

**Henleaze, Stoke Bishop and Westbury-on-Trym
Neighbourhood Partnership
3 December 2012**

Report from the Transport Working Group

1. Introduction

The Working Group's last quarterly Meeting was held on 8 October at the Westbury-on-Trym Academy. Ward Reps from all 3 Wards were present, together with **27 local residents** and 2 Council Officers.

Notes of the Meeting have been circulated to all attendees and can also be viewed on the NP's website (www.activenp.co.uk).

2. Greater Bristol Bus Network (GBBN)

Protests have continued across the Partnership concerning the new GBBN bus lane on the approach to the White Tree Roundabout. Some minor changes were made by the Council but the main strategy advocated by the Working Group – that the bus lane be suspended until all local road works to support Bristol Water's Resilience Scheme are concluded – has not been adopted. However, a short (120 metre) stretch of the bus lane has recently been removed - but the remainder appears to be retained as a "face-saver" for the Council. As the remaining section appears to serve no practical purpose, we advocate that this section should also be removed.

3. City-wide 20mph Speed Limit.

A city-wide consultation has begun into the Council's proposals for its phased rollout of a 20mph blanket speed limit across the city. If supported, it would cover most local roads (other than those with a current speed limit over 30mph, or dual carriageways). The proposals are summarised at <http://www.bristol.gov.uk/page/20-mph-rollout> The consultation process for Phase 1, "Centre and Inner North", has already commenced and includes part of Westbury Park. Our Neighbourhood Partnership (NP3) will be included in Phase 3, "Inner Ring North", where consultation is due to commence in March next year.

The Working Group are of the opinion that the Report available on-line was biased in favour of the Council's blanket proposals, with not enough thought being given to retaining 30mph limits on "through routes", however such routes are defined.

4. BCC's Local Sustainable Transport (LST) Grants.

Of the 11 minor traffic schemes submitted by the Working Group on behalf of the Neighbourhood Partnership, two have been agreed for funding.

These are: (1) pavement build-outs near Henleaze Junior & Infant schools and (2) parking restrictions in and around Stoke Lane. Both schemes will be subject to local consultations.

In addition, a scheme for a Zebra Crossing on Coldharbour Road that had been submitted independently by the four local councillors will also be funded. The LST Project Support Officer subsequently confirmed that, as the Coldharbour Road scheme would benefit three schools and the Southmead Road scheme would only benefit one school, the LST Bid Assessment Panel had decided that the Coldharbour Road scheme was more worthwhile.

Unfortunately, a bid for 5 improvement schemes along Falcondale Road (including all the signalised junctions, as recommended in a recent BCC Traffic Signals Report), were all rejected because *“the Falcondale Road Schemes are signalling schemes and will increase traffic flows, potentially encouraging greater car use. There may be funding streams in the future better suited to that type of scheme”* (quote from LST Project Support Officer). Unfortunately, the potential improvements for pedestrians, as well as the improvements to traffic flow, appear to have been completely ignored by the LST Bid Assessment Panel.

5. Passage Road/Greystoke Avenue Junction.

The long-awaited BCC Feasibility Study for this junction has been published recently. The Study concluded that banning right turns into and out of Passage Road was not a practical proposition until the Falcondale Road/Henbury Road junction was improved. It had not been established that vehicles using Passage Road were using this route as a “rat-run” to avoid delays on Falcondale Road. Much of this traffic either stopped in Westbury Village or exited the village via Waters Lane, not Westbury Hill.

However, the Study did highlight that existing pedestrian refuges at the junction were poorly sited and proposed that improved crossing points, together with a 2-lane exit from Greystoke Avenue on to Falcondale Road (at a cost of approx £40k), would provide better overall benefits to both pedestrians and traffic. This will be discussed further at the next Working Group Meeting in January.

6. Minor Traffic Schemes

Slow progress is being made on the 10 minor traffic schemes previously sanctioned by the NP in June, for completion this financial year:

H114 (Northumbria Drive, entrance to Waitrose): BCC’s Traffic Management Team will 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 design study (and consultation) will be undertaken at a cost of £4K. However, implementation of any improvements would cost an additional £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. Capital Works to be funded from a recent LST Grant (see Item 4, above).

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 would include the whole length of Stoke Lane (from Falcondale Road to Parry's Lane) and include some side roads. Capital Works to be funded from a recent LST Grant (see Item 4, above).

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.

To date, none of these schemes have been completed and the recent loss of some key staff in the Council's Highways and Traffic functions could result in the remaining incumbent staff being severely over-loaded.

A tripartite meeting between representatives of the Transport Working Group, Friends of the Downs and Avon Gorge (FoDAG) and the Downs Ranger was held recently to discuss minor traffic schemes already sanctioned by the NP in The Downs area. The schemes, including increasing the length of the double yellow lines on Stoke Road (on the approach to Saville Road) and parking restrictions on Circular Road, were supported by FoDAG and the Downs Ranger. However, FoDAG were advised to approach NP7 (Clifton and Cabot) to explore possible restrictions on Upper Belgrave Road and Clifton Down.

Current road closures on Wellington Hill West and surrounding roads, to support Bristol Water's Resilience Scheme, are exacerbating a long-standing "rat-running" problem on **West Broadway**. The Working Group

have suggested that a local consultation into possible solutions (costing approx £2-3k) could be funded from next year's budget, subject to the prioritisation process, as this year's budget had already been committed.

7. Highway Maintenance Issues

1. Three Footway Refurbishment schemes were sanctioned at the February NP, for completion in 2012/13. Work in **Stoke Grove** has been completed (£42k - £5k over-budget) and work is due to commence in **Springfield Grove** (budget £13k) in the next few weeks. The third scheme, **Glen Drive** (budget £16k) has had to be postponed due to impending flood alleviation works in the area.
2. As a consequence of the Glen Drive postponement and the Stoke Grove overspend, approximately £8k remains unspent from this year's budget. This sum could be reallocated to part-fund some footway repairs in The Crescent (previously prioritised at £26k total) or Eastfield (previously prioritised at £7k total). Alternatively, it could be rolled-over into 2013/14, without prejudicing next year's budget allocation.
3. BCC Highway Maintenance engineers have recently evaluated solutions to a serious trip hazard at a small section of dropped-kerb in **Waters Lane**. However, there is very little scope for doing anything other than to lower the kerb and re-lay the adjacent paving. This would cost approx £1k but, currently, there are no funds available for anything other than emergency works. However, if funds are available towards the end of this financial year, it may be possible to execute the works.

8. Recommendations

The Neighbourhood Partnership is requested to:

1. **Note** the on-going concerns regarding traffic problems resulting from the GBBN's Bus Lane on the approach to the Whitetree roundabout (Item 2).
2. **Note** concerns regarding the proposed rollout of a blanket 20mph speed limit across the city, in particular on major "through routes" (Item 3).
3. **Note** that 3 bids for schemes to be funded from the Council's Local Sustainable Transport (LST) Grants have been successful (Item 4).
4. **Note** that 5 bids for LST funding to improve traffic flow on Falcondale Road have all been rejected as they would have "*potentially encouraged greater car use*" (Item 4).
5. **Note** the lack of progress with the 10 minor traffic schemes, previously sanctioned by the NP, for implementation in 2012/13 (Item 6).
6. **Note** the current underspend on footway refurbishment and **consider** the options for budget reallocation highlighted in Item 7.2.

Alan Aburrow, Chairman, Transport Working Group
14 November 2012