



AGENDA ITEM NO. 5

AVONMOUTH AND KINGSWESTON NEIGHBOURHOOD PARTNERSHIP

30th September 2013

Report of: Service Director – Transport Service.

Title: Footway maintenance schemes for 2013/14, and local traffic schemes and carriageway surface dressing update.

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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 and carriageway surface dressing.

Footway maintenance (£42,000)

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.

2. The footways listed in the table below are those recommended for resurfacing in the Avonmouth and Kingsweston 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	Points rate	Estimated cost
F1	Avonleaze	Kingsweston	100	£16,900
F2	The Parade, Shire	Avonmouth	80	£7,300
F3	Old Quarry Road	Avonmouth	70	£18,500
F4	Failand Crescent	Kingsweston	70	£7,300
F5	Napier Road	Avonmouth	40	£4,200
F6	Green Lane	Avonmouth	40	£12,500

Local traffic schemes

3. 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.
4. The schemes that we are aiming to deliver in the Avonmouth and Kingsweston Neighbourhood Partnership area for the current 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.

Scheme / location	Current status	Funding source
Minor lines and signs	Ongoing – contractual difficulties delaying installation of new signs	NP
Kingsweston Lane / Kingswest Road - Measures to improve visibility and road safety at the junction	Signing completed. Technical review being undertaken concerning resurfacing method due to contaminated materials found within original road construction. Works anticipated to commence once review has been concluded.	NP and Central Maintenance Budget

Pembroke Road, Shirehampton - Measures to deter inappropriate / inconsiderate parking adjacent to the Health Centre	Completed	NP and Health Centre
Hung Road / Station Road, Shirehampton - Parking restrictions to deter parking	Consultation completed. Traffic Regulation Order objection report signed off. Works in September.	NP
Westbury Lane, Sea Mills - Pedestrian crossing facilities and parking restrictions	Traffic Regulation Order at statutory consultation stage.	NP and S106 and IBFF
Lower High Street and Old Barrow Hill - provision of junction improvements; and Beachley Walk and Old Barrow Hill - dropped kerbs and tactile paving	Preliminary design commenced	S106
Kingsweston Lane/St. Andrews Road, Avonmouth – Carriageway Resurfacing	Complete	S106
St. Andrews Road / Kingsweston Lane, Avonmouth - Walking and cycling improvements	Feasibility work ongoing	Strategic LSTF
Merebank Road, Avonmouth - Parking restrictions	Review of previous scheme ongoing.	Undevolved S106

Carriageway Resurfacing 2013/14

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

Scheme / location	Current status	Funding source
Poplar Way West	Completed	NP
Severn Road (S.Glos boundary-first bend)	Completed	NP
Long Cross (Stradling Rd - Stile Acres)	Completed	Strategic
Portway (inbound 724 - 704)	Completed	Strategic
Portway (inbound West Town Lane - Barrow Hill Rd)	Completed	Strategic
Portway(outbound Valerian Close - Hung Rd)	Completed	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.

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 - Condition Survey Assessment form for Footways								
Site	Ward	COST	SECTION 1 - CONDITION	SECTION 2 - ENVIRONMENTAL	SECTION 3 - PEDESTRIAN USE	SECTION 4 - PUBLIC / ACCIDENTS	TOTAL	COMMENTS
Avonleaze	Kingsweston	£16,900	50	20	20	10	100	Replace worst condition macadam footways and concrete haulingways in macadam.
The Parade, Shire	Avonmouth	£7,300	10	30	30	10	80	Resurface existing macadam footway
Old Quarry Road	Avonmouth	£18,500	50	0	20	0	70	Replace worst condition macadam footways and concrete haulingways in macadam.
Failand Crescent	Kingsweston	£7,300	40	0	20	10	70	Replace worst condition macadam footways and concrete haulingways in macadam.
Napier Road	Avonmouth	£4,200	30	0	10	0	40	Resurface existing macadam footway
Green Lane	Avonmouth	£12,500	30	0	10	0	40	Resurface existing macadam footway