



**Stoke Bishop, Westbury-on-Trym & Henleaze  
Neighbourhood Partnership**

**Notes of the Transport Working Group Meeting  
Tuesday 17 January 2017 at Henleaze Library**

**Present:** Alan Aburrow (AA)(Chairman & WoT&Hen Ward Rep), Cllr Geoff Gollop (GG) Cllr Liz Radford (LR), Andrew McGrath (BCC), Gay Huggins (GH)(Sec)

**NP3 Ward Reps:** David Mayer (DM)(WoT&Hen), Graham Donald (GD)(SB), Valerie Bishop (WoT&Hen), Helen Furber (WoT&Hen), Stephanie French (SF)(NP3 Tree Champion), Alan Preece (NP3 Environment Group Chairman), Jenny Hodges (Equalities Rep)

**Other attendees:** Sheila Preece, Sue Mayer (SM), Terry Miller (TM), Jim Doxey (JD), Nicola Hawkes, Paul Madine, Steve Ewens, Kevin Chidrey (KC)(Westbury Park Traffic Group), George Peszynski, Mike Batten

**1. Apologies:** Rob Grieve (BCC Highways Engineer), Peter Robottom, Peter Hobbs, Chris Chubb, Hilary Long, Keith Yeandel, Mildred Miller.

AA welcomed everyone and made introductions.

**2. Notes from previous meeting on 31 October 2016:** Agreed.

**Matters Arising**

**i)** Springfield Grove speed checks have been initiated - a contract has been placed with BCC's contractors and they will complete the speed counts in the next six months.

**3. Future Remit for the Transport Working Group**

To summarise the Council's current budget proposals for NPs and the devolved funding for minor traffic schemes, AA quoted from a note on the front page of our website ([www.activenp.co.uk](http://www.activenp.co.uk)) which includes a summary of the Council's recent press release:

*Bristol City Council has been consulting the public and its partners on proposed savings to help it close a £92m budget gap over the coming five years. This consultation closed on 5 January.*

*On 12 January the council published updated proposals which include unchanged, changed and brand new savings proposals.*

*The full proposals can be seen at <http://www.bristol.gov.uk/coprstrategy>*

*These proposals will be considered by Cabinet on 24 January – before the elected Mayor's recommendation to Full Council on 21 February.*

***If approved, the proposals will have a significant impact on Neighbourhood Partnerships across the City, including the Stoke Bishop, Westbury-on-Trym & Henleaze Neighbourhood Partnership.***

*The proposals state:*

*"We recognise the value of engaging with communities on issues that affect them but believe there are more efficient ways to do this than the current Neighbourhood Partnership structure. We will work with councillors and communities to change the focus and scope of this in the future by looking at what individual communities need."*

*The proposed savings are £500k in 2017/18 and £562k in 2018/19. In effect this means that there will be no further funding for Neighbourhood Partnerships after April 2018.*

*In addition the proposals are for a £100k reduction in the Wellbeing Grant available across the City, this is approximately 30% – we don't yet know how much of the remaining pot (if any) will be allocated to our NP. It is also proposed that the £350k allocated across the City for Minor Traffic Schemes will be withdrawn. Together, these two proposals effectively remove the vast majority of the budget available to Neighbourhood Partnerships.*

*There will be further consultation on the details of these proposals, starting in February.*

*Neighbourhood Partnership members have been aware for some time that significant cuts are likely and they will now consider whether it is possible to form a new organisation to continue to carry out some of the tasks currently undertaken by the Partnership and the community groups that do such good work in our area.*

GG stated that the Mayor still recognises the importance of the NP and community views but we cannot afford the arrangement that is currently in place. GG hopes to find other groups to facilitate the forums. New arrangements will be necessary and financing is going to be difficult but he hopes to develop an organisation that can lobby to ensure our presence is felt. DM stated that the NP is currently supported by Officers who are paid, but we are all [unpaid] volunteers. What we have done has been worthwhile and the Transport Group has been able to work very effectively with Highways Officers. The Council needs to take control of this process but they are going to need help from groups to tell them what is needed. Cotham/Redland/Bishopston NP are now calling themselves a “Community Partnership”. The next round of Neighbourhood Forums could take any new ideas forward: Stoke Bishop - 7 Feb, Westbury-on-Trym - 8 Feb and Henleaze - 2 Feb.

GD felt we should plan the future now but the crucial thing was the level of Council support. What influence could any future Forums have on the community’s devolved ‘financial pot’? This matter will be raised at the next Forums.

AA felt that the next generation of Forums could end up like Councillors’ surgeries, held every quarter. GG felt the most powerful residents’ voice was via the three Forums. LR advised us that the Government had promised £1million for road works in the community. GH felt it must be spent on better contractors than those who did Stoke Lane and Stoke Hill - both of which are in a worse state now than before they were surface-dressed!

#### **4. Greater Bristol Bus Network (GBBN)**

There had been no progress with Highways’ issuing their Report into the success, or otherwise, of the bus lane leading to the White Tree roundabout. AA opined that with the current (and reducing) level of Highways’ resources, it was inevitable that no such Report would ever see the light of day.

#### **5. Cribbs/Patchway New Neighbourhood (CPNN)**

AA reiterated the update received from the Programme Manager (Strategic City Transport) that he had read to the last Neighbourhood Partnership Meeting on 5 December:

*“The A4018 Corridor Study was originally forecast to be complete by end of November 2016 but will now be completed in February 2017. The data collection went well and the base model (representation of the current situation) is complete and verified. Several scenarios will now be run through the model to assess the impact of development at CPNN, and the implementation of the proposed measures on the A4018 to mitigate the impact. Nearer the completion of the study I will be arranging a meeting with Councillors and community representatives to present the model, alongside the report on the scenario testing.”*

LR reported that a model of the proposals for the A4018 corridor had recently been shown to Councillors. GG pointed out that the traffic counts used in the model were taken in July, when students had gone home and schools were on holiday - so it was not realistic in terms of traffic volume. DM mentioned that he and AA had recently attended a planning meeting, hosted by BCC, where it was reported that future plans did include outline provision for a Park & Ride facility (somewhere) within the CPNN development area. GG said that he will probably re-launch his Park & Ride petition, with more emphasis on the “when” and “where”.

#### **6. Highway Issues “In Progress”**

##### **6.1 Sanctioned Minor Traffic Schemes**

**(i) Shirehampton Road Zebra Crossing (S117):** Formal adoption of the new crossing was imminent (but the Belisha Beacons were currently masked with black plastic until the formal “switch-on”). SM thanked the Group for their part in getting this crossing sanctioned and built.

**(ii) Parry’s Lane/Cross Elms Lane Junction (S130):** Remedial work will commence this Spring to rectify the adverse camber and apply anti-skid surfacing. Additional signage will also be erected.

**(iii) Sea Mills Station Parking Review (S131):** The informal consultation closed last November and 90 comments had been received – mostly supportive of the outline proposals. Within Highways’ resource constraints, there would be a few minor amendments before the scheme was passed to BCC’s Legal Team to progress the Statutory Consultation for the requisite Traffic Regulation Order (TRO).

**(iv) Westbury Parking Review (W136 etc):** The TRO process has been with the Legal Team for five months. Currently, we have no date for when the Statutory Consultation will commence but it is hoped to be by the end of February.

**(v) Coldharbour Road Zebra Crossing (H125):** This NP scheme has now been taken over by the CAF (Cycling Ambition Fund) Team and there should soon be a new local consultation on the revised proposals. TM asked whether Belisha Beacons on all new crossings incorporated LED halos. AA reported that this was unlikely as the requirements for each crossing were assessed on an individual basis.

**(vi) Brecon Road Area (H132 & H134):** A TRO for various improvements associated with the expansion of St Ursula's Academy is being progressed. Following the requisite local consultation, site work will probably be executed during next Easter's school holiday.

**(vii) Henleaze Parking Review (H141):** No progress. AA opined that, with the Council's proposed budget cuts, this scheme could face funding problems.

## 6.2 Sanctioned Minor Works Schemes

**(i) Bell Barn Road Junction with Shirehampton Road (S134):** Funding of £10k was agreed for kerb realignment work at the last Neighbourhood Partnership Meeting in December and Highways' were currently taking the scheme forward (see Attachment 1 for the outline proposals). SF reported that another bad accident had occurred there this week.

**(ii) Canford Lane Verge Protection (W147):** Installation of new kerbing and bollards near Merlin Close has been completed and the issue is now "closed".

**(iii) Westbury Hill Car Park (W148):** New "Mother & Child" bays have been marked-out and the issue is now closed.

**(iv) Exit from Tesco, Henleaze Road (H115A):** New white lines at the end of The Drive have been painted (to complement the street bollards installed recently) and this issue is now "closed".

**(v) Wellington Hill West Zebra Crossing (H137):** Installation of the high friction surface has been delayed due to road resurfacing work but will be included when the current crossing is upgraded as part of a Cycling Ambition Fund (CAF) scheme to provide a safe cycling/pedestrian "Quietway" route to Southmead Hospital.

**(vi) North View Bus stop relocation (H138):** The Statutory Consultation for revisions to the parking restrictions in the North View area has closed and 14 comments were received. An "Objections Report" is currently being prepared prior to implementation. The Consultation included statutory provision for the relocation of the inbound bus stop in North View - which will be subject to a further local consultation.

## 6.3 Minor Signing & Lining (MSL):

**(i) Stoke Hill (S124):** "SLOW" sign on road still outstanding but currently with the Council's contractor.

**(ii) Stoke Hill Shops (S125):** White "DISABLED" wording and lining recently completed (issue "closed").

**(iii) Blandford Close (H148):** "Keep Clear" lining work placed with Council's contractor.

## 7. Highways Issues "Under Review":

**(i) Canford Lane Zebra Crossing (W129):** AA reported that, of all the 7 zebra crossings currently "under review" for possible funding, the one on Canford Lane (near the Crematorium) had received the most support from the three Neighbourhood Forums last November. GD reported that there was also a 200-signature petition for its installation.

**(ii) Parking Issues in Stoke Park Road (S129 & S135); Shaplands (S133); Elmlea Avenue (W146):** The issue was raised (again) at last December's Neighbourhood Partnership Meeting and AA quoted from the draft Minutes:

*"The Partnership noted that on street parking by students at Bristol University had made some progress with all students being asked not to bring cars to Bristol after the Christmas break to help alleviate the parking issues in the NP area. It was noted that other universities eg Reading had formally enforced no parking of its student population on residential streets. This option would be pursued with Bristol University".*

LR reported that the University Liaison Officer has confirmed that the University cannot put any more time into reviewing the restrictions other Universities have put into their residential contracts. LR had queried how many students used the parking spaces at Hiatt Baker Hall, as during her site visits she had observed a maximum of only 7 cars using the large back car park. The University had confirmed that 144 permits had been issued and that there were an additional 27 unallocated spaces within the Stoke Bishop campus area.

AA suggested that Planning Enforcement of the original Planning Conditions should be stronger and he was frustrated by the lack of response from Officers in the Council's enforcement team. LR would continue to explore all possible avenues for a resolution.

**(iii) Julian Road/Church Road (S136):** Some residents have complained that heavy vehicles continually damage the kerb stones where the road narrows. Highways' Officers have reported that all practical measures have already been undertaken (removal of centre-line markings, introduction of "Road Narrows" signs and spoken to the bus operators). In short, Highways' are of the opinion that no further action is possible and, therefore, the issue is "closed".

**(iv) Parking Issues on Coombe Lane (S137):** Several residents have raised complaints of inconsiderate parking in the Coombe Lane area, near the Coombe Dingle Sports Complex. AA reported that any permanent solution would need double yellow lines (DYLs) and this would require a Traffic Regulation Order (TRO) to be progressed. SM reported that the "STOP" marking at the exit from the Sports Ground is wearing away. However, AA stated that, as the marking was on a private drive, it was not an issue for Highways to repaint it.

**(v) Chock Lane (W114A):** AA reported that any suggestions for additional traffic-calming measures (from Chock Lane residents) were still being reviewed by Highways.

**(vi) Coombe Lane Junction with Canford Lane (W134):** Although this issue has been "under review" for prioritisation for several years, a recent Planning Application (16/03833) granted for the redevelopment of 112 Coombe Lane included a Condition to introduce traffic calming measures (pavement buildouts and a pedestrian refuge) at the junction.

**(vii) Grange Court Road (H151):** About 10 years ago, Red Maids' School enlarged their site and a Section 106 Agreement for "regularising" parking was included as part of the Planning Conditions. However, inconsiderate parking is again becoming a bone of contention with residents in the area. GG suggested that the best way to obtain further parking restrictions would be for near-neighbours to make representations to BCC's Planning function for Section 106 contributions as part of any future developments in the area.

## **8. Recent "Tracker" Submissions (Attachment 2)**

**(i) ID1521 - High Street/Passage Road:** Provision of a formal crossing point is not a viable option without a considerable reduction in on-street car parking provision.

**(ii) ID1522 - Southdown Road:** Vehicles turning right into Falcondale Road across two lanes of outbound traffic. This issue will be addressed as part of the CPNN traffic mitigation review for the A4018.

**(iii) ID1530 - Lack of Crossing Points on Westbury High Street:** As in ID1521, above.

**(iv) ID1531 - Access difficulties in Downs Park East:** Will be covered in Henleaze Parking Review.

**(v) ID1562 - Cycling on Westbury Road:** Refer this issue to BCC's Cycling City Team (or their successor).

## **9. Highways Maintenance Issues**

The recent surface-dressing of roads, particularly Stoke Lane, has been criticised as "a disaster". Potholes were not patched beforehand. A second coating was applied to Stoke Lane but this caused a lot of dust and loose grit. Although the roads are swept, it just pushes the stones under the parked cars and cars will be getting damaged by stone chips. BCC's Roads Maintenance Manager had undertaken a site visit on the 3 January and he was surprised by the poor standard of the work. The work is supposed to be guaranteed. GH stated Stoke Hill had about 4 feet of stones lying under parked cars and the surface was poor. GG suggested that she contacted the SB Councillors to ask them to bring it to the Maintenance Manager's attention.

## **10. Any Other Business**

(i) A resident had reported speeding traffic on Stoke Lane. AA had suggested that the concerned residents should become members of the local "Community Speed Watch" team - CD or SF could advise.

(ii) Parking Restrictions on The Downs - Highways had recently completed a Post-Scheme Review, which included feedback from residents, following the introduction of new parking restrictions about a year ago. Revisions to the TRO will now be progressed with BCC's Legal Team. AA reported that it was likely that the additional restrictions that were being proposed for Downleaze would be of great benefit to the residents of Severnleigh Gardens.

(iii) SF said that although double yellow lines had been painted in the area around Stoke Bishop shops, these were habitually ignored by motorists – often for hours – and she wanted to know if Parking Services

ever visited Stoke Bishop! AA suggested that SF contacted Wayne Dewfall (Head of Parking Services), or make representations through the Stoke Bishop councillors.

(iv) KC asked about Resident Parking Zones and whether they will be expanded, as parking in Westbury Park has become worse since an RPZ was established in Redland, together with the new parking restrictions on The Downs. GG said that, although no further RPZs were planned, it may be possible to pursue new RPZs but only if a significant number of residents were in favour. AA noted that there was always a problem of defining the area covered by an RPZ, without it having a detrimental effect on adjacent, non-RPZ, areas.

(v) HF reported that she had enquired of BCC Officer Conrad Kolman when the Rockside Drive bus shelter was getting its RTI display. Conrad had subsequently informed her that a modified shelter needed to be installed.

(vi) SF reported that now the 901 Wessex service no longer ran, the No 4 First Bus had reverted to being very unpunctual and suggested that this was due to the lack of competition on this route.

(vii) GG reported that parked cars in Priory Avenue, which belonged to students and teachers, were causing obstruction and nuisance.

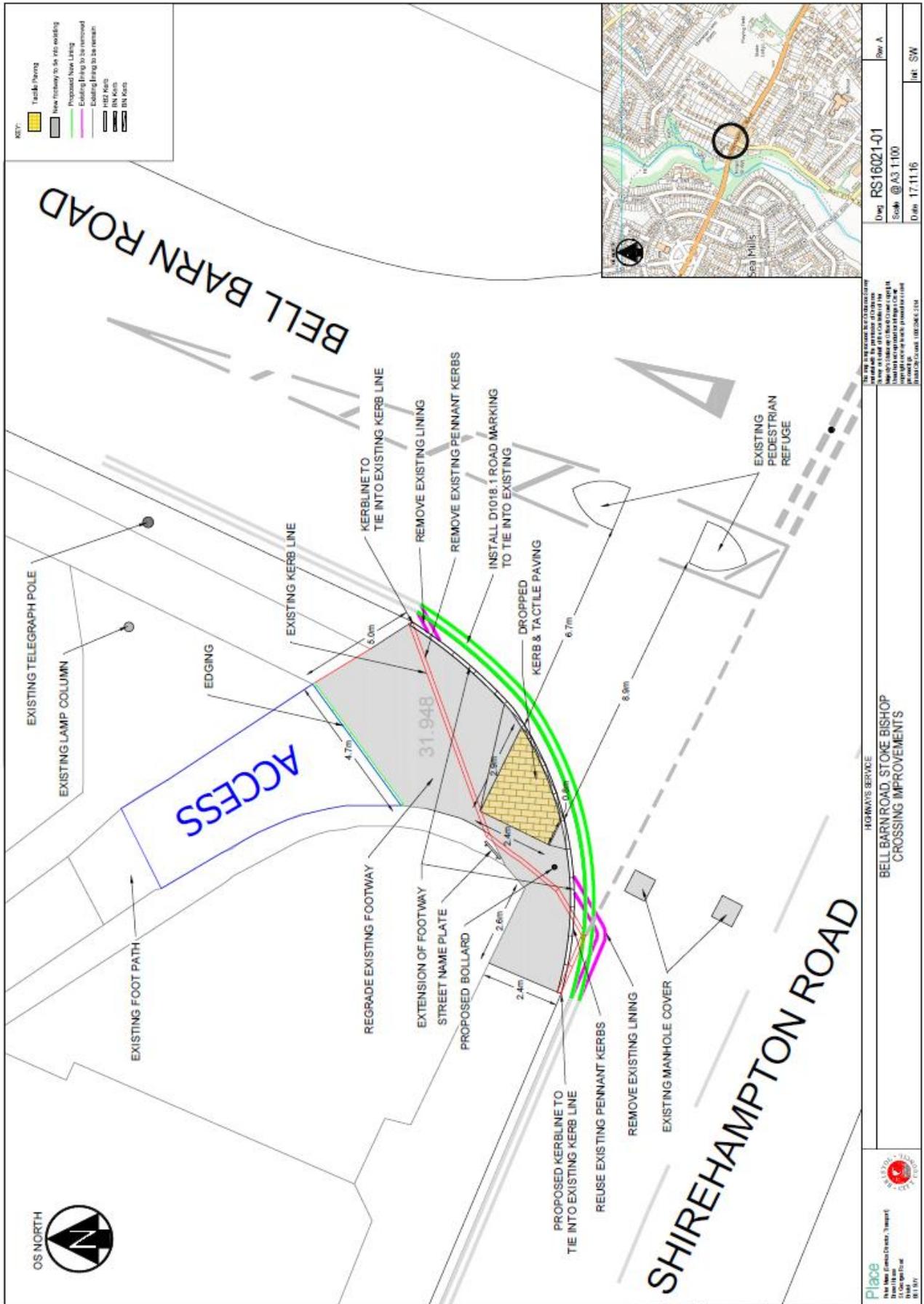
(viii) AA was asked about the accident on the zebra crossing at the top of Westbury Road/Falcondale Road two years ago and he confirmed that the accident (involving a collision between a motorbike and a pedestrian on the crossing) had not resulted from the position/configuration of the crossing. However, the layout of the junction and the crossing would be reconfigured as part of the CPNN mitigation review for the A4016, part-funded from a Section 106 contribution from the planning consent granted for the expansion of the St Ursula's Academy site.

(ix) SM voiced her thanks to AA for all the valuable time and effort that he had contributed to the success of the Transport Working Group over the last seven years. This was whole-heartedly endorsed by those present. AA responded by saying that he couldn't have done the job on his own and was greatly indebted to GH for her secretarial support.

The meeting closed at 9pm.

**NOTE!** Due to the uncertain future of NPs (and the Transport Working Group in particular), this Meeting is likely to have been the last held under the Council's current structure. All those on the WG's current emailing database will be advised of developments, as they unfold over the next few months.

Outline Proposals for Bell Barn Road/Shirehampton Road Junction Improvements



## "Tracker" Issues For Review (Issue 9, January 2017)

## Highway Issues Raised Via BCC's Traffic Choices "Tracker" For Review (Issue 9, January 2017)

ID	Date (Area)	Issue	Details	Comments
1521	31/10/16 WoT	Safety crossing High Street/Passage Road on route to school	There are no formal crossings between the centre of the village and WoT Academy. Traffic speeds and volumes mean it is difficult for residents living NW of High Street/Passage Road to cross safely. Vehicles regularly turn right out of Southdown Road onto the A4018 in peak hours. This involves crossing 2 lanes of traffic with the inside lane often stationary while the outside lane is moving leading to near misses because of no visibility. Believes this is largely rat-running traffic avoiding the signals rather than residents.	In general, traffic speeds are reduced because of the number of parked cars. There is no practical location for an additional formal crossing point, without a marked reduction in parking spaces. Previously reported as ID 177. This issue will be included in BCC's comprehensive transport review for the whole A4018 corridor, aimed at mitigating the effect of the 8000+ housing developments at Cribbs Causeway/Filton.
1522	31/10/16 WoT	Danger of vehicles turning right out of Southdown Road	Vehicles regularly turn right out of Southdown Road onto the A4018 in peak hours. This involves crossing 2 lanes of traffic with the inside lane often stationary while the outside lane is moving leading to near misses because of no visibility. Believes this is largely rat-running traffic avoiding the signals rather than residents.	Also Reported as Issue 1521. In general, traffic speeds are reduced because of the number of parked cars. There is no practical location for an additional formal crossing point, without a marked reduction in parking spaces.
1530	02/11/16 WoT	Lack of crossings between Westbury Post Office and Henbury Road	Volume and speed of traffic through the village is high and there are no crossings between Henbury Road and the village centre roundabout. Regularly witnesses difficulty for pedestrians trying to cross and the zebra crossing at the roundabout is a long way to walk back to.	Without formal parking restrictions (yellow lines) obstruction is a police matter. Additional parking restrictions could be included in the current Henleaze Parking Review (Issue 860).
1531	02/11/16 Hen	Access difficulties to property from lane in Downs Park East	Property on Downs Park West is accessed via a narrow lane onto Downs Park East. Cars regularly park adjacent to the lane making it difficult to access.	Refer issues to "Cycling City" Team (or its current incarnation) for investigation and funding for any practical improvements.
1562	09/12/16 SB	Cycle access to shared use path on Westbury Road	Cyclists are unable to cross the junction safely as no warning of vehicles turning from behind. Layout of junction is poor. Also, at junction with Roman Road a dropped kerb is needed to assist cyclists to get onto the shared path after navigating the roundabout.	

See: <https://tracker.trafficchoices.co.uk/partnership/Henleaze.%20Stoke.%20Bishop.%20and.%20Westbury-on-Trym/show>  
for all issues reported via BCC's Traffic Choices "Tracker"