



**Henleaze, Stoke Bishop and Westbury-on-Trym
Neighbourhood Partnership (NP3)**

**Notes of the Transport Working Group Meeting
Thursday 26th July 2012, W-O-T Academy**

Present: Alan Aburrow (Chairman & WOT Ward Rep), Jenny Hodges (NP Equalities Rep), Alan Berridge (BCC Traffic Management), Andrew McGrath (NP Area Coordinator), Cllr Alastair Watson, Stephanie French, Hilary & Bill Long, Terry Miller.

Philippa Gardom, David Glasson, Deborah Hill, Liz Bennett, Mel Randhawa, Helen Melichar [parents of children at WOT Academy and members of Safer Routes to School (WOT)].

Janet Brewer & Lionel Hart (Westbury Park Traffic Group),

NP3 Ward Reps: Gay Huggins (SB), Tony Hoare (SB), Alan Preece (SB), David Mayer (WOT), Simon Tomlinson (HEN).

Apologies: Graham Donald, Sylvia Dodd, Mike Batten, Sheila Preece, Cheryl Hawkins, Mike Rodway.

Alan Aburrow welcomed all present.

Annual General Meeting: Alan Aburrow went through the formal requirements of the AGM. A Ward Representative from each of the 3 Wards was required to attend the meetings and currently they were Tony Hoare (SB), Simon Tomlinson (HEN) and Alan Aburrow (WOT). All three were prepared to stand again for another 1-year Term; this was agreed. Alan Aburrow was prepared to remain as Chairman and this was also agreed.

Any other Business: Philippa Gardom queried whether we needed an overarching aim (before the Aims that were already included in our Terms of Reference) so that we are always clear about our purpose. She suggested "We aim to make local journeys safer and easier for all, however they choose to travel". After lengthy debate, it was agreed to retain the current Terms of Reference, unchanged.

Hilary Long asked that items to be discussed under "Highway Issues" could, in future, be rotated at each meeting as WOT was always last; this was agreed.

1. Notes from last Meeting, held on 1st May: Agreed.

Matters Arising: Alan Aburrow had written to GBBN and received a reply. This had been circulated by email to Members. Simon Tomlinson's request that Limes Trees Road roundabout be added to the Highway Issues list had been done (H122). Tonight's Meeting had commenced at 7pm, as proposed, and everyone present was happy with this trial arrangement.

Hilary Long had in the past raised the matter of a Park 'n' Ride being provided on the boundary of North Bristol/South Glos and this will be even more important with the potential of 5-6000 new houses being constructed on the Filton Airfield site. Alan Berridge was well aware of this but there were problems in finding a suitable location. It was more likely that better public transport schemes would be put in place, including the possibility of reopening railway stations at Filton and Henbury.

2. GBBN: As noted under "Matters Arising" (above), Alan Aburrow had written to Steve Riley (GBBN Project Manager) and his reply had been circulated, as had an email from Claire Campion-Smith with an update on the current situation from Cllr Tim Kent. Nothing will be done until the North View building works had finished and the major "water resilience" scheme completed in the area. The necessity, or otherwise, to retain the new bus lane approaching the White Tree roundabout would

then be reviewed but this could take another six months. An e-petition on the Council's website, opposing the bus lane, had about 400 signatures. Cllr Watson was campaigning to get the bus lane removed. This matter should remain at the top of the list at our next meeting in October and a BCC representative would be invited to attend the next NP Meeting to give feedback. White lines at the roundabout had been painted recently to try to help traffic flow. Any final decision on changes would rest with Cllr Tim Kent, Executive Member for Transport. It was questioned if we could take this higher but that was not encouraged. Alan Berridge was asked when signage for the new bus lane was going up on Whiteladies Road but he was unable to give an answer.

3. Local Sustainable Transport (LST) Grants: £1m coming from the Council ("Round 1") and £1m from Central Government ("Round 2"). The latter included the City-wide rollout of 20mph speed limits and a Paper on this topic was being presented to Cabinet tonight, for their approval. The new limits would be rolled-out across the City, to an agreed Plan. The streets to be included would form the basis of local consultation and agreement/endorsement by Neighbourhood Partnerships.

The first round of funding opened in June 2012 and closes at the end of July 2012. The second round opens in January 2013 and closes in March 2013. In view of the short time slot available for submission of "Infrastructure Schemes" under Round 1, Alan Aburrow had been actioned at the June NP to prepare and submit 6 schemes for Capital funding that had previously been sanctioned by the NP for design and/or consultation studies. These are:

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

In addition, funding for the Capital Works recommended in BCC's "Falcondale Road Traffic Signals Report", previously sanctioned by the NP in March 2011 (W105), would also be 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)

The "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.

Alan Berridge explained the contents of the Signals survey. Some minor changes to the traffic lights' phasing, to improve traffic flow, had already been made as a result of the survey. As this is one of the major arterial roads into Bristol, implementation of any of the improvements identified in the Survey would be beneficial. It was agreed that the Report was extremely useful and Alan B was asked to congratulate the Report's author.

4. Current Highway Issues: The following issues were reviewed:

W101 (junction Passage Road/Greystoke Ave) – the feasibility study was very nearly finished and should be ready for the next meeting. What has come out of the study is that the only way to ban traffic turning right into Passage Road (from Greystoke) would also necessitate banning right turns from Passage Road into Greystoke. 75% of the traffic coming out of Passage Road is turning right. If they were banned, there would be even more traffic going through Canford Lane or Henbury Road. The pedestrian refuge island could be moved which would improve the situation for pedestrians.

W108 (High Street) – Still waiting for presentation of plans for any pedestrianisation proposals.

W114 (Chock Lane) – A speed hump at the bottom of Chock lane was not viable as it could cause vibration damage to adjacent properties. Discussion ensued, with various ideas such as informal markings, build out of pavements, a ban on traffic between 7-9am (which would be difficult to

enforce), etc. Finally it was suggested that the “Safer Routes” members present at tonight’s Meeting could prepare and submit a bid for funding (including consultation and any associated Capital works) for approximately £25K from the current LST Infrastructure Grant (see Item 3, above).

S101 (junction Shirehampton Road and Sea Mills Lane) – Formal notice of a TRO was going out on 16 August, giving 3 weeks for objections to be raised. It was hoped that the work would be completed by the end of October. This also included S103, S107, S109, S115 and S116. Alan Berridge said letters of support were helpful.

H104 (Wimbledon Road area) – “Yellow Lining” work due to start late August/early September.

H103 (Kellaway Ave/Springfield Grove junction) – Terry Miller stated that an accident had occurred recently but Alan Berridge had not been informed of any Police report. This implied the junction was probably not the cause.

H105 (Coldharbour Road area) – Statutory notice of TRO proposals completed and parking restrictions will be introduced as soon as work associated with the current water resilience scheme has finished.

H115 (Exit from Tesco) – Alan Berridge will undertake a survey.

H120 (Westbury Park Residents Parking Scheme) – Part of a City-wide rollout, so under review.

H121 (Oakwood Road, closure to through traffic) – large vehicles (refuse trucks, etc) would be unable to turn if road is closed. This issue is on hold until completion of local survey and consultation.

H122 (Lime Trees Road roundabout) - some basic alterations could be made to the roundabout but Tesco would be responsible for improvements on their land, such as cutting back bushes, better signage, etc.

H123 (Broadway Ave) – this will be reviewed after water resilience work has finished and also implications for 20mph speed limit in the area.

5. Maintenance Issues:

M115 (Stoke Grove) – footway refurbishment currently being undertaken.

M113 (Glen Drive) – footway refurbishment sanctioned for this year but could be put on hold as flood works improvements due to be carried out in the area.

M118 (Springfield Grove) – footway refurbishment sanctioned for this year.

6. Section 106 Monies:

ZCD...301 (Red Maids School) – This work, for new/revised road markings, was being progressed.

ZCD...967 (Bus Stop facilities near Rockside Drive) – Simon Tomlinson will write to Alan Sibley to try and get “Real-time Bus Information” installed.

7. AOB:

1. Tesco’s plans to redevelop *The Foresters* pub site in WOT were discussed. Concerns were raised over deliveries. Tesco had agreed to one delivery a day, between 7 and 9am. Alan Berridge felt it should be between 7 and 8am and loading restrictions could be implemented to this effect. This could also affect the other shops. There were concerns about problems during construction. Tesco had agreed not to have a cash machine - which could have caused more traffic problems.

2. It was reported that the space beside the old Halifax Cottages had been purchased by someone wishing to build a property with two flats. Concern was raised as it could lead to the loss of parking spaces on Canford Lane. A Planning Application was expected in the near future.

3. Hiatt Baker University site, off Parry’s Lane – Tony Hoare reported that the scheme was going to the Planning Officers on the 6th August. Bus services would move to a new on-site hub, so congestion on Saville Road would be removed. Access from Parry’s Lane was under review and the University was giving free on-site parking to students to help avoid them parking on nearby streets.

6. Date of Next Meeting:

The next meeting will be on Monday 8th October 2012 at 7pm - venue TBA.