

# South Gloucestershire Council

## DECISION REPORT BY THE DIRECTOR OF ENVIRONMENT AND COMMUNITY SERVICES ACTING UNDER DELEGATED AUTHORITY

### SUBJECT OF REPORT: TO CONSIDER OBJECTIONS TO THE PROPOSED ONE WAY AND WAITING RESTRICTIONS IN PASSAGE ROAD, ALMONDSBURY

DATE: 07 October 2021

#### Purpose of Report

- 1.To consider objections received following the statutory advertisement of:-
  - Re-advertised proposal of a one-way along the majority of Passage Road – northbound direction
  - Waiting restrictions (no changes from the original advert in 2020)

#### Background

1. Representations have been made to the Council by local residents to introduce one-way working and waiting restrictions to deter commuters from using Passage Road as a rat-run and from inconsiderate long term parking during the weekday.
2. A major new development is proposed, and a new railway station on the land to the southeast of Passage Road. The new development will create a new, all movements junction on Wyck Beck Road (at the southern end of Passage Road).
3. The one way working will have an exemption for cyclists which will be signposted as such, without a marked separate cycle lane.
4. The waiting restrictions (single yellow lines) would operate Monday to Friday to deter commuters from parking all-day, whilst allowing residents (and their visitors) the opportunity to park. The waiting restrictions would operate between the hours of 10am and 11am on the western side of Passage Road and the northern side of The Close and Hazel Brook Gardens; and between 2pm and 3pm, on the eastern side of Passage Road and the southern side of The Close and Hazel Brook Gardens.

#### Policy

5. The joint Local Transport Plan (2011-2026) sets out policies to deliver an affordable, low carbon, accessible, integrated, efficient and reliable transport network to achieve a more competitive economy and better connected, more active and healthy communities. The Joint Local Transport Plan is based around five key transport goals.

- Reduce carbon emissions

## ECS74/2021

- Support economic growth
- Promote accessibility
- Contribute to better safety, security and health
- Improve quality of life and a healthy natural environment

### The Issues

6.To address the issues raised in the petition about the use of Passage Road as a rat run;

To reduce the impact of the new development and proposed railway station on the existing residents of Passage Road.

To improve the safety of pedestrians and cyclists. Representations have been made by residents (a petition signed by 43 people).

The scheme engineer has worked with the local members and with regard to the responses received from the local residents in developing the proposals.

The Council has worked with the developer to amend the junction layout to accommodate the one way following the Statutory Process.

### Consultation (informal)

7.There has been an informal consultation on the proposals for Passage Road.

The Informal Public Consultation took place in October 2019 for a partial section of one way and parking restrictions. Details of the proposals including a plan and statement of reasons were posted on the South Gloucestershire website. The Council sent letters advising of the consultation to all properties affected by the proposals. In addition, notices were posted and maintained in the area for the 3 week consultation period. Local members, the Parish Council, and emergency services, amongst other statutory stakeholders were invited by email to view the consultation.

The online consultation general arrangement drawing was viewed almost 100 times. There were 21 individuals and organisations that responded to the consultation. The respondents were asked to fill out a questionnaire.

There were 29 individuals and organisations that responded to the consultation via the questionnaire and 1 other response received by email.

Of the responses in **October 2019**;

17 (or 81%) responding to the question - Do you support the scheme as a whole in principle? - supported the overall scheme;

16 (or 76%) responding to the question - Do you support the proposed oneway working on Passage Road (northbound only)? – supported the proposal.

15 (or 71%) responding to the question - Do you support the proposed limited period Monday to Friday 10am to 11am and 2pm to 3pm (single yellow lines) on Passage Road, Hazel Brook Gardens and The Close? - supported the proposals.

### Legal Advert

8. The advertised proposals consist of:

- Making the majority of the length of Passage Road one way in a northerly direction (that is "in" from Wyck Beck Road and out onto Cribbs Causeway A4018).
- Proposals to introduce limited hours waiting restrictions on Passage Road.
- Exemptions for cyclists to travel contraflow.

Plans showing the one-way re-advertised proposals are shown in Appendix C.

9. The proposals were advertised from 23<sup>rd</sup> June to 17<sup>th</sup> July 2021.

Responses to the re-advertisement of the proposals received 14 responses in total:-

- 9 objections
- 4 supporters
- 1 comment

The responses are detailed in Appendix A.

### Local Members and Cabinet Member for Regeneration, Environment and Strategic Infrastructure

10. Following circulation of the report the local member (Cllr B Hopkinson) has commented as follows:-

- 1.) **Provision of one way system.** It is extremely important in my view that the one way North Bound system is implemented as soon possible, This solution is unambiguous it meets the needs of residents and will solve the problems connected with rat running by traffic moving southwards at Cribbs Causeway to beat the queues or part of them as they journey towards Henbury. Cars using this road at the moment to beat queues generally do not drive slowly along this road.

This one way system is long overdue and the added pressure of the new properties in the cul-de-sacs which have sprung up in the last ten years or so have added to the risk of accidents to children etc. The passage Road residents of long standing have had to suffer for too many years from the fast moving traffic passing their driveways. Very importantly the additional pressure of the new road systems connecting to the large developments on both the east and west side of Cribbs Causeway which will increase the danger of cars using Passage Road even further unless we act now.

## **ECS74/2021**

- 2.) **Parking Waiting Restrictions.** Thanking the officers again for their time and help in putting this report together. Please go ahead with these recommendations as soon as possible.

11. The Cabinet Member for Regeneration, Environment and Strategic Infrastructure committee was also briefed on the scheme, its impact and the basis of the objections. These were discussed reviewed and the greater benefit of the proposed orders rather than the view of the objectors was supported.

### **Options**

12. These are options for how to proceed:-

For the One way:

- Implement the scheme as advertised
- Amend the scheme and re-advertise a different proposal

For the Waiting restriction:

- Implement the scheme as advertised
- Amend the scheme and re-advertise a different (waiting restriction) proposal
- Abandon the scheme

### **Financial Implications (includes tax implications such as VAT)**

1. There is financial provision for the implementation of this scheme as part of the developer contributions for the adjacent developments of £73,651 of which £1,143 has already been spent to date.

James Bidwell, Corporate Finance Manager

☎ 01454 865383

### **Legal Implications**

2. In reaching a decision, the decision maker is required to take proper account of the response to the consultation that has been undertaken, details of the responses are set out in the appendix to this report.

Gill Sinclair, Deputy to the Head of Legal Governance and Democratic Services

☎ 01454 863039.

### **Human Resources Implications**

3. There are no HR implications arising from this report.

## **ECS74/2021**

Gaynor Fisher, HR Business Partner - Environment and Community Services  
☎ 01454 868193.

### **Climate Emergency and Environmental Implications**

13. The proposed scheme aims to increase safety for vulnerable road users and improve the local environment for residents in the affected area. The proposal would contribute to a reduction in carbon and other emissions from vehicles and therefore provide some improvements to localised air quality.

Lucy Rees, Senior Environmental Policy & Climate Change Officer  
T: 01454 862224

### **Social Implications**

14. The proposed scheme should provide a safer environment which will have a positive impact for individuals and the general community.

Robert Walsh, Head of Safe Strong Communities  
☎ 01454 865818

### **Economic Implications**

15. There are no identified economic implications arising directly from this report.

Ian Steele, Business Investment & Digital Connectivity Manager  
☎ 01454 868202

### **Equalities Consideration**

16. There are no adverse implications identified.

Mark Cashmore/Richard Lewis, Principal Engineer, Design & Operations Team,  
Streetcare  
☎ 1454 863320

### **Privacy Impact Assessment**

17. There are no privacy issues.

Mark Cashmore/Richard Lewis, Principal Engineer, Design & Operations Team,  
Streetcare  
☎ 01454 863320

### **Risks, Mitigations & Opportunities**

18. Implementation of the scheme should increase safety for the residents of Passage Road.

## **ECS74/2021**

### **Other Implications**

19. There are no other significant implications for the council.

### **Conclusions**

20. Most of the respondents are of the view that something needs to be done to address the problems being experienced on Passage Rd. The proposed scheme through its development and consultations has sought to identify the best solution.

Any change to traffic arrangements will affect the way people can move around the neighbourhood. However Passage Road is used (and is likely to be used) as a rat run, or for long term parking when the new station opens.

This scheme addresses both the rat running and parking with the minimum of inconvenience to the residents.

Most residents would like the rat running addressed with the minimum of inconvenience.

### **Decision**

21. Decision

Both the local members and Officers see merit in progressing the one way in Passage Road (running northbound) and the Waiting Restrictions.

It is therefore recommended to:

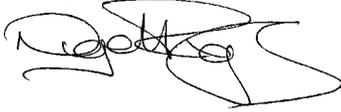
1. To implement the One Way over the length of Passage Road (Northbound) as advertised in July 2021,
2. To implement the limited Waiting Restriction Order for the scheme as advertised,
3. To advise the objectors accordingly,
4. That the Head of Legal Governance and Democratic Services be authorised to make and seal One way and Waiting Restriction Orders.

**ECS74/2021**

**Decision of the Director of Environment and Community Services**

**I make the decision(s) as recommended having been advised and taken account of all relevant factors.**

**Signed:**



Nigel Riglar  
Director of Environment and Community Services

Date: 07 October 2021

**Departmental Contact**

David Crawford, Engineer, Design & Operations Team, Streetcare  
☎ 01454 865339

**Background Papers**

Responses to the advertisement of traffic regulation orders  
Statement of reasons  
Feedback statement and summary of comments to consultation

**Appendices**

Appendix A – Respondents comments and officer responses.  
Appendix B – Previously proposed one-way plan (*advertised September 2020*)  
Appendix C – Re-advertised proposed one-way plan (*advertised June/July 2021*)  
Appendix D – Proposed waiting restriction plan

### APPENDIX A - RESPONSES TO OBJECTIONS TO ONE WAY AND WAITING RESTRICTIONS

#### General Comments:

The comments received are listed below in full below, however there are some common themes which are summarised below:

#### Make the Passage Road a cul-de sac / a no through road:

This was one of the alternatives considered in the schemes development, which stops all through traffic and insulated Passage Road from the development. This was rejected because as it has the biggest impact on the resident's ability to get to their property from only one point, and has implications for the emergency services.

A suitable turning head would be difficult to provide at the appropriate position if the road was a cul-de-sac.

#### Concerns on how people will be able to enter and leave in various directions:

People have expressed concerns that they will have to travel much greater distances:

- Travel towards Bristol – residents would have to travel to Cribbs Causeway, left at Passage Rd, left at the roundabout, and onto Wyck Beck road. (An additional distance of 380m)
- Travel towards M5 – residents would have to travel to Cribbs Causeway and u turn at the roundabout (as at present).
- Entering Passage road from Bristol, – residents would be able to turn right, saving having to u turn at the rugby club roundabout (reduced travel)
- Entering Passage road from B4055 – no change
- Entering Passage Road from M5 direction – residents would have to turn left at the rugby club roundabout and left into Passage road (an extra distance of 380m)

#### Loss of Parking / Waiting Restrictions

The waiting restrictions are being provided to reduce or eliminate long term commuter parking. The restrictions only apply for one hour, with different time periods on either side of the road. This prevents long term all day parking, and allows the residents / visitors to choose where to park with the minimum inconvenience.

It should be noted that the several correspondents expressed the need to do something to address the current problems, providing their own solutions / ideas to the on-going issues. Some respondent would prefer the do nothing option but may fail to understand the potential impacts of the adjacent developments.

Objectors comments	Officers comments
<p><b><u>Objection 1</u></b></p> <p>I write in total disbelief and anger at your recent correspondence outlining the outrageous suggestion to introduce a one way traffic system in Passage Road (which connects with The Close BS10 7TF).</p> <p>I have in the last month moved to my home at The Beeches, The Close, Henbury and regularly need to travel from home towards Cribbs Causeway and the M4/M5 on a daily basis. Your suggestion to remove the ability to head in a southerly direction down Passage Road will result in me having to head towards Bristol, all the way down to the Old Crow Pub roundabout, to double back all the way back to where I started.</p> <p>In peak traffic times ie mornings and evenings, this could add an additional journey time of potentially up to half an hour or more as this route is notoriously busy and congested at peak times. How can this possible be beneficial for residents?</p> <p>I also draw your attention to the fact that new build housing is happening at the top end of the route down Passage Road , which will ultimately cause further conjestion.</p> <p>I would also suggest that in doing this it will devalue the price of property on The Close, as many people will quite rightly feel that this is unacceptable.</p> <p>I must ask what research has been done lately since the pandemic with more and more people working from home, to ascertain exactly how much traffic is apparently using the route as a cut-through? Whilst I have been writing to you I have a birds eye view of Passage Road and I can honestly tell you not a single car has gone past over the last 20 minutes. Has anyone actually surveyed the traffic cutting through the route?</p> <p>Please can I lodge my formal complaint and objection at the highest level.</p>	<p>Thank you for taking the time to respond. Your objection is recorded.</p> <p>Your formal objection has been recorded.</p> <p>The road is to become one way northwards.</p> <p>You will be able to travel northwards and be able to U turn at the roundabout beside the rugby club as at present. You would not need to travel to the Old Crow roundabout.</p> <p>The intention of the scheme was to limit the number of vehicles using Passage Road to rat run, or to gain access to the new development by cutting the corner.</p>

<p>I await your prompt response.</p>	
<p><b><u>Objection 2</u></b></p> <p>1)Objection to waiting restrictions on Passage Road, The Close &amp; Hazelbrook Gardens :          There is not a problem on these roads with people who are not residents or visiting parking all day so don't know why this is now deemed to be necessary? This restriction will cause no end of problems to us not being able to park on our roads n weekdays. No one currently ever parks on one side of Passage Road where there is no pavement, all residents park on the pavement side as this is the common practice. Parking on the side with no pavement is difficult as there is no defined line with areas of grass and gravel in front of these houses. Parking will end up on both sides of the road making it narrow to navigate. This restriction will make us have to move vehicles from one side of the road to the other twice a day which is madness. In my house we are up long narrow 200ft driveway which has access to another property at the top so we can't block it so we have restricted parking by the house so we regularly need to park a car down on the road for periods of a day to several weeks at a time when all family members are home and when we have visitors so a parking restriction based on different time slots on either side of the road will be a nightmare. All day parking by anybody not a resident on the side roads of The Close and Hazelbrook Gardens is not a problem either. Most of the houses have off street parking for one or two cars but any more than that need to be parked on the road. The amenity of the residents and visitors will be severely effected with these time restrictions. Could residents have parking permits if the council insist on pushing this through ?!</p> <p>2) Objection to road being made one way over entire length of Passage Road :          I also object to the whole length of the road being one way. The original proposal for the bit up to The Close made sense as yes it will stop the "Rat Run" but I do not agree that the whole length should be one way . This will cause problems for residents trying to access the road purely from one end off a busy dual carriageway even after the new junction is completed as we will need to</p>	<p>Thank-you for taking the time to respond and your objection has been noted.</p> <p>The restrictions are being provided for when the development and train station are complete / operational, and are looking to future parking demand, rather than the current situation.</p> <p>The waiting restrictions are proposed to deter and eliminate all day parking (by commuters), thus preventing guests and visitors to Passage Road from being able to park.</p> <p>By having the hours of operation staggered from one side to the other, and having a duration for an hour, visitors and residents could park where they would not encounter a penalty charge.</p> <p>Passage Rd would not meet the current criteria for permit parking.</p> <p>With the road being one way, access to Passage Road will be through a signal controller junction not a high speed dual carriageway.</p>

<p>sit and wait in the traffic queue filtering left coming from Cribbs Causeway. We want to be able to come in and out of this end of the road. A one way scheme the entire length will effect the amenity of the residents who live here. Please take note of our objection, we do not want either of these proposals. Yours Sincerely</p>	
<p><b><u>Objection 3 (with comment)</u></b></p> <p><b>RE: Public Consultation Reference L3/STOP/PT.6895 “One way traffic working in a length of Passage Road”</b></p> <p>We are writing with regards to the Council’s open Public Consultation with a view to making a length of Passage Road one way, in a north bound direction.</p> <p>Whilst we welcome the Council’s assessment of the need for change, we do not feel that the suggested one way system will benefit our local community. Instead, we would like to request that the road be turned into a Cul-De-Sac, with the southern end of this section of Passage Road made for Pedestrian and Cyclist access only.</p> <p>There are multiple reasons for this suggestion:</p> <ol style="list-style-type: none"> <li>1) As you will be aware, Persimmon homes are currently due to build over 1,000 homes in the fields immediately adjacent to Passage Road. With the current archaeological activities on site, there has already been a marked increase in the use of the road by HGVs and works vehicles- often not abiding by the weight limits over the Wyck Beck bridge and often not adhering to safe travel speeds in a built up residential area.</li> <li>2) With years of building works planned, including for the new Henbury railway station there is no way of preventing years of such lorries using the road, other than by preventing their access at the southern point.</li> <li>3) When the development is complete, the road will likely be used as a “rat run” for vehicles travelling towards the motorway and Cribbs Causeway from the new development.</li> <li>4) The A4018 towards Crow Lane roundabout already gets incredibly congested, even prior to the vast new local developments (something which will clearly exacerbate this problem). As a</li> </ol>	<p>A full closure of the road was considered, but as other people have stated this would put more restrictions on how people can access their properties than the one way.</p> <p>With the road being one way northwards, and development traffic being able to turn right, anyone driving up Passage road would not gain by so doing.</p> <p>This would result in vehicles from Bristol having to travel to the Cribbs roundabout and return to access Passage Rd,</p> <p>The one way proposal is for the long term.</p> <p>The new junction will allow residents of Passage road more options to get to their property</p>

<p>result, local residents would have to sit in traffic from Cribbs Causeway/the M5 before being able to gain access to their road, along with anyone trying to gain access to the new Railway station or Persimmon development. Access in and out from the north of the road would entirely mitigate this issue.</p> <p>5) By ensuring that only residential traffic is passing through the road this will help ensure the safety and wellbeing of local residents, children and wildlife.</p> <p>6) With the Council’s pledge to promote wildlife habitats, there is still sadly going to be significant loss of habitat, trees and hedgerows as a result of local residential development. By blocking the end of the road it would be possible to help mitigate this loss with planting of new trees and hedgerow.</p> <p>If you have any questions or queries, please do not hesitate to contact us. Yours sincerely,</p>	<p>The one way ensure that the only traffic using Passage Road would be if they have a reason to do so.</p> <p>This traffic scheme has minimal impact on wildlife habitats etc.</p>
<p><b><u>Objection 4</u></b></p> <p>On behalf of my wife and I , I would like to express our objections re. the above. We are opposed to the restricted parking plans and also object to the end of Passage Road being blocked off and made a dead end , which we understand is being considered. This will greatly add to the already heavily congested traffic situation.</p>	<p>Thank you for taking the time to respond and your objection has been recorded.</p> <p>The closure of Passage Road at present is temporary. The one way is for the long term treatment of the road. Closure is not part of this proposal.</p> <p>The waiting restrictions are proposed to deter or eliminate all day parking by commuters, preventing guest and visitors to Passage Road from being able to park. By having the hours of operation staggered from one side to the other, and having a duration for an hour, visitors and residents could park where they would not encounter a penalty charge.</p>
<p><b><u>Objection 5 (with comment)</u></b></p> <p>To whom it may concern, We live at 6 hazel brook gardens and wish to raise our concerns over the proposed permanent closure of the southern entrance to passage road. We use this road every day, several times a day for work, leisure and running errands. We feel</p>	<p>Thank you for taking the time to respond</p> <p>The closure of Passage Road at present is temporary. The one way is for the long term treatment of the road.</p>

<p>that should this entrance be permanently closed it would potentially add 20 minutes or more to our journey as well as increasing the co2 emissions for added time in the car. As a nurse working at southmead hospital I do long hours and at the end of a 12 hour shift all I want to do is get home in a timely fashion. I would appreciate it if you could take these concerns I to consideration when you come to make your decision on the road layout and any future closures.</p>	<p>The waiting restrictions are proposed to deter or eliminate all day parking by commuters, preventing guest and visitors to Passage Road from being able to park. By having the hours of operation staggered from one side to the other, and having a duration for an hour, visitors and residents could park where they would not encounter a penalty charge.</p>
<p><b><u>Objection 6 (with comment)</u></b></p> <p>I live at No 6 Hazel Brook Gardens with my daughter who has already written to you. I would like to add that a permanent closures of one end of passage road will obviously have a very negative effect when we all come to sell our houses. It was already a consideration before we bought No 6 that depending on ones approach to and from Hazel Brook Gardens we would have to go around several roundabouts with traffic coming down from cribbs causeway in excess of 50mph. We bought this house in 2019 never thinking that such a radical change would even be considered. Im sure that you would feel the same if this were your house in your road.</p>	<p>Thank you for taking the time to respond</p> <p>The closure of Passage road at present is temporary. This one way is for the long term treatment of the road.</p> <p>The one way aims to maximise access and prevent rat running.</p>
<p><b><u>Objection 7 (with comment)</u></b></p> <p>I'm still not clear what the aim is with passage road. If it is a one way, do residents get access to the north entrance of passage road, I certainly don't want to be using the southern entrance to make a trips to my children's school in Pilning and my work place in Almondsbury, this would add a good 20min to my journey having to go to the Henbury roundabout to come back on myself to go to Pilning/ Almondsbury. I agree that passage road is a rat run but residence need access to both ends to either travel into Bristol or to south Gloucestershire without putting extra time on our journey, sitting on a very busy dual carriageway, which is even busier with all the current building work that surrounds passage rd, The close and Hazel Brook gardens and lane closures on both sides. It</p>	<p>Thank-you for taking the time to respond.</p> <p>The closure of Passage Road at present is temporary. The one way is for the long term treatment of the road.</p> <p>All traffic wanting to access their homes in Passage Road would have to enter from Wyck Beck Road, the southern end.</p> <p>Vehicles leaving Passage Road would be able to u turn at the roundabout by the rugby club, as at present.</p>

<p>will only get worse once covid restrictions are lifted and people are going back to the office. I was very disappointed to hear that the southern entrance will be closed for six months due to building work, with very little notice and no consultation with residents. I know this is causing stress to many residents who have to work and take children to school! I do strongly object to either end being permanently closed or any changes that will effect my length of journey.</p>	
<p><b><u>Objection 8 (with comment)</u></b></p> <p>Dear Sir/Madam Reference: L3/DFA/STOP/PT.6895 Thank you for publishing the proposals and for giving us an opportunity to respond. My strong preference would be to turn this stretch of Passage Road into a cul-de-sac with the entrance/exit physically blocked at the Southern End of the road. This would stop once and for all the rat-running, with a physical barrier, as well as the recent spate of HGVs tearing down our road to access the new build in the adjacent fields. It would also mitigate the risk of our road being conjoined to the spine road being constructed into the new build area and potentially increasing traffic volume along our road. This would provide minor inconvenience to residents in terms of access options to our road (eg those coming from Henbury would currently need to proceed up the hill to the Catbrain roundabout and double back). However, this would put to bed once and for all the rat running and provide a physical barrier between our road and the new build, which for me is the bigger picture.</p> <p>The next best option, above doing nothing, is the proposal above, but I believe there are serious flaws to be addressed as the plans currently stand. I note that there is a similar scheme locally at the junction of Tranmere Avenue and Wyck Beck Road, just across the council boundary in Bristol. However, I have observed on numerous occasions the No Entry sign there being transgressed, when the road is busy, as the junction lay out simply does not provide a physical deterrence to illegal access to Tranmere Avenue.</p>	<p>Thank you for taking the time to respond.</p> <p>See the general comments about the cul-de-sac.</p> <p>Doing nothing could result in Passage road being used as a short cut into the new development and other respondents note the road being used as a rat run.</p> <p>By making the entire length one way and the physical design of the entry points can deter most drivers. However some drivers deliberately and blatantly will dis-regard the signs and road layout.</p> <p>South Gloucestershire would work with the enforcement agencies to enforce the one way, and design the layout to physically deter illegal traffic manoeuvres.</p>

<p>How will the Passage Road scheme be enforced? Unless SGC intend introducing and maintaining a Type Approved Camera system, it is naïve to expect the police to provide a presence sufficient to deter motorists wishing to transgress. What physical lay-out does SGC propose, at both ends of the road? Surely this cannot be undertaken in isolation from the spine road build being proposed into the new build site. This needs a co-ordinated, systems approach at both the Northern End onto Wyck Beck and the Southern End onto the new spine road. The plans presented do not provide any detail on either.</p> <p>Hence, please provide further details on the proposed road layout at the Northern end of Passage Road, which should demonstrate physical deterrence for vehicles attempting to proceed in a Southerly direction. Please also provide further details of how Passage Road will interface to the new spine road at the Southern end of the Street. Again, I would like to see evidence of (a) how vehicles will be physically deterred at the Southern end of the street from driving against the proposed one way system and (b) how vehicles using the new spine road will be prevented from accessing Passage Road, potentially increasing traffic flow on our road.</p> <p>The concerns expressed in the previous 3 paragraphs would all be assuaged by a cul-de-sac.</p> <p>Whatever is decided, I urge you please to implement as soon as is practical. With general traffic levels increasing again, and the surge in building activity in the area, our road is increasingly being used as a short cut again by impatient drivers and the risk of a serious RTA is high.</p> <p>Thanks for your attention Kind Regards</p>	
<p><b><u>Objection 9 (with comment)</u></b></p> <p>I write in response to the proposed changes to passage road.</p> <p>As a resident of number 1 Hazel Brook Gardens (alongside passage road) I am objecting to the 'full closure' of the south end of passage road.</p>	<p>Thank you for taking the time to respond</p> <p>It Is not clear from which direction you are traveling from.</p>

<p>It will be extremely difficult for me and my family as we use the southern end of passage road to get to our house. It cuts out us having to drive all the way up to the roundabout by cribbs causeway and then making a U-turn on the busy roundabout only to be stuck in traffic. It could add on 20 minutes plus to our journey which would only take minutes to get to my property from the southern end of passage road.</p> <p>There are ongoing construction works across the road (new housing development etc) which again adds on traffic and when they have completed the construction work the traffic is only going to get worse.</p> <p>This will all effect our daily lives.</p> <p>Secondly I would like to reject against the parking restrictions. We use the road for when visitors and family come to stay with us and they park on the road as we do not have a big enough driveway.</p> <p>I look forward to receiving a response from you.</p>	<p>See the general comments above.</p> <p>The waiting restrictions are proposed to deter or eliminate all day parking by commuters, thus preventing guest and visitors to Passage Road from being able to park. By having the hours of operation staggered from one side to the other, and having a duration for an hour, visitors and residents could park where they would not encounter a penalty charge.</p>
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Comments in Support	Officers comments
<p><b><u>Support 1</u></b></p> <p>With reference to the above we are very concerned with the amount of heavy goods vehicles that will be accessing our road for the development in the fields behind our property, with the expectancy of 2-3 years disruption. We would like to see Passage Road made into a cul-de-sac and the southern end with a possibility of a 4 way traffic light system at the north end. Giving access to Passage Road through traffic as cyclist and pedestrians. Currently Passage Road is being used as a rat run from north to south travelling at high speeds on a small road. We also have concerns that when the new estate is complete this again will make our street a rat run with major increase in traffic from the new estate.</p>	<p>Thank you for taking the time to respond.</p> <p>Making the road one way prevents the rat running HGV site traffic. The one way is for the long term when the building work is complete.</p> <p>It would not be possible to provide four way signals at the end of Passage Road</p>
<p><b><u>Support 2</u></b></p>	

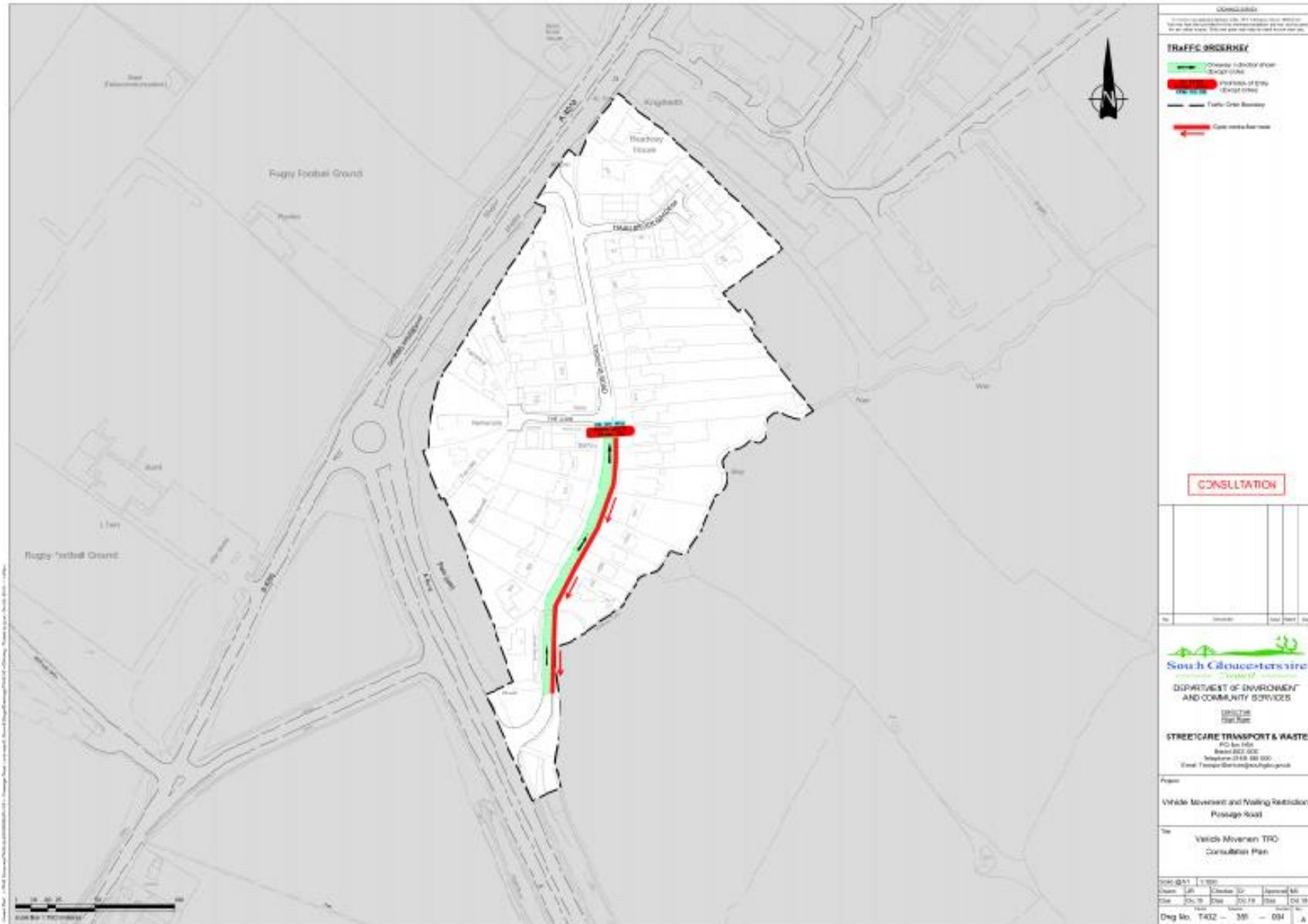
<p>Would you kindly pass our comments on to the appropriate department in the Council .</p> <p>We have lived at ■■■ Passage Road for twenty years and the 'Rat Run' has become very dangerous with speeding vehicles going north to south and nowadays there are many young families living in the road .</p> <p>We feel a Cul de Sac would be an ideal solution at the South end of the road and frankly the sooner the better.</p>	<p>Thank you for taking the time to respond, We note your support for the proposal.</p>
<p><b><u>COMMENT (a request for more information see below)</u></b></p> <p>In order for us to make sense of the movement of traffic, we really need a different map attached to this proposal.</p> <p>As you know, there are huge developments already started either side of Cribbs Causeway, which will impact on our bit of Passage Road, but your map doesn't show new roads near us under construction or planned, and I cannot understand why not.</p> <p>At the south end of the road trees and hedges are already being cleared in order to make a road on to the airport site.</p> <p>Will all the traffic emerging from the airfield development be able to come up Passage Road in a northerly direction, or will there be a "no right turn"?</p> <p>At the north end of the road, I understand traffic from the housing development on the west side of Cribbs Causeway will be able to turn right by means of traffic lights. Exactly where will they be? Will we be using them to turn right to go towards the motorway?</p> <p>Is the roundabout near us remaining?</p> <p>Are there going to be any new roundabouts?</p> <p>It is impossible for me to consider this proposal without the full facts, and I would like to know the reason the plan attached to PT.6895 doesn't</p>	<p>This comment is a request for more information which was provided.</p> <p>See below as the correspondent has responded again.</p>

<p>show all the other road changes and new roads on which decisions have already been made.</p>	
<p><b><u>Support 3</u></b>          Refers to above:          PT.6895 - One way road</p> <p>Further to my email of 4 July, now that I have been able to acquire a better map which shows the new road coming from the airfield development, I see that it is impossible for traffic from there to come up Passage Road. Is that correct?</p> <p>Accordingly, I fully support the one way system in a northerly direction because nobody other than residents or visitors to the houses in Passage Road, The Close or Hazel Brook Gardens would benefit in passing through the road. Any other ideas floating around that I have heard, would in my opinion increase, journey times, congestion and so pollution.</p> <p>PT.6950</p> <p>I would like to suggest that this proposal is put on hold for the time being, but not dismissed completely.</p> <p>My reason being that there is so much disruption around Cribbs at the moment and the situation is changing daily. At present there are a few non-resident vehicles being parked both ends of Passage Road, and I wonder if it isn't absolutely necessary do we really want yellow lines and lots of notices explaining the limited parking yet, and I feel limited parking could be more of a nuisance to everyone living here than a benefit.</p> <p>That is not to say that in a year or two a parking system, but not necessarily this one, would be needed.</p>	<p>Correct</p> <p>Due the funding arrangements it would be necessary to implement both schemes at the same time.</p>
<p><b><u>Support 4</u></b>          I fully support the proposal to make the southern end of Passage Road one way so to avoid the problems we have seen pre-covid of it becoming a rat-run. I have young children and the speed at which some vehicles use the road is dangerous</p>	<p>Thank you for taking the time to respond.</p> <p>The intention is to make the whole length of Passage Road one way.</p>

<p>not just for them but to all road users. I am very concerned however that the southern end of Passage Road remain fully open (on a one way basis) as it is a key entrance for residence to access their properties when travelling from Bristol which we do multiple times daily for work, school and leisure. The traffic on the dual carriage way during committing hours and in particularly on Fridays and Saturdays due to M5 traffic being re-routed through the area every time the M5 is at a standstill (which is extremely often between May to October) causes massive traffic jams around our property and without a southern entrance into Passage Road there is great concern that we will have to queue in traffic up to the Cribbs Causeway roundabouts (Premier Inn) and then south again to Passage Road. This would potential add 20 minutes (or longer) to our short journey (and obviously unnecessary car emissions to an already over polluted City). I would strongly suggest that any proposal to further close the road permanently is rejected should this arise. I was extremely disappointed to see that the southern end of Passage Road will be closed for circa 6 months from Monday. I had been expecting a few weeks in order to make it one way should this order be approved however we have been given 5 days' notice of a 6 month closure which is really not acceptable from the construction company. They have paid no regard to the massive inconvenience and stress that this will cause residents of Passage Road, The Close and Hazel Brook Gardens due to the other construction work going on around us and pure volume of traffic in the area. I would strongly request that any one-way alterations are made without delay in order to prioritise the re-open the southern entrance to Passage Road in a much shorter time frame.</p>	<p>The closure of Passage Road at present is temporary. The one way and waiting restrictions are for the long term treatment of the road.</p> <p>With the new layout of the junction of A4018/Wyck Beck Rd, traffic coming from Bristol will be able to turn right (or left) into the southern end of Passage road and access the houses on it.</p>
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Other comments	Officers comments
<p>The Police response:</p> <p>Please could you advise what measures will be introduced to prevent contravention of the "plug" No Entry, in order for us to compose an informed response on behalf of the Chief Constable"</p>	<p>Thank for your comment.</p> <p>The Chief Constable was advised that the road design would be such to make the one way as self enforcing.</p>

**APPENDIX B – Previously advertised one-way plans (advertised September 2020)**





# APPENDIX D – Proposed waiting restrictions – re-advertised in September 2021 (but no changes from original statutory advert in September 2020)

