



AGENDA ITEM NO. 8

BISHOPSTON, COTHAM AND REDLAND NEIGHBOURHOOD PARTNERSHIP

14th October 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.
3. The Neighbourhood Partnership is asked to agree to placing on hold the scheme to address parking issues outside Bishop Road School, pending further detail of the potential school expansion project.
4. The Neighbourhood Partnership is asked to agree the change in scope of the project addressing parking on Friary Lane, outside St Bonaventure's School, to cover other nearby junctions.

Footway maintenance (£63,000 + £8,576 underspends from 2012/13)

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 Bishopston, Cotham and Redland 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	Gloucester Road (o/s co-op opposite Thornleigh Road)	Bishopston	130	£6,200
F2	Kellaway Avenue(Cairns Road-Bishop Road) *	Redland	110	£7,200
F3	Redland Road (Iddesleigh Road-Hartington Park)	Redland & Cotham	95	£35,000
F4	Ashley Down Rd (Downend Road-Gloucester Road)	Bishopston	90	£15,300
F5	Belmont Road(Somerville Road - Grenville Road)	Redland	85	£22,600
F6	Elgin Park	Cotham	80	£19,600
F7	Kings Drive	Redland & Bishopston	80	£28,300
F8	Springfield Avenue	Bishopston	80	£24,800
F9	Manor Road(Cambridge Road - Bishop Road)	Bishopston	75	£12,000
F10	Brighton Road	Cotham	75	£17,200
F11	Collingwood Road	Cotham	75	£4,000
F12	Monk Road	Bishopston	70	£10,400
F13	Bedford Crescent	Bishopston	65	£11,000

3. The Kellaway Avenue footway (* above) was selected as a priority in 2012/13, but due to changes to the traffic signals and bus stop, this has been placed on hold as these works are likely to provide a new footway to the required standard as a result. The £11,000 funding allocated in 2012/13 has been rolled forward into this year, although it has been reduced to £8,576 as the final combined cost of the other schemes delivered last year for the Partnership was £2,424 higher than the initial estimate.

Local traffic schemes

4. 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.

5. The schemes that we are aiming to deliver in the Bishopston Cotham and Redland 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.

Scheme / location	Current status	Funding source
Coldharbour Road area - Parking restriction review and implementation,	TRO Completed and sealed. Lining issued to contractor. Signs waiting for new signing contractor to be appointed. Single yellow lines were advertised in error for the restrictions around Coldharbour Road and Linden Road rather than double yellow lines. These restrictions will be subjected to local consultation to correct at no cost to the NP.	Devolved NP funding
Archfield Road junction with Cotham Grove - Feasibility study into junction improvement	Consultants have been commissioned and are currently undertaking the study work.	Devolved NP funding
Gloucester Road (between Hatherley Road and Clevedon Road) – increase parking for shoppers	Design currently being developed for consultation.	Devolved NP funding
Bishop Road - Parking outside school	School have requested not to have SKC made mandatory.	Devolved NP Funding and

	<p>The possible expansion of the school expansion in 2014 will need to consider if further highway interventions are required.</p> <p>It is recommended that this project is placed on hold until any expansion plans are resolved so that the partnership budget is not used on something that is quickly changed again.</p>	possible school expansion project
Friary Road - Parking outside St Bonaventure's Roman Catholic Primary School	<p>Location is not adopted highway and therefore, it will not be possible to make the school keep clear marking mandatory. The funding could be reallocated to restrictions at the junction with Berkeley Road as well as around on other routes to the school.</p> <p>It is recommended that the scope of the project is amended to allow other parking issues around the school to be addressed.</p>	Devolved NP funding
Effingham Road – speed tables or footway buildout by St Andrews Park access	Not started as currently underfunded – with £8,334.73 reallocated from improvements at Lower Redland Road junction with Elgin Park which was secured through St Johns Primary School expansion. Estimated cost - £15,000 for build-out or £20,000 per table.	NP Funding
Coldharbour Road – Improved pedestrian crossing facilities	Consultants have been commissioned and are currently working on design.	IBFF funding (joint with Henleaze, Stoke Bishop and Westbury on Trym NP)
North Road and Cromwell Road - Junction improvement	Consultants have been commissioned and are	IBFF funding

	currently working on feasibility design.	
Lower Redland Road, Whiteladies Road and Elgin Park - Pedestrian facilities, footway widening and traffic management measures	Works substantially complete, although the works directly outside the school entrance have been delayed until the autumn half term due to need to be off site for school opening.	School Expansion Project associated with St. Johns Primary
Gloucester Road (north of Zetland Road) – Streetscape improvements	Works on site due to be completed in November when new trees will be planted.	LSTF (key component bid)

Carriageway Resurfacing 2013/14

6. The resurfacing schemes agreed by the Neighbourhood Partnership at their meeting in March have been progressed. The table below shows the current status.

Scheme / location	Current status	Funding source
Cranbrook Road(Upper Cranbrook Road-Clare Avenue)	Completed	NP
South Road	Remedial work from last year. Works complete. Further sweeping to take place.	No cost to the City Council.

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:

7. 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.
8. 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 - 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
Gloucester Road (o/s Co-op opposite Thornleigh Road)	Bishopston	£6,200	40	20	60	10	130	Replace insitu concrete with brick paving.
Kellaway Avenue(Cairns Road-Bishop Road)	Redland	£7,200	50	20	30	10	110	Replace existing concrete with macadam.This was selected as a priority scheme in 2012/13 but due to traffic signal and bus stop improvements has been on hold as these works are likely to provide a new footway as a result.
Redland Road (Iddesleigh Road-Hartington Park)	Redland & Cotham	£35,000	55	10	30	0	95	Replace existing bitmac & insitu concrete with macadam.
Ashley Down Rd (Downend Road-Gloucester Road)	Bishopston	£15,300	40	10	30	10	90	Replace worst condition macadam footways and concrete haulingways in macadam.
Belmont Road(Somerville Road Grenville Road)	Redland	£22,600	60	0	25	0	85	Replace existing macadam.
Elgin Park	Cotham	£19,600	50	0	30	0	80	Replace existing macadam.
Kings Drive	Redland & Bishops	£28,300	50	0	20	10	80	Replace existing macadam.
Springfield Avenue	Bishopston	£24,800	50	0	20	10	80	Replace worst condition macadam footways and concrete haulingways in macadam.
Manor Road(Cambridge Road - Bishop Road)	Bishopston	£12,000	50	0	25	0	75	Replace existing macadam.
Brighton Road	Cotham	£17,200	50	0	25	0	75	Replace existing macadam.
Collingwood Road	Cotham	£4,000	50	0	25	0	75	Replace existing macadam.
Monk Road	Bishopston	£10,400	50	10	10	0	70	Replace worst condition macadam footways and concrete haulingways in macadam.
Bedford Crescent	Bishopston	£11,000	50	0	15	0	65	Replace worst condition macadam footways and concrete haulingways in macadam.