

**Henleaze, Stoke Bishop and Westbury-on-Trym  
Neighbourhood Partnership  
24 September 2012**

**Report from the Transport Working Group**

**1. Introduction**

The Working Group's last quarterly Meeting was held at Westbury-on-Trym Academy in July. Notes of the Meeting have been circulated to all attendees and can also be viewed on the NP's website ([www.activenp.co.uk](http://www.activenp.co.uk)).

The Meeting included the Group's AGM, where all 3 of the incumbent NP Ward Reps indicated that they were prepared to continue to represent their Wards for another annual term. As there were no other nominations (or objections) it was agreed that Alan Aburrow (WoT), Tony Hoare (SB) and Simon Tomlinson (Hen) would continue to represent their Wards.

Alan Aburrow indicated that he was prepared to continue as Chairman and, as there were no other nominations, this was unanimously agreed.

As this was the Group's AGM, the Group's Terms of Reference were revisited and, after discussion, no changes were made. Therefore, the current Terms of Reference are appended for formally Noting by the NP.

**2. Greater Bristol Bus Network (GBBN)**

Several concerns have been raised (again) about the efficacy of the GBBN's Bus Lane in Westbury Road, on its approach to the Whitetree roundabout. An email from Cllr Tim Kent, in July, acknowledged the current problems and stated "It of course would be perverse to maintain a bus priority measure that was causing delay. But the bus lane was only one of several changes so as you can see we are making those changes, which are easier to enact, first. We have agreed that this will all be reviewed in early September and if the changes have not helped traffic flow significantly we will determine what changes need to be made to the bus lane if this is identified as the main cause".

The Transport Working Group did suggest to Cllr Kent that, as this bus lane has attracted such a vast amount of adverse publicity, the Council should consider the erection of a simple sign "This Bus Lane is Currently Not in Use", as a means of restoring the Council's credibility. This would also allow an instant assessment of any perceived negative effects that the bus lane is currently having on traffic flows in the area.

### **3. Minor Traffic Schemes, Previously Approved by the NP**

The majority of the work approved by the NP in June 2010 and March 2011, for implementation in 2010/11 and 2011/12 respectively, has been completed. The following approved schemes/feasibility studies are due for completion in the near future:

1. New parking restrictions at the Old Sneed Avenue junction with Stoke Hill, combined with other parking restrictions in Shirehampton Road (near its junctions with Sea Mills Lane and Stoke Paddock Road), Sea Mills Lane (leading to Sea Mills Station) and Kewstoke Road (outside the Village Hall) will be completed by late Autumn.
2. Results from a feasibility study for the possible remodelling of the Passage Road/Greystoke Avenue junction, including traffic counts, are awaiting analysis and publication by BCC's Traffic Management Team.
3. A Parking Restriction Review and consultation in the areas of Etloe Road, St Albans Road, Royal Albert Road and Devonshire Road was completed last year. It is currently anticipated that implementation of new parking restrictions will be completed this autumn.

### **4. Minor Traffic Schemes, Prioritised for 2012/13**

At the last NP, the following Minor traffic Schemes were approved:

**H114 (Northumbria Drive, entrance to Waitrose):** BCC's Traffic Management Team will undertake traffic/pedestrian movement counts and draw up some layout proposals for this area, at a cost of £2k. However, implementation of any improvements would cost an additional (as yet unfunded) £25k.

**H115 (Henleaze Road, exit from Tesco):** Similar problem to H114 and a review of the current layout will be undertaken for £2k.

**H117 (Henleaze Road/Northumbria Drive mini roundabout):** A possible solution for traffic calming would be to build out the pavements to re-shape the junction. A design study (and consultation) will be undertaken at a cost of £4K. However, implementation of any improvements would cost an additional (as yet unfunded) £25k.

**H118 (Park Grove):** A design study and subsequent local consultation for pavement build-outs near the Henleaze Infant and Junior Schools will be undertaken at a cost of £3.5k. However, implementation of any improvements would cost an additional (as yet unfunded) £20k.

**S106 (Rockleaze, Downleaze and Circular Road):** Additional parking restrictions, as well as passing places in Circular Road, at a cost of £3K for consultation and subsequent TRO. This will also include a review and implementation of parking restrictions in Cook's Folly Road (S111) and Seawalls Road (S106).

**S114 (Stoke Road/Saville Road):** Additional parking restrictions on Stoke Road, approaching the traffic lights and double yellow lines opposite the junction with Ladies Mile, at a cost of £2.5K for a TRO.

**W109 (Eastfield Road):** A design study and consultation for footway improvements at the top of Waters Lane for £3k. However, implementation of any improvements would cost an additional (as yet unfunded) £7k.

**W112 (Stoke Lane Parking Review):** A parking review and consultation for £4k. This would include the whole length of Stoke Lane (from Falcondale Road to Parry's Lane) and include some side roads. However, implementation of any improvements would cost an additional (as yet unfunded) £4k.

**W117 (Southmead Road):** Feasibility study for a Zebra Crossing near Alexandra Road at a cost of £1K, with a matching contribution of £1K from NP4. However, implementation of any improvements would cost an additional (as yet unfunded) £20k.

**W118 (Henbury Road, pavement parking opposite No 20):** Steel demarcation studs, to indicate the exact position of the pavement boundary as an aid to parking enforcement, will be installed for £1k.

In total, these 10 Issues for implementation in 2012/13 will cost £26k. Taking account of the additional funding of £2k required for "Minor Signing and Lining", this total summates to the £28k funding available.

## **5. Local Sustainable Transport (LST) Grants**

The availability of Local Sustainable Transport Grants was announced at the last NP in June. In essence, £1m was being made available from the Council's "Invest in Bristol" package ("Round 1") with additional funding from Central Government ("Round 2"). The latter included the recently announced City-wide 20mph speed limit that would be rolled-out across the City, to an agreed Plan. The streets to be included (or excluded) would form the basis of local consultations and agreement/endorsement by the Neighbourhood Partnerships.

The first round of funding, principally for Highway Infrastructure Schemes, opened in June and closed at the end of July. The second round (£1m for community projects) will open next January and close in March. In view of the short time slot available for submission of "Infrastructure Schemes" under Round 1, Alan Aburrow was actioned at the last NP to prepare and submit appropriate schemes for Capital funding that had previously been sanctioned by the NP for design and/or consultation studies. These were:

1. H114 - Northumbria Drive, Waitrose car park entrance (£25k)
2. H117 - Henleaze Road/Northumbria Drive, mini-roundabout (£25k)
3. H118 - Park Grove, pavement build-outs at Henleaze Junior & Infants schools (£20k)
4. W109 - Eastfield Road (near top of Waters Lane), pavement build-outs and crossing improvements (£7k)
5. W112 - Stoke Lane (and some adjacent roads), parking restrictions etc (£4k)
6. W117 - Southmead Road (near Alexandra Road), new Zebra Crossing (jointly proposed with NP4) (£20k)

In addition, schemes for the Capital Works recommended in BCC's "Falcondale Road Traffic Signals Report", commissioned by the NP in March 2011 and published in June 2012, were also submitted:

1. W122 - Upgrade to the use of digital phone lines (£2k)
2. W123 - Connect traffic lights to the Council's private BNET fibre network (£30k - £50k)
3. W124 - Install traffic cameras on BNET system (£20k) but dependant on BNET installation (W123)
4. W125 - Introduce a "Clearway" during peak hours (£10k)
5. W126 - Improve capacity of Stoke Lane Junction (£25k)

However, it should be noted that the 6<sup>th</sup> and "Final Phase" of any improvements on Falcondale Road would be designed to increase the capacity of the Henbury Road junction at a cost of £200k. This would be funded from the Council's capital budget, probably within the next 5 years.

All 11 individual applications were submitted before the 31 July deadline and will be assessed by a panel of Highway Officers, together with all similar applications from across the City. It is expected that all successful applications will be announced by 31 October 2012. However, it should be noted that schemes totalling approximately £5m were submitted from across all 14 Neighbourhood Partnerships, for a share of the £1m fund.

## 6. Recommendations

The Neighbourhood Partnership is requested to:

1. **Note** the Transport Working Group's Terms of Reference (Appendix 1) were reviewed and not amended at the Group's AGM.
2. **Note** the on-going concerns regarding traffic problems resulting from the GBBN's Bus Lane on the approach to the Whitetree roundabout.
3. **Note** the current progress with minor traffic schemes, previously sanctioned by the NP (Item 3, above).
4. **Note** the total of 11 Highways Infrastructure schemes that have been submitted for capital funding from the Council's "Invest in Bristol" package (Item 5, above).

Alan Aburrow  
Chairman, Transport Working Group  
(2 September 2012)



Henleaze, Stoke Bishop and Westbury-on-Trym  
Neighbourhood Partnership

Transport Working Group - Terms of Reference (September 2012)

**Aims:**

- To research, review, monitor and report on transport and related issues in the 3 Wards of Henleaze, Stoke Bishop and Westbury-on-Trym, ensuring that the views of residents from the area are considered.
- To work with Bristol City Council Traffic Management and other relevant statutory service providers to make recommendations to the Neighbourhood Partnership regarding devolved budgets.
- To influence additional transport related issues as agreed by the Neighbourhood Partnership and negotiate relevant activity from citywide and other budgets.

**Powers:**

- To design and carry out consultation activity.
- Report findings back to the Neighbourhood Partnership who will discuss options – final decisions will be taken by the elected councillors for each Ward at the Committee element of the NP meeting.
- Gather information from residents, using forums, public events and meetings, and by other forms of public consultation, as deemed appropriate.
- Work with Council Officers.
- To revisit the Terms of Reference every 12 months - which will be agreed by the NP Board.

**Membership:**

- One chair, who is a Neighbourhood Partnership Elected Representative, to be elected annually by the Working Group and who will lead the Group, chair the meetings and liaise with BCC staff.
- One of the elected NP Ward Representatives from each ward to represent and lead the work of each Ward – to be elected annually.
- The Group must include one NP Elected Representative from each Ward to be quorate.
- Interested residents from each Ward to carry out surveys, take part in walkabouts etc.
- A Representative from BCC Transport (Traffic Management)
- The Police point of contact will be Insp Mark Runacres, who can be e-mailed regarding relevant issues.
- All members may be offered training as appropriate.

**Meetings:**

- To meet quarterly to plan and discuss areas of work – to ensure wider participation by meeting on different nights of the week throughout the year.
- Additional meetings may be called on a needs basis.