be confirmed	Still to be confirmed
Update	Nigel Lapworth has put together: the TRO for the Safer Routes to school scheme for Brentry School, consisting of zigzags with some additional double yellow lining and is proposing gateway treatments such as setts or coloured surfacing, with improved signing as well as lining to address the Swanmoor/Brentry/Charlton junction. He's also adding in the Local Sustainable Transport-funded Okebourne Road work. He's proposing lining and rumble strips for this section. **See below: 1.2e Charlton Lane, Brentry Lane & Swanmoor Crescent Junction Improvements – Supplementary Study** Consultation: for the Brentry School Safer Routes to School work: consultation going out last week of November 2014. Consultation: for the Brentry/Swanmoor/Charlton and Okebourne – Spring 2015 consultation for delivery in Summer 2015. Budget: £20,000 S106 + £25,000 LSTF (for Okebourne) = **£45,000**			
Knole Lane in the vicinity St Josephs Rd	Feasibility study and delivery of scheme	Study: £3,000. S106 agreed: £10,000 + £12,000 LSTF + **£10,000 agreed**	in process	Still to be confirmed

Location	Scheme	Original estimate	Budget spent	Budget remaining
		from 2014/15 NP Local Traffic Scheme Budget = **£32,000**		
Update	Consultation took place October 2014. Highways looking to add in right-turn lane into St Joseph's Road. Delivery requires TRO. Expected delivery: Summer 2015. Budget £10,000 S106 + £12,000 LSTF + £10,000 NP Local Traffic Schemes = **£32,000**			
Doncaster Road	Traffic assessment of the whole of Doncaster Road required develop detailed proposals for improved pedestrian crossing facilities.	£3,500 feasibility plus **£20,000 NP Local Traffic Scheme budget** + £10,000 Lidl S106 = **£33,500**	In process	Still to be confirmed
Update	Crossing 1 (lower end between Trym and Southmead Road) Going out to consultation February 2015.			
Henbury Road/Crow Lane junction	Initial Assessment	**£500**		
Update	Study completed. Will be considered at Traffic/Transport meeting New Year 2015 to bring recommendations to March NP			
Minor Works		**£2,500**		
Update	**See Highways request below: 1.2d**			
Sub-total			**Still to be confirmed**	
Total				

1.2d Minor Works Funding Request:

- **Crow Lane Dropped Kerbs at Zebra Crossings:** Nigel Lapworth, the Senior Road Safety Officer for our area in Highways is requesting allocation of £2,000 to re-configure the dropped kerbs on the side opposite the shops at both of the two Zebra Crossings on Crow Lane
- They do not line up with the traffic islands and the dropped kerbs on the shop's side. They also have old fashioned 'T' shaped tails rather than the 'L' shape on the opposite sides.
- We have also received concerns from disabled users that the kerb height at these dropped areas is excessively high.
- The 'L' shaped tail has been the standard detail for some time now, and is the nationally approved layout that blind or visually impaired people are taught to read in order to help guide them to a formal crossing point.

- The 25mm dropped kerb represents a hazard as these kerbs are now expected to be flush (4mm tolerance). Critically, a visually impaired user could rightly expect similar configurations on both sides of the same crossing.

- Nigel Lapworth has costed these issues at both locations on site and found that they can be resolved at a cost of roughly £2,000 (£1,000 each).

Recommendation: That the Neighbourhood Partnership decides whether to approve £2,000 from the Minor Works budget to fund the requested work as advised by the Senior Road Safety Officer

1.2e Charlton Lane, Brentry Lane & Swanmoor Crescent Junction Improvements – Supplementary Study

- The NP requested a supplementary study to address the errors which had been made in the Charlton Lane, Brentry

Lane & Swanmoor Crescent Junction Improvements study undertaken by CH2M Hill in their report of 25 February 2014

- The Supplementary Report was completed in August 2014 (Attached – **Appendix 1**)
- The report explores a number of potential solutions at various costs and recommends in paragraphs 7.1 & 7.2:

7.1 That a scheme incorporating parking restrictions in combination with gateway treatments such as setts or coloured surfacing, with improved signing & lining and the anticipated 20mph speed limit, be introduced to help resolve the visibility and road safety concerns raised.

7.2 That the scheme be designed in conjunction with the proposed enhancement of the enforceable Zig Zags markings outside the school, and the proposed traffic calming at Okebourne Road, and be implemented together.

Recommendation: that the NP accepts this report and recommendation

1.2f: Agreed Section 106 funded Minor Traffic Schemes (approved 24th May 2011)

Location	**Scheme**	**Original estimate**	**Date completed/ due/final cost**	**Update**
Funded by **Wyck Beck Filling Station: £30,722.43**				
Knole Lane, junction with St.Joseph's Road, Brentry	Introduce zebra pedestrian crossing or refuge island	Refuge island £10,000		See above
Brentry Lane / Charlton	Introduce improvements to	Approx £20,000		See above

Location	Scheme	Original estimate	Date completed/ due/final cost	Update
Lane / Swanmoor Crescent junction	junction			
Pen Park/Charlton Road crossing improvements		**@£45,600** s106 Funding available:@ £44,050.04		Roundabout improvements – preliminary designs being done – local consultation Jan/Feb 2015

e. **2014/15 Potential Narrow Estate Road schemes:** Traffic and Transport Sub-Group recommends the following sites for costing and for consideration by Highways to deliver from city-wide Narrow Estate Roads budget 2014/15

	Site	Ward			Status
	~~Fennel Grove~~	~~Henbury~~			Removed at Traffic/Transport Group, 14th Nov 2013
	Roselarge Gardens	Henbury			Henbury/Brentry Neighbourhood Forum, Sept 2013 – **Costings requested**
	Cotrith Grove	Henbury			**Costings requested**

Note: The remainder of the 2012/13 NER budget along with the 2013-14 budget will be rolled forward to 2014-15 and will be distributed across NPs as part of their general allocation. This has still to happen

2. <u>Local Sustainable Transport Fund Updates</u>

2.1:

Approved Infrastructure Projects		
Scheme	**Funding requested**	**Notes**
Knole Lane crossing point	£12,000	**Will be delivered 2014/15.** £10,000 S106 already committed to this scheme – see above. Potential re-allocation, dependant on scheme installed
Reserve List		
Crow Lane Shops parking scheme	£99,500	Pending finalised costs on approved schemes – this scheme may be delivered. See below

2.2: The second element of this funding stream – the Active Travel Neighbourhood Grants – aims to support local projects

The following schemes in Henbury/Brentry & Southmead were approved for funding:

Successful Group	**To deliver**
Henbury and Southmead NP	Millpool Bus Shelter Installation Costs **Completed**
Southmead Development Trust (Greenway Centre)	Resurfacing , Cycle path and Cycle Storage
Henbury and Brentry Community Council	Traffic calming Okebourne Rd Brentry Primary Safe Routes to School **Deliver in 2015/16 alongside Brentry/Swanmoor/Charlton improvements**
NP 3 Transport Working Group	Southmead Rd Horfield Primary Safe routes to school

3. **Update on Transport and Traffic Actions**

3.1 **Update on BCC concrete road stabilisation programme – Doncaster Road:**

- Doncaster Road surface improvement has been a concern of the Partnership for a long time.
- Southmead Councillors recently reported further concerns
- Highways have responded as follows:

    - We have carried out various temporary repairs on Doncaster Road to try and eliminate the most problematic areas. It remains on our rolling programme and it is one of our priority schemes and will be carried out when budget becomes available.
    - What we intend to do is carry out a 'crack and seat', where the concrete slabs are cracked but remain interlocked. This will provide a solid base on which we will lay a Hot Rolled Asphalt Surface Course which will be reinforced with a Glas-Grid. To explain, this will appear to be a tarmac road to members of the public and should offer substantial benefit in relation to reducing traffic noise.
    - Until we firm up our remaining budgets, I am unable to confirm when this work will be carried out, but in the interim period we will continue to inspect and carry out temporary works as required. I will request that one of our Officers checks the carriageway over the next few days to establish if we need to carry out further temporary repair in the meantime.

3.2 **Southmead Road / Pen Park Road junction update/ Southmead Hospital S 106:**

Southmead Road (By Lidl) – Crossing refurbishment (Puffin)

The existing crossing is over 20 years old and has passed its designed life expectancy. To maintain good pedestrian links to the Hospital it is proposed to refurbish this site and upgrade the crossing to match the proposed Puffin on Monk's Park Avenue. It is not proposed to alter the location of the pedestrian crossing.

The costs of the signals work is covered by the section 106 funding. In conjunction with the works we would also look to remove unnecessary street clutter and if possible improve the street scene. Currently there is no additional funding for this, although we have been consulting internally to see if there is scope/budget to include this in our works.

Problem Parking- Southmead Hospital

Oliver Coltman Senior Transport Officer in City Transport has provided the following update:

- We have had some correspondence from residents regarding reports of parking issues in their streets. It would be good to reiterate this request and mention that they should be sent (preferably with photos) to city.transport@bristol.gov.uk.
- It will all be used as evidence to help design any parking scheme. We won't respond to every email about parking, unless there is a very specific issue to be addressed.
- Questions regarding what we are doing to solve the issue will be answered at the Forums and the NP meetings.
- Surveys are currently being commissioned and should be complete by the new year. They are likely to be hourly counts, including number plates, so that we can get a good picture of who is parking where.

Oliver Coltman will attend the 9th December NP meeting to respond to questions

3.3 **Crow Lane additional parking:**

- The white line that demarcates the parking bays outside the shops only indicates the width of the road – does not define parking
- Option on perpendicular parking: this scheme will be taken forward through a Quality Assurance process within the Council. Drawings indicating perpendicular parking will

be included int he once the 20mph being put in place in April.

- However, they won't be submitted to Quality Assurance until @ 3 months after the scheme has been in place and the speed reductions achieved have been assessed because they are unlikely to get through Quality Assurance unless the speed reductions are sufficient to make perpendicular parking safe.

3.4 **Traffic and Transport Local Traffic Schemes to be explored for 2016/17**

At the NP meeting on 14th July 2014 no scheme was identified for 2016/17 delivery.

Recommend that a New Year Traffic and Transport sub-group explores any recommendation to put before the March 2015NP

4. Parks, Environment and Streetscene Updates

Clean and Green budgets update

4.1. All Clean and Green £1,500 for 2014/15 has been spent on hanging baskets along Crow Lane, Henbury and at Arneside, Southmead

4.2 **Delivery of New Play Areas in Southmead and Henbury/Brentry: update and other Parks/Open Space updates**

4.2.1 Okebourne: Okebourne play area is now complete. There are a few areas where the grass seed hasn't taken so Parks will turf these areas or sow more seed in due course. There are also 5 trees to be planted this tree planting season.

4.2.2 Badocks Wood: The issue of accessibility for residents using motorised scooters has been raised.

This issue is being explored within the City Council to find a generally more accessible solution. Access to Doncaster Road Park has recently also been raised with the Neighbourhood Co-ordinator.

5. **Section 106 and Community Infrastructure Levy (CIL): latest position**

5.1. There are no new S106 payments for Henbury & Southmead Neighbourhood Partnership. The remaining, unallocated S106 monies are:

Transport s106 monies		
Permission / Site / S106 Code	**£ remaining**	**Date to be Spent / Committed by**
09/02748 / 115 - 117 Station Road, Henbury, / ZCD…877	£7,946.48	No Limit
06/05013 / Former Severn Way Filling Station, Wyck Beck Road, Henbury	£991.90	No Limit
Parks s106 monies		
07/01415 - 46 Fonthill Road, Southmead	£7,118.49	No Limit
06/05013 / Former Severn Way Filling Station, Wyck Beck Road, Henbury	£3,823.88	No Limit

5.2 At the end of October 2014 the following Community Infrastructure Levy monies have been assigned to the Henbury and Southmead Neighbourhood Partnership:

Date Received	**Application**	**Site Address**	**Amount**
28/08/13	12/05146	515 Southmead Road, Southmead	£997.50
13/06/14	13/02000	Land to rear of 237b Charlton Road, Brentry (1)	£1,479.00
05/09/14	13/05086	2 Chakeshill Drive, Brentry	£539.60
13/10/14	13/02000	Land to rear of 237b Charlton Road, Brentry (2)	£1,479.00
		Total	**£4,495.10**

Supplementary Technical Note

Henbury & Southmead Neighbourhood Partnership

Charlton Lane, Brentry Lane & Swanmoor Crescent – Junction Improvements

Project Ref: RS11079

Date August 2014
Supplementary Report to the Technical Note produced by CH2MHill on 25th Feb 2014
Ref 203742.BL.00.37
Author Nigel Lapworth – Senior Engineer, Bristol City Council

Status: Final

1.0 Introduction

1.1 The Neighbourhood Partnership of Henbury & Southmead have requested that the junction of Charlton Lane, Brentry Lane and Swanmoor Crescent be investigated, by means of a Feasibility study, to assess the range of options available to improve visibility and road safety at this junction and at the entrance to Brentry School (Table in item 5 of Neighbourhood Partnership Meeting minutes of 12/03/13 refers).

1.2 This is a supplementary Report to the Feasibility Study carried out by CH2 M Hill of February 2014 which concentrated on the possibility of introducing a mini roundabout – Cost: £80k.

1.3 This report is intended to assess further options not covered by CH2 N Hill, provide indicative costs for each option and make suitable recommendations.

2.0 Issues Identified

2.1 The first issue identified by residents is the ability to see traffic on Brentry Lane (coming westbound) whilst waiting to turn right (Northeast bound) out of Charlton Lane, and vice versa. *[Shown in Appendix 1]*

2.1.1 Unrestricted forward visibility at this location is approximately 25m, whilst the stopping distance required at 30mph is 23m. Visibility may be perceived as restricted at this location although it is adequate within the current speed limit, and should be comfortable in the likelihood of a 20mph speed limit being introduced. However, forward visibility is reduced to 12m-15m when vehicles are parked in advance of the junction on Brentry Lane. This would barely be adequate for a speed limit of 20mph, and is less than that recommended for the current 30mph limit.

2.1.2 The visibility from each of the other arms of the junction is adequate for both a 20mph and 30mph speed limit provided the junction exits are free of parked vehicles.

2.2 The second issue raised was poor road safety and is primarily associated with Brentry Primary School and the Brentry and Henbury Children's Centre, the vehicular access to which is located on Brentry Lane.

2.3 *Road safety issues raised by residents;*

- The large numbers of vehicles parked near the entrance at the beginning and end of School causes difficulty for pedestrians using the footways and crossing the road (mainly Brentry Lane).
- The large numbers of vehicles parked across private driveways near the entrance at the beginning and end of School and when evening/weekend activities are taking place, causes difficulty for local residents wishing to enter or exit their properties by car.
- Parking of school coaches on Brentry Lane for school trips etc reduces forward visibility for vehicles travelling on Brentry Lane.
- Speed of traffic using Brentry Lane at other times is often high.

3.0 Road Safety assessment

3.1 As the previous report indicated, there have been no reported injury accidents at this location between 01/07/2010 – 30/06/2013.

3.2 Whilst this doesn't mean that the junction and area around the school entrance on Brentry Lane are safe at all times, it strongly implies that the highway in the immediate area is relatively safe in comparison with similar junctions and entrances at other locations within Bristol.

3.3 Measures to improve road safety further should therefore reflect this record, and it suggests that the introduction of more extreme measures, such as vertical or horizontal deflection (speed cushions, speed tables, road narrowing or priority give way build-outs) should be considered carefully as they can introduce new hazards that don't exist at present.

4.0 Options:

4.1 **Introduce parking restrictions** (double yellow lines) to ensure junction is kept clear of parked vehicles at all times. An indicative suggestion is shown in Appendix 2.

Pros:

This is an effective way of controlling parking, protecting visibility splays and private accesses, and can be used to treat a wide area including both the junction and the entrance to the School.

It is intended to introduce further School Zig Zag markings outside the School entrance in Brentry Lane, and double yellow lines could therefore be used in combination to achieve an integrated solution.

Cons:

Restricting parking effectively widens the available carriageway width which can lead to increased traffic speeds.

Cost: c£5,000

4.2 **Introduce Speed Cushions** to help reduce traffic speeds. Speed Cushions cannot be introduced as individual sets and require careful design to

determine appropriate locations. The extent of any scheme would probably need cushions installed in Brentry Lane, Okebourne Road and at least one set in Swanmoor Crescent. They also require a legal notice for installation.

Pros:

They enforce lower speeds by ensuring drivers take extra care when negotiating them, and can be used in combination with other measures such as speed tables and parking restrictions.

Cons:

There is some evidence that they can cause damage to the underside of vehicles if driven over at speed. They can be deemed unsightly, can generate noise, and are not favoured by emergency services.

Total scheme cost: £15,000+

4.3 **Introduce a speed table** at the junction to reduce speeds on approach from all directions.

Pros:

They enforce lower speeds by ensuring drivers take extra care when negotiating them, and can be used in combination with other measures such as speed cushions, parking restrictions, road narrowing, or as a stand-alone feature.

Cons:

They are unpopular with emergency services and bus operators due to ramped structure and, depending on alignment and surface treatments, can cause difficulties for cyclists and motorcyclists entering and exiting the ramps. They can also generate traffic noise.

They are often costly due to the need to resolve drainage issues, and the high level of engineering required to install them. They also require a legal notice for installation.

Cost: c£20,000 - £35,000 each

4.4 **Priority Narrowings/Chicanes** to slow traffic speeds. These are not commonly installed as a single measure, but introduced in combination with other measures such as speed cushions, speed tables and parking restrictions.

Pros:

Can assist in slowing traffic on wider roads where traffic speeds and volumes are above average.

Can be used to improve pedestrian facilities by reducing the width of carriageway required to cross.

Can be used to discourage the use of a road in the direction that does not have priority.

Cons:

They can cause congestion and instances of drivers 'racing' to get through first.

If used as a single measure they only help to reduce speeds over a short distance.

They are unpopular with emergency services and bus operators due to the need to carry out relatively exaggerated manoeuvres, and with cyclists as they can act as pinch points. They can also generate some traffic noise with vehicles starting and stopping.

Cost: £15,000+

4.5 **Introduce gateway features** such as signing and a change in road surface treatment (such as setts, coloured surfacing etc) to highlight the different environment at the junction and around the school entrance.

Pros:

Signing and surface treatments provide visible signals to drivers that they are entering a different environment where slower speeds are expected. They offer a cheaper and less intrusive intervention than horizontal or vertical measures and can be designed to be more sympathetic to the local environment as a number of variations are possible.

They tend to be favoured by emergency services and bus operators as they don't restrict carriageway widths or offer especially uneven surfaces.

Cons:

They provide minimal physical constraint to reduce speeding.

Changes in surface treatment can cause a hazard to two wheeled vehicles, particularly on bends, or in locations where vehicles may be expected to brake (on approach to junctions for instance).

Cost: £10,000+

4.6 **Change priority at the junction**, so that Swanmoor Crescent becomes the side road, to remove visibility issue from Charlton Lane into Brentry Lane.

Pros:

Would remove the visibility problem and may have a small positive impact in reducing the use of Brentry Lane/Swanmoor Crescent as a through route.

Cons:

It would create an unnatural road layout that may be difficult for drivers to understand/interpret, leading to uncertainty and potential conflicts.

It would create a new visibility hazard for vehicles wishing to turn right into Swanmoor Crescent from Brentry Lane. As a result they would need to slow in order to make the turn which, because it is on a bend, could cause difficulty for following vehicles. It would also be difficult for vehicles on Charlton Road to see vehicles wishing to make this manoeuvre until quite late; therefore consideration would need to be given to slowing vehicles coming from Charlton Lane towards Brentry Lane.

Some minor road realignment might be necessary.

Price: £10,000 - £15,000

4.7 **Re-alignment of Brentry Lane and Swanmoor Crescent** to increase visibility

Pros:

Re-alignment of the roads could improve inter-visibility at this junction.

Cons:

Significant realignment would be required to achieve improved inter-visibility at the junction. This would have impacts on drainage, underground utilities, street lighting etc. It may also require the acquisition of land not currently within the public highway.

Cost: £50,000+

4.8 **Restrict Brentry Lane** so that it is no longer a through route.

Pros:

May reduce the number of vehicles using Swanmoor Crescent/Brentry Lane as a through route.

Cons:

Doesn't solve any of the visibility, parking, speed or pedestrian road safety issues and may simply transfer the problem to Charlton Lane instead.
May cause inconvenience to local residents and emergency services wishing to access properties in the area.

May require land for the creation of a turning head to enable vehicles – including refuse vehicles, to turn round.

Cost: £7,500k+

4.9 **Mini Roundabout** to encourage slower speeds at the junction of Brentry Lane, Swanmoor Crescent, Charlton Lane and Fishpool Hill.

Pros:

May help to reduce traffic speeds on approach to both the junction and the School entrance.

Cons:

Could create new visibility restrictions and vehicle conflicts which could put road users at higher risk than at present.

Would be detrimental to pedestrian and cycle crossing provisions due to the widened road layout and new priorities.

It may also require the acquisition of land not currently within the public highway.

Cost: £80,000

5.0 Further Considerations

5.1 Integrate improvements with Okebourne Road traffic calming scheme:

A proposal exists to introduce traffic calming measures on Okebourne Road to reduce traffic speeds and improve road safety. As both schemes are in close proximity and set out to achieve broadly similar objectives, there is merit in merging the two schemes into a single project.

5.2 The CPNN (Cribbs & Patchway New Neighbourhood) development:

The new development is expected to impact on travel patterns in the area, and Fishpool Hill would be a potential access into the site. However, it has been accepted by all parties (South Gloucestershire Council, Bristol City Council & the developers) that Fishpool Hill will not be used as a general vehicular route to and from the new development and will be for pedestrian and cycle traffic only.
Any redesign of the junction will therefore need to take this into account.

6.0 Conclusions

6.1 The CH2 MHill report point 4.11 states:

In summary, a mini roundabout is un-suitable at this location due to land constraints; visibility restrictions which will put other road users at a higher risk than currently present; a detriment to pedestrian/ cyclist crossing provisions; the cost of civil engineering works associated with new highway construction along with amendments to the embankments on Charlton Lane; and the potential for high cost utility diversions associated with the new highway layout.

This supplementary report supports that conclusion.

6.2 Analysis of the two principal issues raised; visibility and road safety at this junction and at the entrance to Brentry School, indicates that although there is no personal injury accident history at the location, there is a high perception of danger caused primarily through poor parking choices. These dangers vary at different times of the day and at weekends, but are a persistent hazard when they do occur.

6.3 The options considered vary enormously in both potential impact and cost, but it is felt that relatively low level intervention may be suitable in order to alleviate the issues raised and that some of the more complex options, such as speed tables and chicanes, would offer little additional road safety benefits. It is also unlikely that they would resolve the visibility issue alone without additional parking restrictions.

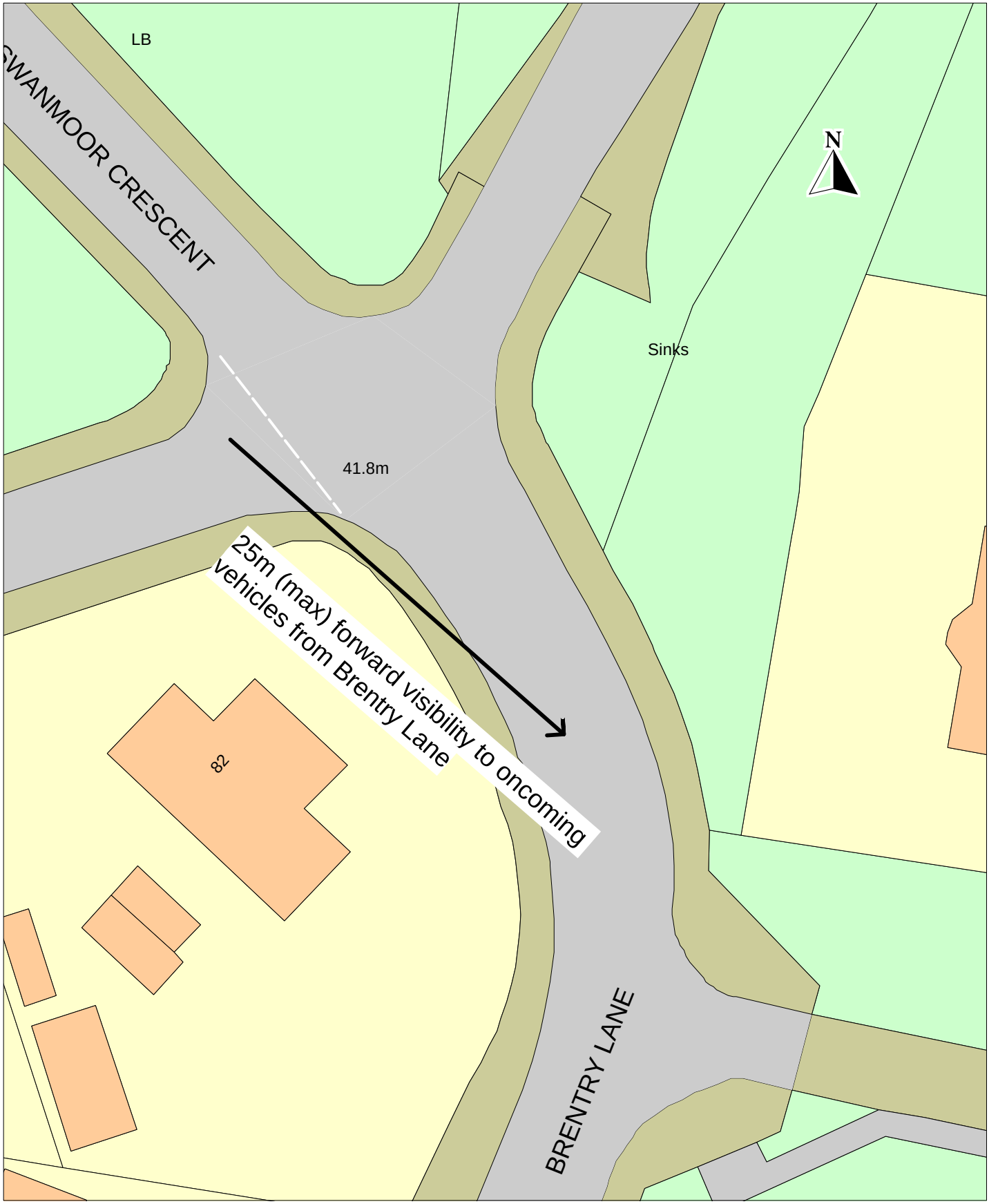
6.4 There are potential synergies and economies available if the intervention at this location can be incorporated with wider interventions proposed for the area, specifically the proposed enhancement of the enforceable Zig Zags markings outside the school, and the proposed traffic calming at Okebourne Road.

7.0 Recommendations:

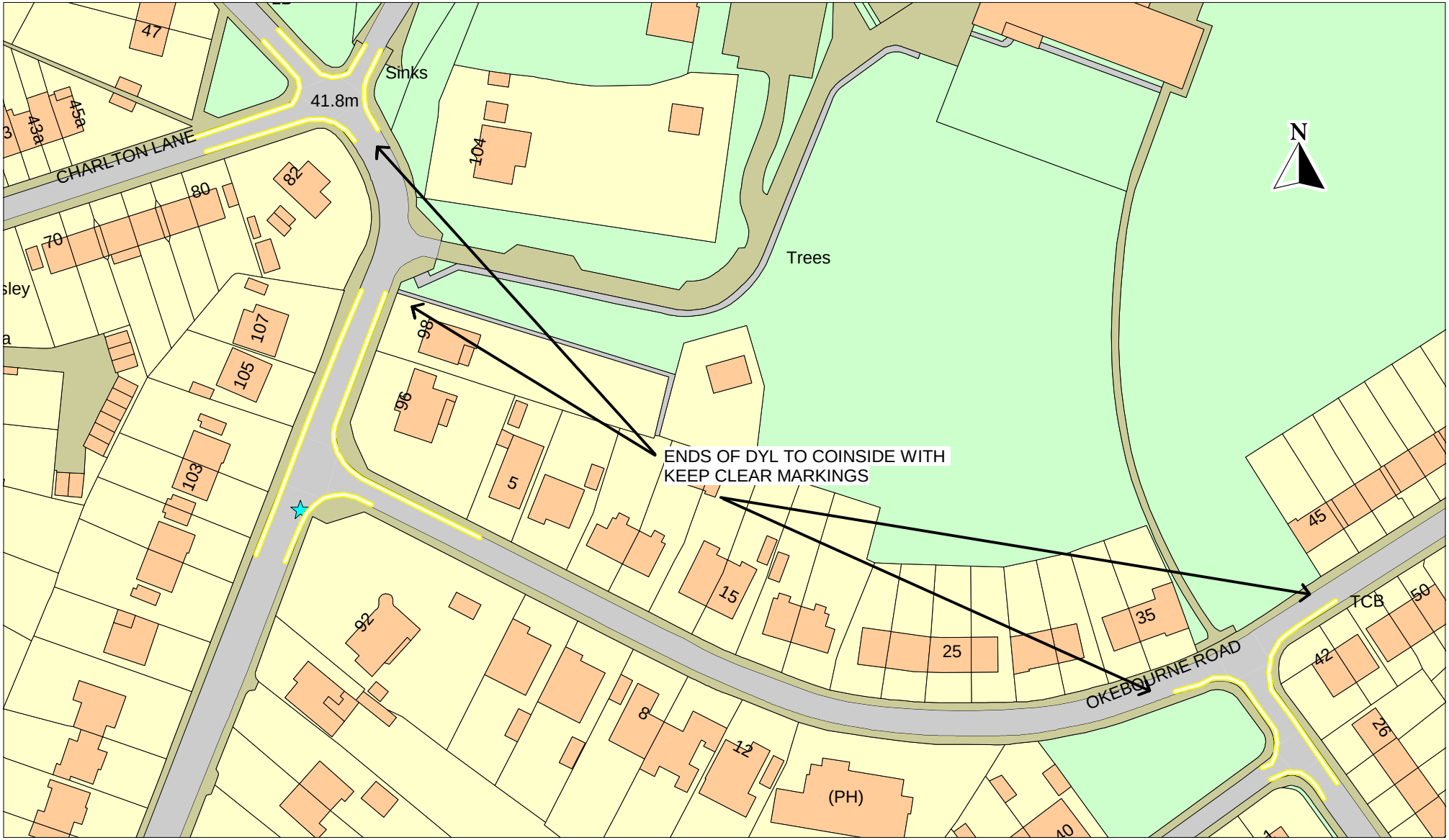
7.1 That a scheme incorporating parking restrictions in combination with gateway treatments such as setts or coloured surfacing, with improved signing & lining and the anticipated 20mph speed limit, be introduced to help resolve the visibility and road safety concerns raised.

7.2 That the scheme be designed in conjunction with the proposed enhancement of the enforceable Zig Zags markings outside the school, and the proposed traffic calming at Okebourne Road, and be implemented together.

APPENDIX 2



	Charlton Lane, Brentry Lane - Visibility	SCALE	Not to Scale
	Ordnance Survey #Licence No. 100023406 2013	DATE	28/07/2014
	This map is based upon Ordnance Survey material	DRAWING No.	Diagram 1
	Her Majesty's Stationery Office (c) Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Bristol C.C. Licence No. 100023406 (2014)	DRAWN BY	NJL



	Swanmoor Crescent/Charlton Road/Okebourne Road Proposed Double Yellow Line Parking Restrictions	SCALE	NTS
	Ordnance Survey #Licence No. 100023406 2013	DATE	23/07/2014
		DRAWING No.	Location
		DRAWN BY	NJL