



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

**Notes of the Transport Working Group Meeting
Thursday 21 July 2016, W-O-T Academy**

Present: Alan Aburrow (AA)(Chairman and WoT&Hen Rep), Rob Grieve (RG)(BCC Highways Engineer), Cllr Liz Radford (LR)(WoT&Hen), Gay Huggins (GH)(Sec)

NP3 Ward Reps: Peter Robottom (PR)(SB), Peter Weeks (PW)(SB), Graham Donald (GD)(SB), Roger Gamlin (RG)(SB), Val Bishop (WoT&Hen), Helen Furber (HF)(WoT&Hen), David Mayer (DM)(WoT&Hen), Stephanie French (SF)(NP3 Tree Champion)

Other attendees: Jim Doxey (JD), Judy & Nigel Wallis (Westbury Park Traffic Group), Chris Chubb, Mildred Miller, Erica & Paul Madine, David Brown, Tony Hoare

1. Apologies: Janet Brewer, Alan & Sheila Preece, Jenny Hodges, Hilary Long.

AA welcomed everyone and made the necessary introductions.

2. AGM Business

2.1 Appointment of Ward Representatives for 2016/17: Following the recent Ward boundary changes, NP3 now embraced of only two Wards, not three. PR agreed to be the spokesperson for SB and AA and HF were prepared to represent WoT&Hen. This was agreed unanimously.

2.2 Appointment of Chairman: Alan Aburrow was prepared to continue as Chairman and this was agreed unanimously.

2.3 Terms of Reference: After a discussion to accommodate the Ward boundary changes, it was agreed that, under "Management", the third bullet point would be amended to "The Group must include one NP Elected Representative from Stoke Bishop and two from Westbury-on-Trym & Henleaze to be quorate". This amendment would be incorporated into the revised Terms of Reference and these would be presented at the next Meeting of the Neighbourhood Partnership, in September, for endorsement.

2.4 AGM AOB: None.

3. Notes from Previous Meeting on 20 April 2016: Agreed with no amendments.

Matters Arising

a) 6(ii); funding for a parking review around **Sea Mills station** (S121 & S122A) was endorsed by the Neighbourhood Committee at the last NP Meeting and would be delivered during 2016/18.

b) 6(iii); funding for kerbing work in **Canford Lane** (W147) was endorsed by the Neighbourhood Committee at the last NP Meeting and would be delivered during 2016/17.

c) 6(iv); the NP funded £200 to carry out repeat "clandestine" speed checks in **Chock Lane** following the traffic calming measures introduced last year. Results indicated that average speeds this year were 16mph, compared to 14mph last year - after the work had just been completed. However, the volume of traffic had increased from 1196 to 2403 vehicles per day. Full results are given in Attachment 1.

d) 'Tracker' ID 1128; parking issues outside the **Cooperative Store in Stoke Lane** have yet to be discussed with the Store Manager to ascertain the magnitude of the problem.

e) 8 (v); AA had updated and submitted the Working Group's Priorities to our Neighbourhood Coordinator, for incorporation into the 2016/17 Neighbourhood Plan.

4. Greater Bristol Bus Network (GBBN)

RG reported that the post-Scheme Review into the efficacy of the White Tree bus lane is still outstanding.

5. Cribbs/Patchway New Neighbourhood (CPNN)

Cllr Geoff Gollop has started a petition to get a Park 'N' Ride adopted in North Bristol. AA asked all those present to sign the petition and give it as wide publicity as possible:

http://epetitions.bristol.gov.uk/epetition_core/community/petition/3589

6. Current Highway Issues

6.1 Progress with Current Sanctioned Schemes:

(i) Shirehampton Road Zebra Crossing (S117): This would be installed at the location planned originally but the estimated cost had increased by £5k to £30k. An upgrade to the nearby mini-roundabout, to include larger pedestrian refuges, could be included for £19k. It was agreed that AA would seek approval for this additional funding (totalling £24k) at the September NP. Work could then commence in October.

(ii) Sea Mills Station Parking Review (S131): this scheme was sanctioned at the last NP in June and would be delivered over two years, 2016/18. As a minimum, Hadrian Close, Roman Way and Sea Mills Lane would be included. PR said there were problems arising from the current fare structure for the Park 'N' Ride bus and, as a consequence, it was a cheaper to travel into Bristol from the local bus stop on The Portway. PR contended that this encouraged people to drive into the area to park. RG said that he had no control over this and that PR should raise the issue with the bus company. PR had asked if Great Western money was available to make a car park but had not yet received a reply. PR was also pursuing the timescale for incorporating a new railway station at the existing Shirehampton Park 'N' Ride site.

(iii) Southmead Road Zebra Crossing (W117): RG reported that work should start w/c 25 July.

(iv) Westbury Parking Review (W136, etc): RG reported that BCC's Legal Team were progressing the Statutory Consultation phase of this scheme and this should "go public" shortly.

(v) Southmead Rd/Henleaze Rd Zebra Crossing (H111): RG reported that this S106 Scheme was complete.

(vi) Park Grove Pedestrian Improvements (H118): RG reported that construction of the two speed tables (and associated kerb realignment work) should commence on 15 August. MM mentioned that a school coach had got stuck whilst negotiating the corner of Park Grove. RG said nothing could be done to physically improve the junction and that the school needed to engage more pro-actively with the coach company in order to obviate any similar occurrences in future.

(vii) Coldharbour Road Zebra Crossing (H125): RG reiterated that this scheme has been taken over by CAF (Cycle Ambition Fund) which was Government funded and would now incorporate cycling improvements.

(viii) Henleaze Parking Review (H141): this review and implementation would now be delivered as a two year programme, 2016/18.

(ix) Brecon Road (H134): The majority of the improvements, such as speed tables and additional parking restrictions, were being undertaken as part of a Section 106 Agreement associated with the St Ursula's Academy expansion. Recent requests for additional parking restrictions in the area (such as H132 and Waterford Road) would be included in the requisite TRO, at no additional cost. RG reported that the Design Team were still finalising the scheme details with the St Ursula's Developer and work on site was unlikely to commence before the end of the year.

6.2 Progress with Sanctioned Minor Works Schemes:

(i) Eastfield Road Pavement (W109A): Work completed this week (issue now closed, see pic below).

(ii) Westbury Road Verge Protection (W138): bollards have been installed (this week) to prevent vehicles over-running the grass verge (issue now closed, see pic below). SF and AA are also progressing the planting of additional street trees at this location through the NP's Environment Group.



Westbury Road Bollard Installation



Eastfield Road Pavement Upgrade

(iii) Canford Lane Verge Protection (W147): this scheme was sanctioned at the last NP in June and would be delivered during the current financial year. RG reported that work was likely to commence in October.

(iv) Exit from Tesco, Henleaze Road (H115A): RG reported that bollards have been installed but additional white lining was currently outstanding.

(v) Wellington Hill West Zebra Crossing (H137): LED halos have been installed on the Belisha Beacons but RG reported that a raised table could now be incorporated at the crossing, as part of a CAF scheme for a safe cycling route to Southmead Hospital.

(vi) Coldharbour Road Zebra Crossing (H140): LED halos have been installed on the Belisha Beacons (issue now closed).

(vii) Blandford Close (H146): RG reported that some “Keep Clear” white lining should be completed by the end of September.

(viii): RG was asked when the review of the **Downs Parking scheme** would be completed and he confirmed that this was due in the next couple of weeks. GH and AA asked that access to Severnleigh Gardens (off Downleaze) be included, as residents were experiencing difficulties entering and leaving their site due to the increased level of badly parked vehicles (displaced from The Downs?). GH also requested that a bus cage be incorporated at the adjacent bus stop in Downleaze.

(ix) AA reported that the newly-elected Mayor had delivered a poisoned chalice to all NPs which, apparently, would empower each of them to approve such major issues as RPZs and revisions to 20mph zones! PW asked how this was going to be tackled. AA reported that he had requested guidance from Highways as to how this process would be managed – especially the interaction and resolution of opposing views across adjacent NP boundaries. GD asked where the money was going to come from and SF said she thought that the very existence of NPs was under threat as a result of BCC’s anticipated budget cuts this Autumn.

7. Highway Issues “Under Review”, including “Tracker” Submissions

AA reported that, recently, the number of submissions received via BCC’s “Tracker” reporting scheme was much reduced. Since the previous Meeting, only six more had been added (as detailed in Attachment 2):

(i) ID 261 - Pedestrian Crossing Outside Sea Mills Primary School. This had been “inherited” by NP3 as part of the recent Ward boundary changes and, for completeness, AA had already included it in the NP3 “Highway Issues” schedule (as S132) for review with the other seven requests for Pedestrian Crossings.

(ii) ID 899 - Dingle Close/Shirehampton Road Parking Issues. This was noted but AA confirmed that obstructive parking was a Police matter for enforcement, until any double yellow lines were introduced as part of a local Parking Review.

(iii) ID 1272 - Safety at Junction of Shirehampton Road and Bell Barn Road. RG would conduct an initial survey of the junction to ascertain if there were any practical solutions to the reported problem. GH opined that the junction was always busy at school times and great care needed to be taken by cyclists and motorists when crossing or entering Shirehampton Road from either Sea Mills Lane or Bell Barn Road.

(iv) ID 1324 - Parked Vehicles on Stoke Park Road causing congestion which results in vehicles over-running the grass verges. This issue is already included on the NP3 Highway Issues schedule as Issue S129.

(v) ID 1334 - Speeding on Circular Road. The issue was noted but RG observed that there were no practical, cost-effective, traffic-calming measures that Highways could recommend.

(vi) ID 1366 – Additional Pedestrian Crossing and 20mph limit on Kellaway Avenue (Golden Hill area). A request for a crossing was already included in the NP3 Highway Issues schedule (H142). However, AA had included the perceived speeding problem as Issue H149 but added that vehicle speeds on that section of Kellaway Avenue were not excessive – see data presented in Attachment 3. Also, as the border between our NP and the adjacent NP (BCR) runs down the middle of Kellaway Avenue, any proposed scheme(s) would require the agreement of both NPs.

AA indicated that, with the inclusion of ID 261 and ID 1366 in the NP3 Highway Issues schedule, there were now a total of 21 issues classified as “under review” for future prioritisation. AA also reminded the Meeting that the earliest any new Minor Traffic Scheme could be considered for prioritisation (and subsequent delivery) was 2018/19, as a result of Highway’s current diktat of only one minor traffic scheme per year.

(vii) It was agreed that Issue **S105, “Stoke Road Widening”,** could now be closed as this scheme would be unnecessary following the recently-introduced Downs Parking restrictions. Also, **W140, “Rat-running” on Southdown Road”,** would be better included with all the other schemes listed as “Included in CPNN Mitigation Review”.

A brief discussion then ensued on some of the other 19 “Under Review” issues:

(viii) Chock Lane (W114A): RG reported that the possibility of including a pedestrian guard rail at the bottom end of the elevated footpath was to be revisited, although he thought it may not be practical due to the narrow width of the footpath at that point. RG also confirmed that additional traffic-calming suggestions from Chock Lane residents were still under review for possible recommendation to the NP.

(ix) Elmlea Avenue (W146): Excessive on-street student parking is a major issue in the area and was raised again at the last NP Meeting by way of a Public Statement. AA confirmed that he had already requested BCC Planning to investigate if the University was in breach of the Planning Conditions associated with the original Planning Application for the expansion of the Hyatt Baker Halls of Residence. Recent meetings between the University and local residents had not proved fruitful. At the last NP, it was agreed that Cllr Campion-Smith would contact the Vice Chancellor to arrange a Meeting to try and resolve the current impasse. It is not just Elmlea Avenue that is affected but also Rylestone Grove, Shaplands, Ormerod Road and Stoke Park Road. Unfortunately, if the University do not step up to the plate and fund any requisite remedial works, it will be the NP that has to provide the funding from its limited Minor Traffic Schemes' budget – subject to prioritisation. Now that the students have left for their summer vacation, the roads are clear and this demonstrates that student parking is the root cause of the problem.

(x) Sea Mills Lane (S122): PR asked for the words "Ex-prefab site NOT an option" to be removed from the schedule as he believed that there was still a possibility BCC would agree to a car park on the ex-prefab site.

(xi) Parking Bays in St Albans Road - NW asked if the status of the 8 one-hour parking bays could be reviewed in order to free them up for residents. NW reported that the residents felt that 4 spaces would have been sufficient. RG said no review was currently planned for the area and suggested that residents raise the issue via BCC's 'Tracker' facility www.trafficchoices.co.uk/index.shtml or 'FixMyStreet' <https://www.fixmystreet.com/> However, AA indicated there was a chance that St Albans Road could be included in the current Henleaze Parking Review (H141).

(xii) Westbury Hill Car Park (W148): - AA reported that BCC had confirmed that, for legal reasons, they do not use ANPR (automatic number plate recognition) surveillance in their municipal car parks. However, Pay 'N' Display could be an option to obviate abuse by all-day parkers. AA reported that he was pursuing the adoption of some "Mother & Child" parking bays and clearer exit markings with Parking Services.

(xiii) Future Scheme Prioritisation: - AA indicated that there are now eight zebra crossings on the Working Group's list of Highway Issues. However, RG reported that the crossing at Sea Mills Primary School (S132) had previously been reviewed by the Avonmouth & Kingsweston NP but not selected as a scheme on the basis that the low speeds and low pedestrian volumes did not justify the need for a zebra crossing. Also, there are no recorded injury accidents at the location. Therefore, AA proposed that the scheme should not be progressed at this time.

AA had previously suggested that additional Pedestrian Refuges may offer a less expensive practical solution, compared to full Pedestrian Crossings. GD asked about the cost of installing a central refuge and RG confirmed that it would be approx £5k - £10k but this was also dependent on the width of the road. A full Pedestrian Crossing would cost £20k+ and be subject to the formal TRO process.

As an aid to the prioritisation process, DM suggested that the relevant crossings and any other "Under Review" issues should be taken back to the individual Open Forums for wider debate in order to establish the level of local support for any of them. There was ample opportunity to debate these issues at future Forums, as the earliest that any minor traffic scheme could be delivered was 2018/19. PW agreed with this suggestion and DM confirmed that the Forums were an ideal opportunity for wider public debate and prioritisation consensus. SF suggested that the Reps took photographs to illustrate the locations and display them at the Forums as an aid to the debate.

8. Highway Maintenance Issues

AA reminded those present that NPs no longer have any devolved budgets for highway surface dressing or footway refurbishment. However, any member of the public can report issues such as potholes, broken pavements, worn-out road markings, overhanging foliage etc via the "Fix My Street" facility available on the Council's website <https://www.bristol.gov.uk/report-a-street-issue> .

9. Any Other Business

JD and AA had exchanged considerable correspondence with Network Rail regarding safety issues for pedestrians and vehicles using the level crossing at Sea Mills Station. JD was not happy as Network Rail had responded by stating the installation complied with their current Design Manual. AA agreed that he and JD would pursue the matter further with Network Rail and press for additional safety features at the crossing.

10. Date of Next Meeting

Monday 31 October 2016 at 7.00pm; venue TBA.

The meeting closed at 9.00pm.

Chock Lane Speed/Volume Counts

Average speeds/volumes over 24 hours in the recent count were 16.15mph, 2403 vehicles. There does appear to be a significant increase in volumes although this could be down to the time of year.

Jan 2009 = 19.6mph, 1957 vehicles

Jul 2015 = 14.1mph, 1196 vehicles

May 2016 = 16.15mph, 2403 vehicles

Not sure of the data collection method in 2009, but the 2015 was radar while the 2016 was loops. There may be some variation in the accuracy of data but it is difficult to know for certain. The loops will have picked vehicles up outside the pub as they passed the second chicane whereas the radar unit may have been picking them up a bit later as they approach the third chicane and parked vehicles. Either way it is difficult to do a direct comparison other than recorded vehicle speeds are still well below the posted speed limit.

Rob Grieve
Principal Officer
Bristol City Council - Place
8 July 2016

**Highway Issues Raised Via BCC's Traffic Choices "Tracker"
For Review (Issue 7, July 2016)**

ID	Date (Area)	Issue	Details	Comments
261	15/10/14 SB	Pedestrian crossing requested outside Sea Mills Primary School	Issue source unknown - no further information given.	A Zebra Crossing would cost approx £25k - subject to survey and a demonstrable need. What local support has been identified?
899	17/06/15 SB	Junction visibility issues on Dingle Close/Shirehampton Road	Vehicles park on Dingle Close Footpaths are obstructing the footway for pedestrians and causing visibility issues on the junction between Dingle Close and Shirehampton Road.	Without the presence of double yellow lines, obstruction of pavements is a Police matter. Could be included in any future Parking Review in the area.
1272	13/04/16 SB	Safety at junction of Shirehampton Road & Bell Barn Road	Concerns over safety with accidents witnessed at the junction. Speed limit on Shirehampton Road is too fast (30) and contributing to the accidents. Feels improved crossing points, built out kerbs would help to reduce speeds and improve safety.	Review accident Reports and discuss with Highways Engineer as to any possible improvements.
1324	25/05/16 SB	Parked vehicles on Stoke Park Road	Congestion and verge damage due to parked vehicles.	Link with Highway Issue S129 (Tracker ID 1197)
1334	07/06/16 SB	Speed reduction measures in Circular Road	Boy racers are racing around circular round whilst blasting out loud music. Speed bumps are wanted to reduce the speeds.	Review practical traffic calming measures.
1366	08/07/16 Hen	Volume and speed of traffic on Kellaway Avenue	The Golden Hill area is very busy and crossing between bus stops, sports grounds, pub, etc. is extremely hazardous. 30mph limit is too fast for a built up area. Traffic volumes and speeds make it difficult to cross. Area needs reduction in speed limit, traffic calming and another formal crossing.	South side of road is in BCR NP and any scheme would need their agreement for joint funding. Zebra Crossing already covered by Issue H142. Road could be assessed for practicality of 20mph limit and physical calming (Highway Issue H149)

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"

Kellaway Avenue ATC speed data

Date of count	Twoway Weekday Average mean speed	Twoway weekday average 85%ile speed
Jul-14	24mph	28.4mph
Jan-15	25.33mph	28.20mph
Jun-15	24.60mph	27.41mph
Jan-16	23.72mph	26.17mph

We have just carried out counts for June 16 but the results have yet to be analysed.
The last few counts are planned in Jan 17 and Jun 17.

MCC volume data

Date of count	Northbound total of all vehicles (7am to 7pm)	Southbound total of all vehicles (7am to 7pm)
Jul-14	5788	6150
Jan-15	6209	5913
Jun-15	6308	6834
Jan-16	6795	6916

The position of the ATC is just east of Brookland Road.

The data for July 2014 is prior to the introduction of Phase 3 of the 20mph Programme on 14 Sept 2014
- but not on Kellaway Avenue, as that remained 30mph.