

NORTH SOMERSET COUNCIL DECISION

DECISION OF: COUNCILLOR ELFAN AP REES. THE EXECUTIVE MEMBER FOR STRATEGIC PLANNING, HIGHWAYS, ECONOMIC DEVELOPMENT AND HOUSING.

WITH ADVICE FROM: THE DIRECTOR OF DEVELOPMENT AND ENVIRONMENT.



DECISION NO: 18/19 DE 351

SUBJECT: M5 Junction 19 Congestion Relief Scheme, Wyndham Way, Portishead; Report of Consultation.

KEY DECISION: Yes

BACKGROUND:

On 5th December 2017 the North Somerset Executive approved that the council, in partnership with Highways England, promote two interventions on the highway network specifically to reduce standing traffic on the M5 motorway, on the approach to Junction 19 (Portishead) in the afternoons. Both interventions are fully funded by Department for Transport.

North Somerset Council's intervention will increase capacity at the Sheepway Roundabout and along Wyndham Way to accommodate increased traffic throughput following the implementation of Highways England's intervention at Junction 19 itself.

In the spring of 2018 the council undertook consultation on its intervention. This report summarises the key points raised by consultees and documents officer responses. It recommends the Executive Member approve the implementation of a modified intervention.

Summary

The details of the consultation are contained in the attached Report of Consultation. However, to summarise;

Consultation ran from Monday 30th April to Sunday 10th June. It was undertaken through the council's consultation website – e-consult. It was publicised widely, including, an article in North Somerset Life, letters to neighbours and businesses and a drop-in session.

117 responses were received from individuals. Each response is recorded in appendix A and appendix B of the Report of Consultation. In these appendices the responses are 'themed', and each theme is addressed by officers.

The Key Issues raised through the consultation were;

- The scheme doesn't address the congestion on the M5

- The scheme has adverse impacts on the 'gateway' to the town; loss of green space; this residential area is not the appropriate location for a 3-lane carriageway;
- The 'rural' area on Portbury Hundred is a more appropriate location for a 3-lane carriageway; widening of Portbury Hundred would be a better scheme;
- The scheme merely moves traffic further into the town which is already congested;
- The scheme merely moves traffic to Sail Roundabout which is already congested;
- Addressing 'rat-running' through Sheepway would be a better solution;
- The pedestrian crossings on Wyndham Way cause the congestion, they should be replaced with bridges or subways;
- The bus stops contribute to the congestion and should be accommodated in lay-bys;
- Wider pedestrian crossings disadvantages both drivers and pedestrians;
- Twin traffic lanes through Sheepway Roundabout disadvantages drivers exiting Bristol Road;
- The scheme fails to address congestion in the morning.

Following the consultation officers explored these issues and took independent consultant advice;

Officers and consultants sought to identify an alternative scheme that achieved the same objectives without the need to undertake works on Wyndham Way. Officers and consultants were unable to identify such a scheme. Therefore, officers recommend that the principles of the scheme be confirmed.

However, recognising the consultees concerns officers have sought to limit the scheme's negative impacts by;

- Reducing the number of trees to be removed;
- Providing central islands at the signal-controlled crossings; reducing vehicular red-time and introducing deflection on the widened carriageway.

Therefore, officers recommend the scheme be implemented as modified.

The officers and consultants re-monitoring, further assessments and rationales for proceeding with a modified scheme are set out in detail in the Report of Consultation.

DECISION:

That the Report of Consultation is noted.

That the scheme at Sheepway Roundabout and Wyndham Way be implemented as modified.

REASONS:

The scheme approved by the Executive in December 2017 as been consulted upon and modified accordingly.

OPTIONS CONSIDERED:

Not implementing any scheme; Considering the consultation responses, officers assessed if the negative impacts could be mitigated, and if they could not would the negative impacts outweigh the benefits of the scheme. Officers have concluded that the majority of the

negative impacts highlighted by consultees can be mitigated and the benefits of reducing standing traffic on the motorway outweigh the remaining negative impacts.

Implementing another scheme; Officers and consultants have sought a different scheme, with less impacts on Wyndham Way, that meets the scheme objectives. Officers and consultants have been unable to identify such a scheme.

Implementing the scheme without modification; The consultation raised legitimate concerns around the impacts of the scheme upon Portishead. Officers have sought to mitigate these concerns as far as practical.

FINANCIAL IMPLICATIONS:

The modifications will result in the widening of the road in two particular sections and the installation of traffic islands. This modification is offset by a reduced number of gantries resulting in a net financial increase to the project of £20k.

The overall scheme budget is currently £1.0m and funded from Highways England contributions. It was previously thought the scheme would cost in the region of £970k with a risk allowance of £160k. Estimates have now been increased to allow for the proposed modifications with the overall scheme cost still within the funding envelope.

LEGAL POWERS AND IMPLICATIONS

The scheme will be implemented and operated by North Somerset Council under its powers as Local Highway Authority (Highways Act 1980).

CONSULTATION

This report summarises the scheme consultation undertaken in Spring 2018 and subsequent actions taken. These are reported in detail in the Report of Consultation.

It is not proposed to undertake further consultations.

RISK MANAGEMENT

Detailed design, contract preparation and site supervision will be by North Somerset Council Officers. As such all financial risks associated with design and contract management are within North Somerset Council's control.

Implementation will be by North Somerset Council's term contractor, managed by Council Officers. As such all financial risks associated with delivery are within North Somerset Council's control.

EQUALITY IMPLICATIONS

Have you undertaken an Equality Impact Assessment? Yes

There are no direct equality implications in respect of implementing the scheme. However, the delivery of the scheme has a range of indirect implications which are consistent with the council objectives of improving transport accessibility.

CORPORATE IMPLICATIONS

Delivery of the scheme supports the corporate priorities of improving transport infrastructure and promoting safe and sustainable travel. It also directly contributes to a

number of corporate aims including protecting and improving the environment; enhancing health & well-being and increasing prosperity.

BACKGROUND PAPERS

Report to the Executive; 5th December 2017; 'M5, Junction 19, Congestion Relief Scheme'; <http://apps.n-somerset.gov.uk/cairo/docs/doc28505.pdf>

The scheme's bespoke page on the council's website; <http://www.n-somerset.gov.uk/wyndhamway>

The Report of Consultation has been posted at; <http://www.n-somerset.gov.uk/wyndhamway>


SIGNATORIES:

DECISION MAKER(S):

Signed:  Executive Member for Strategic Planning, Highways, Economic Development and Housing

Date: 18/2/19

WITH ADVICE FROM:

Signed:  Assistant Director (Placemaking and Growth) Development and Environment. In accordance with paragraph 1.5 of the Council's constitution (May 2018), officer authorisations and delegations

Date: 13/2/19