



## **AGENDA ITEM NO. 12**

### **AVONMOUTH AND KINGSWESTON NEIGHBOURHOOD PARTNERSHIP**

**5<sup>th</sup> March 2013**

**Report of:** Service Director – Transport Service

**Title:** Devolved Transport Schemes for 2013/14

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#### **RECOMMENDATION**

1. The Neighbourhood Committee is asked to agree the 2013/14 work programmes for carriageway surface dressing contained in appendix A.
2. The Neighbourhood Partnership is asked to note that footway schemes are delayed until later in the year.
3. The Neighbourhood Partnership is asked to note the schemes that will be delivered in the Avonmouth and Kingsweston NP area in 2013/14.
4. The Neighbourhood Partnership is asked to note that a pause in decision making of 12 months is needed in order to deliver this year's work programme. The team are committed to using the pause to deliver all outstanding schemes in the area. Devolved funding will be carried forward and identification of new schemes will start in late 2013.

## **Carriageway surface dressing – (sufficient funding is available to deliver the priorities identified)**

1. Carriageway surface dressing is a needs-based maintenance technique aimed at preserving the existing surface of the carriageway, rather than replacing it. The funding devolved to the NP's has, therefore, been split on a city-wide basis between the roads most in need of surface dressing. This approach does mean that some NP's will have more surface dressing works than others, but it does ensure that the worst problems throughout the city are addressed.
2. Having due regard for the condition of other roads in the city (as explained above), the roads listed below are those identified as being most in need of attention in this NP area. This is based on routine inspections and assessments carried out by our Highway Officers.

Ref	Location	Ward	Estimated cost
1	Portway	Avonmouth	£27,090
2	Severn Road	Avonmouth	£2,082
3	Poplar Way West	Avonmouth	£24,129

## **Footway maintenance schemes**

3. Work on footways maintenance schemes is delayed until later in the year. An update on this will be provided in June 2013.

## **Local traffic schemes**

4. Prior to devolution, the traffic management teams delivered 12-15 schemes per year. Since devolution, NPs have chosen 40-50 schemes per year to be delivered by traffic management. No additional staff are available to deliver these schemes, and recently 5-6 officers have left the teams which has added to remaining officers' workload. At the same time, additional work to deliver the highways infrastructure investment of £1m has been created for the teams.
5. This has resulted in a backlog in delivering local traffic schemes in neighbourhoods. A pause in decision making is needed for 2013-14 to enable all work to be finished. The traffic management teams have committed to using this pause in order to complete the outstanding schemes.
6. Unspent devolved budgets will be carried forward, meaning that in April 2014 your Neighbourhood Partnership will have £34,286 to spend on local traffic schemes.

7. The schemes that will be delivered in Avonmouth and Kingsweston NP area for the coming year are set out in the table below. The schemes include local traffic schemes, s106 schemes, local sustainable transport schemes, investing in Bristol's futures funded schemes (IBFF) and other relevant schemes in the area.

Scheme / location	Current status	Estimated completion date	Other
Pedestrian crossing, Westbury Lane, Sea Mills	Preliminary design stage, consultation in March	March 2014	IBFF and S106 funded
Visibility improvements, Kingsweston Road / Kingsweston Lane	Signing completed, reviewing surfacing options	September 2013	Devolved NP funding
Measures to deter parking, Pembroke Road, Shirehampton	Design completed, contractor to be appointed	April 2013	Devolved NP funding
Parking restrictions to deter parking too near to junction, Hung Road / Station Road, Shirehampton	Public consultation completed, detail design complete	December 2013	Devolved NP funding
Pedestrian improvements, Lower High Street/Old Barrow Hill	Not yet started	Currently unknown	S106 funded
Resurfacing, Kingsweston Lane/St. Andrews Road, Avonmouth	Additional funding being sought	September 2013	Undevolved S106 funding
Footway works, Failand Crescent, Sea Mills	Awaiting completion of housing works	Currently unknown	Maintenance
Walking and cycling improvements, St. Andrews Road / kingsweston Lane, Avonmouth	Feasibility stage	2014/15	LSTF funded
Parking restrictions, Merebank Road, Avonmouth	Not yet started	Currently unknown	Undevolved S106 funding

8. Neighbourhood Partnerships can proceed with decision-making on s106 local traffic schemes with deadlines of July 2014 or before. There are no schemes for your area with deadlines on or before July 2014.

9. Transport s106 schemes that aren't delivered by traffic management – for example public transport schemes, bus stops – can proceed as normal. Potential schemes that you might like to work on are detailed below:

Development site	Purpose of s106 contribution	Contribution value	Date to be spent/committed by
07/01617 / Old Barrow Hill, Shirehampton / ZCD..936 –	Bus stop improvements on Lower High Street.	£21,362.49	
07/01617 / Myrtle Drive, Shirehampton / ZCD..833 –	Public Transport improvements in the vicinity of Myrtle Drive	£11,061.26	

### **Narrow estate road schemes**

10. The 2012-13 Budget has yet to be allocated. We propose to complete existing commitments but not to specify new schemes for 2013/14, some of the 2012-13 budget will be required in order to do this. The remainder of the 2012-13 budget along with the 2013-14 budget will be rolled forward to 2014-15 and will be distributed across NPs with the most pressing need for this type of work.
11. There are no existing commitments for narrow estate road schemes in Avonmouth and Kingsweston.

### **Equalities impact assessment**

Road Surface Dressing: There are no specific implications - positive or negative - for equalities groups arising from the deliver of the surface dressing proposals other than the general benefit of maintaining the quality of the highways which applies to everyone. There is no anticipated impact because the roads that get surface-dressed are already of reasonable quality, and therefore pose no risk.

Delaying Footway maintenance decisions: There is a potential negative impact in delaying footway maintenance improvements because they are likely to deliver benefits in increased safety and accessibility. By their very nature these works particularly benefit disabled and Older people by mitigating footway hazards. The main mitigation we recommend is to bring forward the decisions on footways at the earliest time in the 2013/14 NP meeting cycle.

The focus on delivery of all the outstanding highways schemes over the coming year will have a positive impact on equalities groups as many of them

have positive outcomes for accessibility of roads and footways. There may also be a negative impact in that newly identified schemes, many of which have been awaiting delivery for some time and which also aim to deliver improved access and safety, cannot be delivered in this time period. The main mitigation is to ensure that the backlog is cleared and that this enables schemes to be delivered in a timely manner in future. In future reports a consideration of the equalities impact of each scheme will be brought forward prior to the decision-making point in the NP report.