



# AREA COMMITTEE 1

## 23 NOVEMBER 2022

### PUBLIC FORUM

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## Statements

|   | Name                            | Subject  |
|---|---------------------------------|--|
| 1 | Richard Walker                  | Avon Crescent Re-routing                       |
| 2 | Martin Rands                    | Avon Crescent Re-routing                       |
| 3 | Oakfield Residents Association  | Path in Arlington Garden                       |
| 4 | Dr Richard Bretton LLB, BSc, MA | Elgin Park/Lower Redland Road Junction Project |
| 5 | Heather Thelwall                | Apsley Road                                    |

### Statement 1

May I please submit the following statement to the public forum of Area Committee 1 – 23<sup>rd</sup> November 2022.

<https://democracy.bristol.gov.uk/documents/g10510/Public%20reports%20pack%2023rd-Nov-2022%2018.00%20Area%20Committee%201.pdf?T=10>

It is made with regard to: Bristol City Council Minutes of the Area Committee 1 20 July 2022 –  
Specifically Item 6 Update on Outstanding AC1 allocations

Avon Crescent Re-routing: in particular the defined and agreed **Action: Officers to provide the Committee with an update on the current position and a clear understanding of next steps to secure a workable solution.**

What has been provided –

*The most recent update was in July 2022, the Road Safety and Local Engineering Manager: ‘At present there is no further update as proposals have not yet been submitted to Planning. Therefore, the situation remains as was, i.e. the AC funding allocated is still required to deliver elements to this project that the residents wanted to see and that whilst the work continues there is no confirmed timescale for resolving the planning matters.’*

- does not offer an understanding of next steps

At the least, minimal action is required in advance of March 2023 if the current situation (temporary closure with control barriers) and in-effect localised re-routing of access traffic (for the western end of Spike Island) is to be enabled and happen without creating unsafe and conflictous conditions for the large numbers of cyclists, pedestrians & metrobus passengers.

The otherwise default outcome will not comply with the Answer to the Written Question or Mayor's Statement by Marvin Rees that the Council has no plans to reopen Avon Crescent at the end of works to Avon Cut.

The minimum action of the next steps that are required, that would be consistent with the Council's stated position and with the allocation of this CIL funding is –

Replacement of the current contractors temporary road barriers with; suitable lockable (drop) barriers, movable planters or an appropriate mix.

This is needed in advance of March 2023 when works are expected to be completed (following 10 years of disruptive impacts from the construction of AVTM metrobus and its aftermath).

This is pretty simple, relatively uncontentious and will provide a continuity of temporary arrangements until such time as full proposals are drawn up and agreed (which are likely to incorporate these minimal measures)

I'd like to suggest to the Committee that it would be inconsistent and inappropriate to again accommodate the Road Safety and Local Engineering Manager not identifying actions and/or not progressing these minimal required action - replacement planters and/or lockable drop bollards utilising the allocated CIL funding to do so – so as to sustain the temporary road safety arrangement at Avon Crescent, while also on the agenda of the same meeting considering and (hopefully) approving CIL/Section 106 proposal No. 6 – Measures to address pavement parking on Portview Road that he is proposing.

Please do approve measures at Portview Road but also please require that these minimal actions at Avon Crescent are also progressed as conditional.

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## Statement 2

" From page 12 of this meeting:

b. Avon Crescent Re-Routing scheme: The most recent update was in July 2022, via Road Safety and Local Engineering Manager: 'At present there is no further update as proposals have not yet been submitted to Planning. Therefore, the situation remains as was, i.e. the AC funding allocated is still required to deliver elements to this project that the residents wanted to see and that whilst the work continues there is no confirmed timescale for resolving the planning matters.'

This is very disappointing, as officers were asked to report back to this current AC1 meeting with an update on the Council's Avon Crescent intentions. The officer is still referring to 'elements to this project', rather than re-routing. The £50,000 was awarded by the Neighbourhood Partnership specifically for re-routing in March 2016. Please see attachment from the N.P. minutes.

We appreciate that this Avon Crescent funding is not on the agenda for this meeting, but we respectfully request that the committee asks officers yet again to outline the Council's intentions re:

Avon Crescent. The Mayor has stated that the Cumberland Road works and Chocolate Path will complete in March 2023. Probably before the next AC1 meeting!

The contractors at some point will remove their rented barriers, and Avon Crescent will re-open by default, in spite of the Mayor recently telling Councillor Andrew Brown at Member Forum, that there is no intention to re-open Avon Crescent. No TRO or s.73 amendment planning application has been applied for, so the simple removal of the contractor's rented barriers would re-open the street to motor traffic, by default.

Some of this £50,000 CIL ought to be used to purchase council-owned barriers e.g. planters or bollards, to ensure re-routing. But we appreciate that we need a councillor to advocate for this with the council, on the community's behalf. "

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### Statement 3

Regarding the report made in response to the CIL application for reinstating the path in Arlington Garden, on p.16 in the conditions column for the proposal the officer has incorrectly written "*Site is owned by house owners around the gardens (by default).*" Oakfield Residents' Association would like to let the Area Committee know that this is not the case with this piece of land and there is no owner. Whilst the house deeds from the 1850s for the surrounding houses give right of access they do not imply or grant ownership.

This situation exists despite significant efforts by the local community, including Land Registry searches and legal advice, and a court case taken forward by BCC in 1998 against a developer who attempted to build a car park on the land which resulted in the Council being granted an injunction preventing this. Despite the case being well publicised in local media, no owner came forward and BCC failed to discover any evidence of ownership and searches by BCC at that time indicated that it is not owned by anyone. The local community are in the final stages of the process to make an application for this land to become a Town Green with evidence of both uninterrupted public access and maintenance of the grounds for over 40 years.

The Council assisted the local community with installing the existing path (which has now seriously failed) in the 1990s, and we would ask that this provision be made again to enable full access to the Gardens by all in the community and visitors to the area, as well as preventing the significant rain water damage currently being experienced due to the highway gutters having failed at the entrances.

Oakfield Residents' Association and its sub-group Arlington Garden Association will crowdfund within the community to make up the shortfall from that funding provided through CIL (and S106) to ensure this important community asset can provide accessible green outdoor space for all.

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### Statement 4

#### **Summary**

In the heart of Redland, a highly populated residential area, Lower Redland Road (LLR) is an overlooked and unmitigated road safety risk.

Someone will be gravely injured unless urgent remedial actions are financed and executed.

## **Introduction**

I am Dr Richard Bretton and since 1982 - for over 40 years - I have lived in East Shrubbery, which is near the junction of Elgin Park and LRR (the junction).

I know the junction very well and use it myself every day on foot and by car.

For over 35 years, I was a lawyer specialising in health and safety law and the mitigation of health risks. I am the current Honorary President of Bristol's Royal Society for the Prevention of Accidents (ROSPA) Safety Group.

## **Lower Redland Road**

LRR passes in front of St John's Primary School, which is only about 100m from the junction.

LRR is used by a diverse mix of:

- Pedestrians of all ages including:
  - primary school pupils and their parents, and
  - Unaccompanied secondary school pupils walking to schools in Cotham and Redland.
- Cyclists often with young passengers
- Private Cars and commercial vehicles including taxis, Uber drivers and on-line retailers' delivery vans including those serving nearby Tesco.
- Motor cyclists and E-Scooters

At the junction, there are No Entry signs and on-road markings and words.

For cyclists and e-scooters, LRR is two-way.

For motor cyclists, private cars, and commercial vehicles, LRR is a one-way street in an easterly direction towards Elgin Park.

This is a very mixed and confusing message.

## **The Hazard**

EVERY DAY SEVERAL VEHICLES VIOLATE THE ONE-WAY SYSTEM ENDANGERING OTHER VEHICLES AND PEDESTRIANS.

Vehicle drivers, often at speed:

- Do not see or ignore the No Entry signs;
- enter LRR
  - to turn immediately right into East Shrubbery; or
  - to continue straight on passing westwards in the wrong direction in front of the pedestrian entrances to St John's School.

To add this, the road outside St John's School is badly designed and this issue is addressed in a separate but complementary application (AC1PO5 - Pages 173 - 186) that I fully support.<sup>i</sup>

For pedestrians:

- it is not easy to cross the road safely particularly during busy periods at the start and end of the school day
- visibility is bad; and
- the drop curbs are inadequate and badly positioned.

For road users:

- visibility is bad; and
- the site of school is not well notified by means of signs, planters, or crayon bollards

Over several years, this Council has been informed, through diligent local councillors and the Police, of the significant risks posed by this hazard. To date, this Council has not approved or funded any measures to make safer this small stretch of extremely dangerous road. In April 2021 Councillor Carla Denyer submitted a Stage 1 2021 CIL and S106 Outline Project Proposal which referred to this hazard but, in the light of competing bids, no funding was approved.

Lower Redland Road must not remain an overlooked and unmitigated road safety risk. I hope that this year's application will be approved so that the junction can be carefully re-designed:

- to include, as a minimum, the options on page 160 of your papers; and
  - to prevent and/or discourage daily and highly dangerous breaches of the one-way system.
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### Statement 5

We are aware that a council meeting this evening will be considering the merits and funding of various local projects. On behalf of the sizeable group of Apsley Road residents, I would like to reiterate our problem and proposed solution.

Over a period of many years - since the introduction of the 20mph limit on residential roads - we have tried to approach councillors, police, local forums with our issue.

- Apsley Road is long and straight - and is used as a cut through between Whiteladies and Pembroke Road, both heavily used routes. It seems to invite traffic to go fast and furiously because of its lack of signs (only two small discs), and no obstacles or calming.
- The road is used by many young and old / disabled pedestrians. Tyrell House sheltered housing, Mama Bears Nursery, numerous driveways entering the road with restricted vision all add to the danger. We are a major route to schools with many young pedestrians and cyclists - St Johns, Clifton College, Clifton High School.
- Several years ago we were part of a residents speed watch initiative which came to nothing, despite traffic being recorded between 30 and 40 mph. We regularly indicate to excessively speeding motorists that they should slow down - being met with abuse and dangerous behaviour on occasions. Some tell us they were unaware of the 20mph, because of the woeful lack of signage and indications.

Many long term residents feel that our concerns and anxiety to avoid a fatal accident deserves attention, and at least some provision is forthcoming even if the full package is unaffordable at the moment.

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<sup>i</sup> BETTER AIR QUALITY AND ENHANCED ROAD SAFETY AROUND ST. JOHNS PRIMARY SCHOOL