



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

**Notes of the Transport Working Group Meeting
Tuesday 27 October 2015, W-O-T Academy**

Present: Alan Aburrow (AA) (Chairman & WOT Ward Rep), Rob Grieve (RG) (BCC Highways Engineer), Cllr Glenise Morgan

NP3 Ward Reps: Gay Huggins (GH)(SB), Alan Preece (AP)(SB), David Mayer (DM)(WOT), Graham Donald (GD)(Co-opted), Helen Furber (HF)(HEN), Val Bishop (HEN), Stephanie French (Tree Champion), Peter Robottom (PR)(SB), Peter Weeks (SB), Jenny Hodges (Equalities Rep)

Other attendees: Lionel Hart and Janet Brewer (JB)(Westbury Park Traffic Group), Terry Miller (TM), Chris Chubb, Erica Madine, Simon Tomlinson (ST), David Moore

1. Apologies: Cllr Alastair Watson, Andrew McGrath (BCC), Sue Mayer, Sheila Preece, Keith Yeandel, Philippa Gardom, Hilary Long.

Alan Aburrow welcomed everyone and introduced Helen Furber who would now represent Henleaze on the Working Group following Maggie Clarke's resignation from the NP.

2. Notes from previous meeting held on 16 July 2015: Agreed.

Matters Arising: (1) AA confirmed that, at the last NP, the Neighbourhood Committee had approved funding of £5K for minor upgrades to the zebra crossing on Wellington Hill West. (2) He had now been advised by Mark Sperduty that there is approximately £50K in NP3's Minor Traffic Schemes budget and we may be able to use some of this for "minor works" projects. (3) RG advised that, although a dropped kerb had recently been installed in Eastfield Road (by Albert Place), additional footway improvements, included in the original proposals, could be considered as "minor works".

3. GBBN

AA reported that Mark Sperduty had not submitted his summary Report on the success, or otherwise, of the White Tree bus lane to the last NP Meeting. It has been proposed that Mark be invited to the next NP Meeting in December.

4. Cribbs/Patchway New Neighbourhood (CPNN)

RG had received an email from Lawrence Fallon (BCC's Transport Development Manager): "We're in the process of getting approval to fund the microsimulation modelling for the A4018 corridor. Meanwhile we are in the early stages of devising a strategy for Public Transport and cycle measures along (and parallel to) the A38 and B4056 corridors." RG explained that LF was trying to get more detailed modelling prior to any proposals.

5. Current Highway Issues

5.1 Minor Works Projects

Currently, there was no likelihood of the "one scheme per year, per NP" rule being relaxed but RG confirmed that pavement realignment between Albert Place and the top of Waters Lane (W109A) could be classified as "minor works" and would cost approx £8k. However, widening the pavement at the Canford Lane/Coombe Lane junction (W134) could not be considered as "minor works" as it was linked to the inclusion of a pedestrian refuge and, therefore, a full scheme would be required.

5.2 Recent Scheme Consultations

Downs Parking Review – Report and final proposals still being compiled following the recent Statutory Consultation but the Report should be available by the end of November.

Park Grove Pedestrian Improvements (H118) - There had been 82 responses, mainly objecting to the proposal to ban southbound vehicular entry into Park Grove (from Springfield Grove). Publication of the results and any revised proposals were currently dependant on the availability of very scarce Highways' resources.

Coldharbour Road Zebra Crossing (H125) - revised scheme currently being worked-up, prior to publishing final proposals.

Shirehampton Road Zebra Crossing (S117) - There had been 36 responses to the initial consultation and a large number had suggested an alternative location. The alternative location, nearer Queen's Gate, had been the subject of a second consultation and the results are currently being assessed. The scheme also includes improvements to the mini-roundabout at the top of Druid Hill.

Southmead Road Zebra Crossing (W117) - Following a second consultation, the crossing will now be located near Kelston Road. As a result of the recent Boundary Review, this location will be outside the NP3 area but the funding was ring-fenced and the scheme would be completed.

Westbury Parking Review – There had been a total of 117 responses to the recent consultation. These would be reviewed and proposals worked-up in the next couple of months.

5.3 Progress with other Minor Traffic Schemes/Open Issues

Exit From Tesco Site on Henleaze Road (H115) - RG had produced a Feasibility Study covering possible safety improvements and AA thanked RG for this thorough piece of work. After discussion, it was agreed that Option A – the provision of bollards and additional white lining – should proceed as a “minor works” project. Option B – major junction realignment at a cost of approx £10k – could be reconsidered at a later date, if deemed necessary (but would constitute a major scheme for NP prioritisation).

West Broadway Traffic Calming (H123) – HF had contacted Mike Stevenson to convene a meeting with interested local residents. However, although he was very grateful for HF's interest and support, he was deflated by the Council's Traffic Report that had reviewed the issues in the area. He had tried to engage residents to support Community Speedwatch involvement. There had been a mixed response to the residents' survey undertaken by Maggie Clarke and Mike was not prepared to take this further. As the additional traffic, which had arisen from the closure of Wellington Hill West, had now eased, it was felt there was no further need for action unless the residents wished to collectively propose their preferred solutions for further debate.

Brecon Road Parking (H134) - Residents were annoyed by the construction work associated with the expansion of St Ursula's school. A meeting was due to take place with the Headteacher about the School's Travel Plans but had yet to be progressed. ST said that Travel Plans were a condition of the approved Planning Application and needed to be enforced, if necessary. It was agreed that the issue would be raised at the next Henleaze Forum on 12 November.

Westbury Park (H136) – feedback from the recent Redland RPZ Review was awaited and this could have a major influence on any proposals to amend the current traffic arrangements.

Wellington Hill West Zebra Crossing (H137) – Joint funding of £10k had been secured from NP4 and NP3 to provide LED halos on the Belisha Beacons (now in place), plus anti-skid surfacing on the approaches to the crossing. However, application of the anti-skid surfacing could be delayed as RG reported that one of the water utilities would be digging-up the road in that area.

North View Bus Stop Relocation (H138) – RC reported that the Taxi trade are not against the current taxi rank being removed from outside Henleaze Library and, therefore, relocation to this site was viable, subject to local consultation and the requisite funding. The current TRO review for parking arrangements in North View would accommodate provision for the changes, even if they were not enacted. A new bus shelter and pavement works would cost approx £10-12k and could be funded from S106 or CIL. JB asked who would be consulted as a large number of people from Westbury Park use the existing bus stop in North View and the relocation could be inconvenient. AA said that as the original relocation request had come from the Henleaze Forum, the indicative proposals would be taken back to the next Forum for discussion, prior to any further local consultations.

Sea Mills Station Parking Provision (S122) – AA confirmed that the use of the former prefab site to provide a car park was a non-starter as the area is part of the Scheduled Monument of the Roman town of Abona and any works within this area would require scheduled monument consent from Historic England. Furthermore, any proposals for a car park on nearby green space would require Planning Permission and would likely be rejected by BCC as creating a car park in this area would have

a negative impact on the character of the Conservation Area, as defined in the Sea Mills Conservation Area Character Appraisal. PR was still on the case!

Stoke Hill, Additional “Slow” Marking (S124) – RG confirmed that this had been actioned with the Highways Maintenance Team.

Eastfield Road Footway Widening (W109A) – the WG agreed that this “minor works” project should be funded. RG would confirm the cost and AA would take the proposal to the next NP Meeting in December for endorsement.

Chock Lane (W114 & W114A) – installation of the 3 over-runnable chicanes had been completed but the high-viz red surfacing on parts of the highway was currently outstanding. Also “Pedestrians in Road” signs had still to be erected at the top of Chock Lane. David Moore initiated a short esoteric debate as to the benefits of quoting “average” or “85th percentile” for the speeds recorded at the chicanes’ exit point – as only average and peak speeds were quoted in RG’s recent summary Report. David Moore also asked if the entry into Chock Lane could be tightened as a means of reducing entry speeds from Eastfield Road. AA confirmed that any additional work (W114A) would be dependent on feedback following completion of the current Scheme (including Community SpeedWatch) and the NP prioritising and funding any new scheme(s) going forward.

Coombe Lane/Canford Lane Junction (W134) – as the pavement works could not proceed – in isolation from the central pedestrian refuge, the full scheme would remain on hold for future consideration and prioritisation.

Westbury Road (W138) - Inconsiderate parking and damage to the grass verge continues to be a problem, even though disputed footway ownership has been resolved. The NP’s Environment Group would consider planting additional street trees at some time in the future. In the short term, AA’s proposal to install some street bollards was approved and RG would progress their installation as a “minor works” project (cost approx £200, TBC).

Canford Lane “One Way” Section (W143) – since all the road markings had been repainted following the recent temporary two-way operation, the problem of drivers driving (and parking) in the wrong direction appears to have ceased. Therefore, the Working Group agreed to AA’s suggestion that this issue be removed from the list of “live” issues.

Canford Lane Traffic Congestion (W144) – the problems arising from lack of free passage for buses due to parked cars between Falcondale Road and Canford Road would be addressed as part of the CPNN Mitigation Review for the A4018.

Devolved Section 106 Monies (ZCD 967) – Final proposals for the new in-bound bus stop on Henleaze Road (near Rockside Drive) were currently awaited.

Henleaze Parking Review – A comprehensive Parking Review in Henleaze (to include **H127 – H132 plus H135 and H139**) and subsequent implementation of any proposed changes had previously been agreed by the NP to be undertaken next year. Following discussion, the Working Group agreed that this should remain as the NP’s prioritised “one scheme per year, per NP” for 2016/17.

5.4 Schemes Submitted to BCC’s “Traffic Choices”

In the last 3 months, a total of 19 potential new schemes in NP3 had been added to the “Traffic Choices” database, following submissions from individual residents. Due to the “sketchy” nature of some of these requests, AA opined that it would be better if, in the first instance, the resident submitting the request should be invited to present their proposals to the Open Forum in the affected Ward, so that local opinion and support could be canvassed. Any schemes endorsed by the respective Forum could then be brought forward to the Transport Working Group for consideration and prioritisation. Accordingly, our Area Coordinator would be requested to propose a practical means of taking this proposal forward, so that residents could be invited to the relevant Open Forum.

6. Highway Maintenance Issues

GD raised the issue of the poor condition of the footpaths in Sandyleaze and despite contacting the Council by letter in early September he had not received a response. RG replied that the complaint could have been noted internally and added to the Footway Maintenance Team’s worklist for future attention. Also, with any submissions via the Council’s online “Report a Fault” system a Report Number was always generated as part of the “process” and this could then be quoted when following-up progress at a later date.

7. Any Other Business

7.1 Zebra Crossing on Coldharbour Road – JB reported that traders were constantly seeing potential accidents every day on this crossing (between Devonshire Road and St Alban’s Road). JB was asked to take this issue to the next Henleaze Forum for further local debate. If appropriate, the NP could fund similar improvements to those agreed for Wellington Hill West. Costs would need to be shared and agreed with BCRNP, as the NP border runs along the middle of Coldharbour Road!

7.2 Downs Parking – GH reported that Stoke Road (across the Downs) was covered with parked cars at night which was apparently Redland residents who could no longer park outside their homes and students who should not be using cars.

7.3 Henley Grove – TM asked if the 20mph Team are doing any post-Scheme review to determine the magnitude of reduced vehicle speeds. RG responded that the 20mph Team were reviewing the effects of the scheme and would report their findings in due course.

7.4 Access to Sandyleaze from Public Footpath – Currently, fixed barriers in the footpath (from Coombe Lane) were preventing free passage of buggies/mobility scooters. RG said that these should probably be removed, although this could lead to abuse by cyclists and motorcyclists using this as a short-cut.

7.5 Devonshire Road – a scheme for replanting street trees in Devonshire Road was currently under threat from the application of BCC’s current *Environmental Access Standards (2011)*. This could result in new tree pits having to be put in the road, as opposed to replanting trees in the pavement. This was felt to be an issue for the Environment Group to pursue and resolve with BCC.

7.6 Parking Outside Westbury Academy - AA reported that a monitoring camera installed as an experiment by the Academy had recorded numerous incidents of selfish and dangerous parking manoeuvres by drivers delivering and collecting their children. It had been reported to AA by the Chair of the Governors that “In June, there were 20 school days and 46 stops detected in the zone 10m either side of the school gate. These were split 32 in the morning and 14 in the afternoon. One car was responsible for 14 of the stops.” It was anticipated that these dangerous practices would be highlighted in the Academy’s Newsletter to parents.

There being no other business, the meeting closed at 9.05pm.

Date of Next Meeting: Tuesday 19th January 2016 at 7.00pm at Westbury Academy