



AGENDA ITEM NO:5

CABOT, CLIFTON AND CLIFTON EAST NEIGHBOURHOOD PARTNERSHIP

18th 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
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 Cabot, Clifton & Clifton East 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.
5. The Neighbourhood Partnership is asked to note that s106 traffic management schemes with deadlines before July 2014 can be chosen during this period and will be programmed in to the work schedule (remove if not relevant).

Carriageway surface dressing – (sufficient funding is available to deliver the priorities listed below)

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	Back of Kingsdown Parade	Cabot	£2,795
2	Host Street	Cabot	£1,075

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.

7. The schemes that will be delivered in Cabot, Clifton and Clifton East NP for the coming year are set out in the table below. The schemes include local traffic schemes, s106 schemes, local sustainable transport schemes and other relevant schemes in the area.

Scheme / location	Current status (in progress/not yet started)	Estimated completion date	Other
Review and modify existing parking restrictions, Clifton Park, PVS, Pembroke Road & Hope Chapel Hill area	Public advertisement of proposals complete, objections to be considered.	September 2013	Devolved NP funding
Area wide traffic review (report only), Cliftonwood & Hotwells area	Surveys and site observations complete, report to be produced	December 2013	Devolved NP funding
Providing cycle parking located at or near the Caledonia Place / West Mall junction	Options being considered	September 2013	S106 funding
The provision of traffic management and/or highways measures in the vicinity of Bristol Bus Station	No progress	Currently unknown	S106 funding
The narrowing of the Nelson Street / Fairfax Street junction and provision of a raised table	Preliminary design produced, no further progress	Currently unknown	S106 funding
Environmental enhancement, pedestrian and cycling measures, Suspension Bridge Road	Feasibility and preliminary discussions with Clifton Suspension Bridge, design and consultation to follow	Currently unknown	IBFF / Clifton Suspension Bridge Trust funding
Improved cycling facilities, Park Row to Marlborough Street	Preliminary design	Feasibility only	LSTF funding
Improved cycling facilities, Baldwin Street	Preliminary design	Currently unknown	LSTF funding
Improved cycling facilities, Millenium Mile / Harbourside	Preliminary design	Currently unknown	LSTF funding
Improved cycling signing, City Centre area	Preliminary design	Currently unknown	LSTF 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
05/00375/ Cardio Unit, BRI, Terrell Street, ZCD...845	The provision of works to upgrade the bus stops serving the main BRI entrance on Upper Maudlin Street, including the provision of raised kerbs, new shelters, RTI Passenger Information Point and re-configuration and renewal of the bus stop markings on the highway.	£55,693.78	8 th July 2014

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.