Town and Parish Forum Meeting (general)

20th April 2016
7.00pm – 9.00pm, Castlewood
Agenda

1. **Welcome**
   (John Wilkinson, Head of Transformation & Policy)

2. **Managing Traffic**
   (Colin Medus, Head of Highways & Transport)
   (Rob Thomson, Engineering & Design Manager)

3. **Apologies given** - Introduction from new Director of D&E
   (David Carter, Director of Development & Environment)

4. **Q&A Session**
   (John Wilkinson, Colin Medus & Rob Thomson)

5. **AOB / Reminders**
   (Rhiannon Jones, Policy & Partnerships Officer)
Town and Parish Forum

Managing Traffic

20 April 2016
Introductions

• Colin Medus
  Head of Highways and Transport

• Rob Thomson
  Engineering & Design Manager
Agenda

- Why do we need to manage traffic?
- Tools to Manage Traffic
- How do we approach managing traffic?
- Example of current initiatives
Why do we need to manage traffic?

• “To facilitate the safe and expedient movement of people and goods”

• Congestion
• Safety
• Economy
• Environment
• Quality of Life
Tools to manage traffic

• Parking controls
• Speed limits and speed management
• Control measures
• Physical measures
• Traffic signals
• Technology & information
• Education & behaviour (enforcement)

• Lots of overlap!
Off-street Parking

– Long Stay/ Short Stay
– Coach/ Lorry/ Motorcycle/ Cycle
– Seasonal
– Paid/ Free

• Cars parks
  – 4,502 P&D spaces (15 sites)
  – 3,154 free spaces (36 sites)

• All Enforced by North Somerset Council
On-Street Parking

- Unrestricted
- Time limited & Pay and Display
- Loading/ Disabled etc.
- Restricted (i.e. yellow lines)

On-street bays

- 510 P&D spaces (NSC Enforced)
- 825 free (but time limited) spaces (Police enforced)
- Police Enforce all other restrictions i.e. Yellow lines
- BUT This will change! More details later
Speed Limits

- National framework i.e. 30/60/70
- TROs required to change
- National Guidance: Appropriate and consistent
- Police are statutory consultee
- Too-low or Too high?

- A Roads all reviewed in 2011-2013
- Other roads reviewed as appropriate
Speed Management

• 20 mph zones
• Speed Cameras
• Vehicle Activated Signs
• Speed cushions
• Speed humps
Control Measures

• Centre line
• Weight/ Height/ Width
• No entry/ one-way etc
• Banned turns
• Bus/ cycle/ pedestrian priority
Physical Measures

- Road narrowing
- Pedestrians refuges
- Pavements & off-road cycle routes
- Segregated Bus/ Cycle facilities
- Pedestrianisation/ Shared space
- Road closures
Traffic Signals

- Uneven traffic flows
- Minor road onto a Major Road
- Accident locations
- Manage driver behaviour
- Crossings
- Bus priority
Information & Technology

• Link traffic signals together to manage congestion
• Parking Guidance
• Real Time Information
• Traffic Information & Guidance
Education and Behaviour

• Young People
• Inexperienced Drivers
• Specific road users i.e. Bikeability; Motorcyclists
• Enforcement
• Speed Choice
How do we approach managing traffic?

- Evidence led
  - Accident
  - Speed
  - Congestion/journey time
  - Context i.e. Town Centre/Rural
  - Cost vs Benefit!
How do we approach managing traffic?

• Local feedback
  – Residents
  – Parish Council & Members
  – Police & Emergency Services
  – Bus Operators
  – Waste team

  – Avoid NIMBY-ism & moving problems around
Traffic Regulation Orders

- Legal Process that create formal restrictions that can then be enforced
  - Parking
  - Speed
  - Weight/ Width/ Height
  - Access (no entry/no right-turn)
  - Specific movements (U-turn)
  - Vehicle classes i.e. ban all traffic or create bus priority
Traffic Regulation Orders

- Initial Advert (notice of intent)
- Objection period – usually 3 weeks
- Consideration of objections by Executive Member
- May need to re-consult
- Final Executive Member approval
- Legal implement order
- Final notice
- Implement

- Amendments to process for parking are imminent
Rural Considerations

– Speed & accident issues more prevalent
– More vehicle dominated environment
– Vulnerable road users may be less well catered for i.e. lack of footways
– Topography & alignment more constraining
– More limited route options i.e. HGVs

• No panacea!
Current Activities

- Civil Parking Enforcement
- Cycle Route
- Accommodation Road
Civil Parking Enforcement

• What is it?
  – Transfers primary responsibility for parking enforcement from Police to Local Authority
  – Decriminalises parking offences
  – Also covers certain moving traffic offences i.e. bus lanes
  – Enforces existing restrictions
Civil Parking Enforcement

• What it does not do
  – It will not introduce new restrictions
  – It will not deal with all traffic offences – many remain with the Police i.e. banned turns etc
  – Does not deal with obstruction – still a criminal offence
  – Does not automatically provide for residents parking
CPE Programme

- Project commenced May 15
- Initial focus on reviewing TROs
- Application to DfT at beginning of April 16
- Back office and Appeals
- Commence CPE in October 16
New Cycle/ walking route

- A371 – Rural fast road
- New housing development
- Narrow existing path next to road
- Further changes to speed limits planned
- Grant funded
Accommodation Road

- Accidents
- Congestion
- Rural lane to A370
- Bus route
- No pedestrian facilities
Any Questions...?

- Colin Medus
  Head of Highways and Transport

- Rob Thomson
  Engineering & Design Manager
Question & Answer session

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Thank you.