



AGENDA ITEM NO 6

ASHLEY, EASTON AND LAWERNCE HILL NEIGHBOURHOOD PARTNERSHIP

25TH SEPTEMBER 2013

Report of: Service Director – Transport Service

Title: Footway maintenance schemes for 2013/14 and local traffic schemes update

Officer presenting report: Shaun Taylor, Area Manager, Highways and Traffic, Transport Service

Contact Telephone Number: (0117) 9224404

RECOMMENDATION

1. The Neighbourhood Committee is asked to agree the 2013/14 work programme for footway maintenance.
2. The Neighbourhood Partnership is asked to note the progress on local traffic schemes.
3. The Neighbourhood Partnership is asked to agree the additional spend on Local traffic scheme in Redfield South required to complete the scheme.
4. The Neighbourhood Partnership is asked to note progress on Carriageway Resurfacing 2013/14

Footway maintenance

1. The budgets available are similar to those for 2012/13. The footway maintenance budget has been split equally amongst the Community and Neighbourhood Partnership's, based on the number of wards in each. Therefore, Partnership's comprised of two wards have £42,000

for footway maintenance, and Partnership's with three wards have £63,000.

- The footways listed in the table below are those recommended for resurfacing in the Ashley, Easton and Lawrence Hill Neighbourhood Partnership area. These have been identified and prioritised using our standard Condition Survey Assessments. This process is outlined in Appendix 1, and the Condition Survey Assessments for each footway is shown in Appendix 2.

Ref	Location	Ward	Estimated cost	Points rate
1	OPTION 1, CLAREMONT ST (PCC SLABS TO 400X400)	L/HILL	16,563	90
2	OPTION 2, CLAREMONT ST (REPLACE OLD SLABS TO HSC)	L/HILL	13,695	
3	RICHMOND ROAD	ASHLEY	26,326	100
4	DALRYMPLE ROAD, DRUMMOND ROAD, ASHLEY RD, BARNABAS ST.	ASHLEY	22,827	70
5	TEMPLE WAY	L/HILL	37,836	100
6	MIDLAND ROAD	L/HILL	11,518	100
7	CHURCH RD, MILTON RK, ALFRED ST, MARY ST, COWPER ST, HEBER ST, COBDEN ST.	EASTON	19,747	90
8	CAMBRIDGE ST (replace old slabs to hsc)	EASTON	3,765	50

Local traffic schemes

- A pause in decision making was agreed for 2013-14 to enable outstanding local traffic schemes to be finished. The three Area Highway Services Teams have committed to using this pause to complete these schemes.
- The schemes that we are aiming to deliver in the Ashley, Easton and Lawrence Hill Neighbourhood Partnership area for the coming year are set out in the table below. These schemes include local traffic, S106, Local Sustainable Transport Fund (LSTF), Investing in Bristol's Future Fund (IBFF) and other relevant highway improvement schemes in the area. Schemes being delivered by LSTF, Transport Service Corporate schemes and Local Enterprise zone schemes are for information only.

Scheme / location	Current status	Funding source
Parking restriction review Chelsea Road	Complete.	Devolved NP funding
Junction improvements Ashley Hill / Cobourg Road	Complete – Tree now planted.	Devolved NP funding
DIY Streets – Victoria Parade	Complete.	Devolved NP funding
One Way & Parking Restrictions – Brook Hill	TRO instruction issued to TRO Team for One Way & associated parking restrictions being progressed as part of RPS for area.	Devolved NP funding
Traffic Calming & Prohibition of Driving – Westminster Road	Public consultation on going. Public drop in meeting programmed for October 2013.	Devolved NP funding
Parking restriction review – Redfield north (Mary Street Area).	Feasibility study complete. Objections received to a small proportion of the overall scheme during public design consultation. A report summarising the results of the consultation will be present to the transport sub group at the next meeting.	Devolved NP funding
Parking restriction review – Redfield south (Worsley Street Area).	TRO instruction issued to TRO Team, advertisement of proposals likely in early 2014. Further funding required to complete TRO process and implement. Approximately £5000 extra required from budget 2013/14 to complete scheme.	Devolved NP funding
Traffic calming feasibility study – High Street	Preliminary design in Autumn 2013.	Devolved NP funding
Traffic calming feasibility study – Hinton Road	Preliminary design in Autumn 2013.	Devolved NP funding
Pedestrian island improvements - Sevier Street near junction with Magdalene Place	Instruction to carry out work issued to contractor for implementation in late September 2013.	Devolved NP funding
Measures to deter through traffic and pedestrian improvements, St Werburghs area. Mina Road, Sevier Street & Magdalene Place.	Public consultation anticipated October 2013.	IBFF / NP matched funding

Pedestrian crossing, Ashley Hill	Preliminary design work on going.	IBFF funding
Juntion improvement, Bristol to Bath Railway Path (near Whitehall Primary School)	Preliminary design work on going.	IBFF funding (and Sustrans support)_
Parking restriction review – St Phillips Industrial Area	TRO process on going, objections report currently being compiled for consideration by Councillors and Head of Service.	S106 funding
Parking restriction review – Barton Hill / Beam Street Area	TRO process on going, objections report currently being compiled for consideration by Councillors and Head of Service.	S106 funding
Prohibition of driving – Picton lane	Complete.	S106 funding
Parking restriction review – Bath Buildings / St Andrews Road	Complete.	S106 funding
Easton & St Phillips RPS	TRO process on going.	Transport Service corporate project
St Pauls RPS	Public Consultation on going.	Transport Service corporate project
Cycle improvement scheme - Feeder Road	Preliminary design on going.	LEZ Highway Scheme
Improved cycling facilities, Redcliffe Hill	Preliminary design on going as part of Bristol Metro.	LSTF funding
Improved pedestrian / cycling facilities, Easton Way	Preliminary design, informal consultation expected November 2013.	LSTF funding
Segregated cycling facilities, Clarence Road / Commercial Road	Statutory consultation to follow as part of Redcliffe RPS review.	LSTF funding
Improved cycling facilities, Bond Street / Temple Street / Temple Gate	Preliminary design	LEZ funding
Widening of existing pedestrian crossing, Bond Street South	Preliminary design	LSTF funding
Improved pedestrian and cycling links, Post Office Site (Enterprise Zone)	Preliminary design	LEZ funding
Widen Bristol to Bath	Preliminary design	LSTF

Railway Path, CPO VOSA site		funding
Create new link to Bristol to Bath Railway Path, CPO industrial estate	Preliminary design	LSTF funding
Improved cycling / pedestrian facilities, St. Philips Road	Informal consultation November 2014.	LSTF funding
Street furniture, Barrow Road	Work to commence shortly	LSTF funding
Improved cycling / pedestrian link, Hassell Drive Open Space	Complete	LSTF funding
Various measures, Old Market	Preliminary design / discussions	LSTF funding

Carriageway Resurfacing 2013/14

5. The resurfacing schemes agreed by the Neighbourhood Partnership in the March report have been progressed. The table below shows the current status. There are also additional schemes which have funding from a strategic budget delivering additional resurfacing in the partnership area.

Scheme / location	Current status	Funding source
Avon St	Surface Dressed awaiting lining	NP
Three Queens Lane	Surface Dressed cancelled this year due to diversion route for development. Unable to pre patch. To be added to 2014/15 programme.	NP
Whitehall Road	Surface Dressed awaiting lining	NP
Mitchell Lane	Surface Dressed awaiting lining	Strategic

Legal Information

When councillors decide how devolved funds are spent they should have due regard to the public sector equality duty that applies to all public bodies. This duty is contained in the Equality Act 2010 and came in to force on 6 April

2011. It replaces previous equality duties under the Sex Discrimination, Race Relations and Disability Discrimination Acts.

Equalities Impact Assessment

Footway maintenance decisions:

6. Generally, older people, those with a physical disability, or a mobility impairment are more likely to be disadvantaged than others with protected characteristics when there are footway maintenance issues.
7. Investment in Bristol's roads, footways, gullies and street lighting improves the accessibility and safety of the road and footway network and therefore has a positive impact on all equalities groups, and in particular older people, those with a physical disability, or mobility impairment.

Appendices

Appendix 1 - Further information about the Condition Survey Assessment process.

Appendix 2 - Condition Survey Assessment scores for the footways listed in section 2.

Appendix 1 - Condition Survey Assessment Process for Footways

Prioritisation Process

Under Section 41 of the Highways Act 1980, Bristol City Council has a statutory duty as Highway Authority to maintain adopted highways at public expense. This can lead to claims against the Council for damages resulting from a failure to maintain the highway.

Under Section 58 of this Act the Council can defend against a claim for failure to maintain if it can prove that it has taken such care as was reasonable to identify and correct defects.

The City Council's current strategy for identifying and prioritising footway resurfacing works, is therefore based on a system of inspections and assessment of condition and use.

Detailed Inspections of the highway network (roads and footways are surveyed together) are done twice a year by the City Council's team of Highway Inspectors. These include the general condition of the highway, with particular attention to defects that are deemed to be 'hazardous'. These inspections also record dangerous defects with street furniture, defects on street name plates and signs, and any highway drainage and associated sewerage works. 'Warning' levels on the general condition of the highway are reported to the Highway Technician to be incorporated into Condition surveys.

Safety Inspections are done on a two-monthly intervals on busy footways, local shopping areas and traffic sensitive principal A roads. The shopping area of the City is inspected at monthly intervals. These inspections focus on hazardous defects only. Safety works may involve immediate repair, temporary repair, closing the dangerous area to the public, provision of warning signs or any other way of removing the danger within 24 hours of the danger being reported. Any concerns raised by a local resident will also generate a Safety Inspection.

If larger issues are identified by the Highways Inspector then these will be raised with the Highway Technicians for a Condition Survey.

Condition Surveys are carried out annually by the Highway Technicians (or as advised by the results of Detailed or Safety Inspections) for major preventative and structural maintenance operations, such as footway reconstruction and surface dressing. The list of locations requiring footway resurfacing result from these surveys.

This approach was developed on the basis of extensive research into good practice across the Country and from the professional expertise and experience of the Highway Maintenance officers.

In undertaking a Condition Survey the trained Highway Technicians will use their professional judgement to assess each section of footway in terms of the condition of the walking surface, the local environment it serves, the level of pedestrian activity and the level of public interaction and accident claims. The scoring system is contained at the end of this note.

The Highway Technician will total up the score for each location, compare each site and rank these according to their overall score.

Cost

The cost of each section of resurfacing is largely determined by the area of resurfacing required, the material to be used (for instance tarmac is cheaper than paving slabs) and what other repairs need to be corrected at the same time (e.g. broken kerbs). Other factors will also affect the cost of the works, such as how long the work will take to complete, whether there are any local constraints (such as access to shops) which make the work more complicated, or if specific temporary traffic controls need to be installed to enable the contractor to work safely.

Condition Survey Assessments

Section 1

Classification	Condition of Walking Surface	Points
Not Satisfactory	25% crazed/cracked/uneven - no trips>20mm	20
Fairly Poor	50% crazed/cracked/uneven - 5 trips>20mm/100m	40
Poor	75% crazed/cracked/uneven - 5-10 trips>20mm/100m	60
Very Poor	100% crazed/cracked/uneven - 10+ trips>20mm/100m	80

Section 2

Environmental Considerations	Impact	Points
Historical/Tourist Areas	Jobs/Amenity	10
Industrial Premises/Estates	Jobs	10
Office/Commercial Premises	Jobs	10
Public Buildings/Hotels	Image	20
Schools/Hospitals/Health Centres	Image	30
Shopping/Heart of Community	Jobs/Amenity	30

Section 3

Pedestrian Usage	Examples	Points
Light	Minor/Residential/Local Access Road	10
Medium	Busy Estate/Secondary Distributor Roads	30
Heavy	Minor Shopping/Main Distributor Roads	60
Very Heavy	Main Shopping Areas	90

Section 4

Public Inter-action	Accident	Points
Public Request 1-5	Accident Claims 1 in 2 year period	10
Public Request 6-10	Accident Claims 2 in 2 year period	20
Public Request 11-20	Accident Claims 3 in 2 year period	30
Public Request 20+	Accident Claims 4+ in 2 year period	40

Appendix 2

Footway Resurfacing

ASHLEY, EASTON, LAWRENCE HILL.	WARD	PRICE	POINTS RATE				
			1	2	3	4	total
OPTION 1, CLAREMONT ST (PCC SLABS TO 400X400)	L/HILL	16,563	80	0	10	0	90
OPTION 2, CLAREMONT ST (REPLACE OLD SLABS TO HSC)	L/HILL	13,695					
RICHMOND ROAD	ASHLEY	26,326	60	0	30	10	100
DALRYMPLE ROAD, DRUMMOND ROAD, ASHLEY RD, BARNABAS ST.	ASHLEY	22,827	50	0	10	10	70
TEMPLE WAY	L/HILL	37,836	30	10	60	0	100
MIDLAND ROAD	L/HILL	11,518	30	10	60	0	100
CHURCH RD, MILTON RK, ALFRED ST, MARY ST, COWPER ST, HEBER ST, COBDEN ST	EASTON	19,747	40	20	30	0	90
CAMBRIDGE ST (replace old slabs to hsc)	EASTON	3,765	40	0	10	0	50