

Westbury on Trym Neighbourhood Partnership Open Forum Issues for next “You said-We did” report for the 7th November 2012 Neighbourhood Forum

- 1. Residents in the area of 136 – 148 Westbury Road “taking” the pavements in front of their properties for formal parking causing inconvenience for pedestrians, as recorded in the notes of previous Forum**

Report for Information

138-146 Westbury Road – Encroachment onto public highway

There has been some correspondence between Bristol CC and the residents since the last meeting and things are moving forward slowly.

The process being followed is that the residents will submit a planning application for change of use and if successful can then apply to the Department of Transport to have the highway stopped up.

The residents have suggested that the grass verge should be retained where possible, leaving a clear footway width of 2.0m, and this is being considered.

A meeting is being arranged to move these matters forward and there may be more to report at the next NF.

- 2. Access to Canford Cemetery via the Kissing Gate is difficult/impossible for mobility scooters.**

Gary Brentnall will update the NF on this issue.

- 3. Cycle racks in Canford Lane installed by GBBN to be relocated to overcome pedestrian obstruction problems.**

The Cycle racks at the HSBC, Lloyds and two Bins will be installed by the 7th November 2012.

- 4. Redundant Bus stop outside “Classic Man” in the High Street to be removed.**

Response from Alan Sibley on the issue.

I refer to your request of 12th September on behalf of the Westbury Neighbourhood Forum for a review of the Officer position on the bus stop o/s Classic Man. I regret that this has been delayed due to other pressing issues. I have now had the opportunity to discuss and review our position.

I will accept that some bus stops have a higher value than others due to their location, but as we are tasked with making buses more attractive and more accessible, reducing the number of bus stops (unless they are adjacent or unused) is not the way to proceed.

The fact that the distance between this stop and the preceding one is over the recommended distance is not to me an argument in favour of removing it, which will only worsen the position.

Furthermore, due to the design of the stop significant costs in the order of £8-10k would be incurred should it be decided to remove it.

For these reasons I am supportive of the stance we have taken so far - that the balance of the public interest is in retaining this bus stop.

5. Investigate if allegations of Speeding in Canford Lane are relevant and if so consider practical measures that might be implemented.

Response of Mark Sperduty

Canford Lane – Speeding/Safety Concerns

Background

The safety concerns raised by local residents and Councillors relating to the speed of vehicles using Canford Lane are fully understood. These concerns continue despite the various measures have been installed along this route since 2005 in an attempt to address these.

Despite both these concerns and the tragic fatal incident that occurred in 2011, the accident record for this stretch of road is very good compared to other roads in the City. In the last 3 years there have been 4 injury accidents (1 fatal, 1 serious and 2 slight). This equates to less than 3 accidents per km, which compares favourably to the average for similar roads in the City of 18 accidents per km.

The last speed surveys that were undertaken in 2009 on approach to the bend warning signs recorded average speeds of 28mph and 33mph. These are within the Police enforcement thresholds for 30mph roads and are lower than on many other similar roads. However, this does clearly mean that many people are still travelling in excess of these speeds.

The work that has been undertaken since 2005 includes 2 flashing 30mph signs (2005 and 2006), 2 flashing bend warning signs (2010) and antiskid surfacing on the bends by Coombe Lane (2005 and 2009). Given the low number of incidents along Canford Lane, these have had a positive impact on safety. Despite this work and the low number of accident records, it is clear that local residents remain concerned about safety and the speed of traffic.

Options

Avon and Somerset Police undertake mobile speed enforcement on Canford Lane on a regular basis. However, given the local concerns the City Council will bring these to the

attention of the Police's Speed Enforcement Unit and request that they increase the frequency of their enforcement visits.

It has been suggested that Speed Indicator Devices (SID) are used instead of the Vehicle Activated 30mph signs (VAS). The City Council does not currently use these devices as VAS have proven to be very effective in the City, whilst SIDs have been shown elsewhere to encourage certain individuals to try to record the highest speed they can, thereby increasing the danger rather than making the road safer. However, the City Council are reviewing the use of VAS in the City and are investigating whether the SIDs could be used in future.

In order to address the concerns of local residents the best approach would be to undertake a feasibility study of the whole road reviewing all local concerns and needs in order to develop a coordinated plan of measures along the route. This would be able to look at issues such as whether any pedestrian crossings are needed, and if so what type would be best suited and where could they be safely located given existing road widths and the presence of junctions and driveways. It would also be able to look at all signing (static signs, VAS and SID) and road markings along the route, road surfaces, junction layouts and all matters affecting the safety and use of the road.

Possible Funding

The City Council's Road Safety and Safer Routes to School budget is only £75,000 citywide, and as such this has to be focussed on those locations with the most serious accident problems. At present there are 133 locations across the City where 5 or more accidents have occurred in the same location, and therefore these remain a higher priority for the use of this funding than Canford Lane despite the understandable safety concerns locally. With this in mind the budget for addressing local concerns has been devolved to the Neighbourhood Partnerships, who consider all requests for local traffic schemes and allocate their funding to those schemes that are they consider to be the local priority.

The budget devolved to the Partnership is also limited (£25,714 in 2012) and whilst this is unlikely to be able to cover the cost of implementing any planned works in full, it could cover the cost of producing a feasibility study to plan what could be aimed for in the future. This could be put together in a way which enables various elements to be delivered in phases as and when funds do become available either through future Neighbourhood Partnership budgets, or from other sources. For example if a change of road markings is recommended, this could be delivered from City Council maintenance budgets next time the road is resurfaced and the road marking are replaced. This study could also be used to negotiate financial contributions from future housing or commercial developments in the area.

Therefore, the best option for developing and implementing a scheme that addresses the local concerns over time, is for the Neighbourhood Partnership to consider this alongside all other requests for local traffic schemes, and for them to prioritise this as a study that they would like to be undertaken. There are currently no other direct funds that can be used for this purpose

6. Height of “Timetables” in bus shelters considered too high to be easily read by certain users.

Message from Ian Maggs

One of our inspectors has been to investigate this issue and has confirmed that the timetable cases are correctly positioned in the centre of the glass panels.

7. Provision of Notice Board in Stoke Lane to be undertaken by Andrew / Farhan, as discussed prior to last Forum

Notice Board will be installed on 07/11/12.