



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

**Notes of the Transport Working Group Meeting
Thursday 24th July 2014, W-O-T Academy**

Present: Alan Aburrow (Chairman & WOT Ward Rep), Rob Grieve (RG) (BCC Highways Engineer), Andrew McGrath (BCC NP Area Coordinator), Charlotte Leslie MP.

NP3 Ward Reps: Gay Huggins (GH) (SB), Alan Preece (AP) (SB), Mark Baker (MB) (SB), David Mayer (DM)(WOT), Simon Tomlinson (ST) (HEN), Margaret Clarke (HEN), Helen Furber (HEN), Jenny Hodges (Equalities Rep) Graham Donald (Co-opted)

Other attendees: Susan Mayer, Sheila Preece, Janet Brewer (WPCA traffic group), Keith Yeandel, Stephanie French, Michael Stephenson, Nigel Wallis, Gill Perks & Chris Chubb (Westfield Road Reps), Andrew & Carole Davies and Louise Church (Rosery Close Residents)

1. Apologies: Cllr Glenise Morgan, Cllr Alastair Watson (Lord Mayor), Philippa Gardom, Terry Miller. Alan Aburrow welcomed everyone and made introductions.

2. AGM: Notes from the Working Group's last AGM, held on 2 July 2013, had been circulated previously and approved.

Appointment of Ward Representatives and Chairman: At present, Alan Preece represented Stoke Bishop, Simon Tomlinson represented Henleaze and Alan Aburrow represented Westbury-on-Trym. Alan Preece asked for Mark Baker to take over for Stoke Bishop.

Alan Aburrow was prepared to stand again as Chairman and this was Proposed by David Mayer, Seconded by Alan Preece and unanimously agreed.

Terms of Reference: It was agreed that no amendments were necessary to the Group's Terms of Reference and, therefore, they would be re-presented to the September NP for formal approval.

Any Other Business: None.

3. Notes from previous meeting, held on 30 April 2014: Agreed.

Matters Arising:

3.1 Reliability of RTI displays on bus stops: Still very unreliable. Excuse from First Bus was that the buses either did not have responders or they were not working. DM suggested it would be helpful to invite a representative from First Bus to attend the next NP Meeting and this was agreed. DM asked Andrew McGrath to pursue this Action. Charlotte Leslie added her support.

3.2 No information was available from Parking Services as to when they attended particular streets and how many tickets had been issued for vehicles parked on the new double yellow lines that had recently been approved and painted, such as in Stoke Bishop. The Chairman agreed to follow up the lack of an informed response from Parking Services.

4. Greater Bristol Bus Network GBBN

Mark Sperduty (Area Manager - Highways) has agreed to report back to the NP within six months with his post-Scheme Review. We asked that he be reminded to pass his Report to the NP for scrutiny prior to publication. MB pointed out that the proposed Review was futile, as there was nothing to compare it with. RG stated that Mark Sperduty was only doing what we had asked him to do. There appeared to be no record of any survey or Business Case being published prior to the GBBN Scheme being rolled out. ST reminded those present that a number of safety concerns had been raised and we had been promised a review of the bus lane/cycle lane around North View within 6 to 12 months of scheme completion, which is still outstanding. RG said we needed to talk to people from Traffic Management, and not Highways. Mark will complete his study and report back to us. It will then be up to the Council Members and the Mayor to decide what action to take.

5. Cribbs/Patchway New Neighbourhood (CPNN)

Charlotte Leslie spoke passionately about the impact of this South Glos development of at least 8,000 new houses “on our doorstep”. She has been campaigning for 8 to 10 years to get the Henbury Loop rail link in service before any of the houses are built. Apart from housing, there is also the impact of the proposed inland surfing lake, Bristol Zoo’s Wild Place and Bristol Rovers’ new stadium to consider. Traffic is already gridlocked and will just get worse. The rail track is already in place for freight and stations at Henbury and Charlton Common would be linked directly to Parkway, Avonmouth and Temple Meads. The cost had been estimated at £30 million.

It is all part of the MetroWest series of complimentary local rail projects. Unless the passenger service is put into place BEFORE the houses, it will not be used, as people will have got used to using their cars and will not change their commuting habits. There was a need to lobby Network Rail to get the loop up and running. There is an online petition available. The West of England Partnership was full of people with not a lot of local knowledge and their terms of reference appeared unworkable. The West of England Partnership was making an ineffectual Business Case. There was regional government investment available to fund the loop. Margaret Clarke felt there should be more publicity. It was suggested senior BCC Officers should be invited to address the next NP Meeting in September or December.

A confidential BCC draft report was circulated outlining the transport impacts and the potential means of mitigation in North Bristol – specifically the A4018 corridor. There is a lot of provision for bus lanes but Stephanie French pointed out that they need to take cars into consideration and make it better for cars; otherwise drivers will only look for rat-runs through residential areas. There was no reference in the draft Report to utilising the Henbury Loop as a means of traffic mitigation.

6. Highway Issues

Particulars for all the Highway Issues referenced in this Section are further amplified in “Highway Issues - Issue 18: Open Issues” (copy attached).

New Issues:

1. **Southdown Road** (Issue W140) – Alan Aburrow summarised the residents’ concerns with rat-running through Southdown Road and Hillsdon Road. The issue could be dealt with as part of the CPNN mitigation proposals for the Henbury Road/Falcondale Road junction. However, the current problems could be exacerbated unless the Southdown Road junction with Falcondale Road was closed permanently to vehicular traffic. This would result in the Hillsdon/Southdown “estate” only being accessible from Henbury Hill. Would this be acceptable to the residents?

2) **Rosery Close** (Issue W139) – Andrew Davies explained that there were 9 small terraced properties in the Close with no driveways. The users of the local Rombourne Business Centre were using the Close for all-day parking, as they are not prepared to pay to park in the spaces provided at the Centre. This was causing chaos and difficulties for residents, particularly the elderly. RG confirmed that the suggestion of a local Residents Parking Scheme for the Close was not current BCC policy. Additional double yellow lines to protect junctions could be introduced as part of the current Parking Review for this end of WoT. However, this was unlikely to alleviate the all-day parking problem. Residents were advised by DM to contact Parking Services (Tel: 9038070) or Wayne Dewfall (Parking Services Shift Manager – Mobile: 07825315650) to report any infringements of the existing yellow lines. A quick response is usually provided, particularly if a Parking Attendant is in the area.

Progress with existing schemes:

H123 – West Broadway: RG advised that the recent survey had included HGV movements and which of the surrounding roads were being used by HGVs. Most large vehicles delivering to the shops in Harbury Road were exiting via Cransley Crescent. West Broadway did not have an excessive volume of traffic or speeding traffic. Options to introduce “prohibition of entry” schemes had been proposed as a means of combatting rat-running in the area. However, these could only proceed when funding and resources are available; and would be subject to public consultation.

H105 – Coldharbour Road Area Parking Restrictions: Although this issue had been moved to the “complete” section of our documentation, it was not quite finished but would be soon! Nigel Wallis raised the issue of parking “problems” in St Albans Road that were now apparent as a result of

implementing the recent Parking Review. Two new time-restricted parking bays had been installed for a total 8 vehicles. Residents were of the opinion that these were unnecessary and introduced problems for residents needing unrestricted parking spaces. RG advised that the local shops had requested the bays as they had lost some parking spaces on the main road. Letters had been sent to all residents advising them of the proposals and Statutory Notices had been posted on lampposts. The restrictions could be revisited as part of the Henleaze Parking Review, already approved by the NP for funding in 2016/17.

H114 – Waitrose Car Park Entrance: This was now in the process of being revamped as part of a recently approved Planning Application for the site. Although not perfect, it was the best option.

H115A – Exit from Tesco (Henleaze Road): ST will try and produce some photographs of the hazards and submit them to RG so that the problem can be fully assessed.

H118 – Park Grove Crossing: ST had liaised with RG and a scheme to provide a crossing point near the schools would progress shortly to a public consultation.

H125 – Coldharbour Road Pedestrian Crossing (near Cairns Road): Design work had been completed and the scheme would progress shortly to public consultation.

H127 – H132, H135: All these issues, concerning parking problems at various locations in Henleaze, will be included in the Parking Review approved by the NP for funding in 2016/17.

S117 – Shirehampton Road Pedestrian Crossing: A crossing near the entrance to Stoke Lodge had been sanctioned by the NP and would take approximately nine months to install, following a public consultation.

S106, S111, S113, S114 – Downs Parking Review: A comprehensive parking review across the Downs area is about to go out for public consultation. GH felt the draft consultation she had seen suggesting 4-hour parking on Stoke Road and other roads on the Downs was not solving the problem, just moving it to Sneyd Park and Stoke Bishop. GH suggested that areas of double yellow lines around the junction with Ladies Mile and the extension of the double yellow lines approaching the traffic lights should be tried first. RG advised it was the Downs Committee who wanted the restricted parking.

W114 – Chock Lane Traffic-Calming: Provision of new “pavements” (red surface-dressed sections of highway) is to be provided imminently, necessitating a one day road closure during the second week of August. Installation of 3 over-runnable chicanes will proceed shortly. Near-neighbours had been advised in a letter dated 27 June.

W109 – Eastfield Road Crossing Point: a pair of dropped kerbs will be installed shortly, near Albert Place.

W137 – Channells Hill: renewal of white lines at the bottom of Channells Hill will include “No Entry” markings. This work will be included with other maintenance work in the area.

W112 – Stoke Lane Area Parking Restrictions: new parking restrictions are currently in the final stages of a Statutory Consultation (notices are on lampposts). If no objections are received when the Consultation closes at the beginning of August, it will be a minimum of 3 weeks before work starts.

W132, W135, W136, W136, & W140: All these issues, concerning parking problems in various locations in Westbury, will be included in a Parking Review approved by the NP for funding (and execution) in 2014/16. The process will include a public consultation.

7. Highways Maintenance Issues

Alan A reported that, currently, all available resources are being directed at surface dressing schemes whilst the good weather continues! Refurbishment of footways will recommence when this work has been completed. Footway refurbishment schemes include those rolled over from last year eg Montroy Close (M127) and Farne Close (M126) as well as those schemes sanctioned by the NP for the current financial year.

8. Any Other Business

1. A new bus shelter, complete with a raised platform and RTI Display (funded from accrued Section 106 Monies) will be installed on Henleaze Road – near **Rockside Drive** – during the current year.

2. Helen Furber mentioned that some pavements in Henleaze were overgrown with **weeds**. She was advised to contact the Council’s contractor, May Gurney, with details.

3. **Quarryleaze Development.** An uninspiring 32-unit utilitarian Lego lump has been recommended for the Approval at the Planning Committee Meeting on 30 July. As part of the mitigation for its

construction, the developers have included the provision of a new pedestrian crossing on Henleaze Road. Whilst the crossing may be considered by BCC Planners to be a worthwhile asset, it is in the wrong place on such a busy road - just beyond a roundabout. Any crossing should not be considered in isolation from a complete redesign of the roundabout in mitigation for the obvious additional traffic volumes arising from the CPNN development in South Glos and the new Southmead Hospital complex.

4. Andrew McGrath asked the Group's view as to whether we should un-devolve the **Carriageways and Footways budgets**. DM felt we needed to know whether money can be carried forward into the next financial year before making any decisions. Alan Aburrow felt we had a meagre budget as it stands and did not want any of it to be taken away to be spent elsewhere.

5. RG was pleased to report that his department will soon have **additional resources** with the imminent appointment of three new apprentices.

6. RG was asked when the **20mph scheme** would be rolled out in NP3 and it was reported that it was expected that the scheme will be implemented, as proposed, in late summer/early autumn.

7. GH asked if the dropped kerb outside **Costcutter**, Druid Hill, could have some lines to stop people parking which restricted the elderly from accessing the shops. RG advised that a short white line could be installed and this would be covered by the NP's "Minor Signing & Lining" budget and executed quickly.

8. **Hiatt Baker** parking issues – Mark Sperduty and other Council Officers were meeting with Bristol University on 28 July. The University has not complied with its planning conditions and DM was not impressed that they were not prepared to talk to him face to face.

9. ST reported that the owners of a property on the corner of **Henleaze Park and Park Grove** had erected fencing that had completely blocked visibility for drivers exiting Henleaze Park. The Planning Compliance Officer has formally written to the owners requesting that sections of the fence be removed, or the fence be moved 2 metres back from the boundary wall. Help with this issue had come from Cllr Morgan.

10. GH made a **plea** for somebody else to take on the secretarial role at the WG Meetings, as she had been doing the job for the past 4 years!

9. **Date of Next Meeting:** Tuesday 21st October 2014 at 7.00pm, venue TBA.

The Meeting closed at 9.15pm.