



## AGENDA ITEM NO:10

### CABOT, CLIFTON AND CLIFTON EAST NEIGHBOURHOOD PARTNERSHIP

25<sup>th</sup> March 2014

**Title:** Devolved Transport Budgets for 2014/15

**Officer presenting report:** Neil Terry

#### RECOMMENDATION

1. To agree the 2014/15 work programmes for carriageway surface dressing (section 1);
2. To comment on the proposals for future delivery of local traffic schemes (sections 3 to 8);
3. To note progress on outstanding local traffic schemes (section 9);
4. To agree the minor lining and signing budget for 2014/15 (section 10).

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

1. We would like to ask the Partnership to agree the carriageway surface dressing priorities as detailed in the table below. The priorities are based on routine inspections and technical assessments carried out by our Highway Officers.

<b>Ref</b>	<b>Location</b>	<b>Ward</b>	<b>Estimated cost</b>
SD1	Upper Belgrave Rd	Clifton East	£10,200
SD3	Hanover Place	Cabot	£1,927
SD4	Sydney Row	Cabot	£2,820
SD5	Unity Street	Cabot	£1,598

## **Footway maintenance schemes**

2. The footway maintenance schemes will be considered by the Partnerships' Traffic Sub-Group over the coming weeks, and a recommendation will be brought to the Partnership meeting in June.

## **Local traffic schemes**

3. In 2013-14, a backlog in delivering local traffic schemes was acknowledged and a pause in decision making was agreed by the Partnerships, in order to deliver the backlog of schemes. This is on track for being completed by June/July 2014.
4. Unallocated devolved budgets have been carried forward from 2013/14, meaning that from April 2014, your local traffic scheme budget is £51,428. This funding will be subject to the final accounts of the current schemes, including the adhoc lining and signing works carried out in the area over the last two years, and the minor schemes that the Partnership identified in 2013/14.
5. What has become clear during the pause is that there is still not enough capacity within the Highways Delivery Team (specifically not enough personnel) to deliver more than 14 local traffic schemes per year, in addition to the S106, IBFF and LSTF schemes etc., and highways maintenance works. Prior to 2009/10, when budgets were devolved to the Community and Neighbourhood Partnerships, traffic management officers typically delivered 14-15 local traffic schemes per year, and since the devolution of the budgets the

number of staff in the Team has decreased while the workload has increased. The last three to four years have shown that realistically, the Highways Delivery Team can only guarantee to deliver one scheme per Partnership per year.

6. Therefore, we are proposing the following:

- Limit the number of schemes chosen per year across the city to 14 (equivalent to one per Partnership), which we know we can deliver.
- We would like to ask each Partnership to consider choosing their schemes for a 3 year programme, and we will endeavour to work flexibly to deliver these schemes as quickly as possible within this timescale.

7. To enable consideration of the above, the current local traffic issues will not be brought to the Neighbourhood Partnership for prioritisation until the next meeting.

8. We are often asked whether contracting the work/using consultants would allow us to deliver more schemes. The answer to this is that we do regularly contract work out and we also use internal and external consultants, for which we are charged. Whilst this can be an effective way of delivering projects when staff resources are limited, this is often not always viable or the best course of action for the funding available for the following reasons:

- Consultants have to cover both their costs and make a profit from each scheme. Therefore, whilst the estimated cost of each project includes an estimate of staff time, external consultants generally cost more than direct Council employees for carrying out the same work, meaning that less can be achieved overall with this approach.
- Consultants must be managed to ensure that they deliver what is required. Therefore, whilst the time they spend on each project is reduced, highway officers will still be heavily involved in each project.
- The City Council is not able to pass certain powers onto consultants, for example they do not have the authority to make

the Traffic Regulation Orders associated with some measures, such as parking restriction changes. Therefore, certain projects, or aspects of projects, cannot be delivered directly by consultants.

9. Update on local traffic schemes, Investing in Bristol's Future Fund schemes, and Section106 schemes, as identified in previous reports.

<b>Scheme / location</b>	<b>Current status</b>	<b>Estimated completion date</b>	<b>Funding source</b>
Adhoc lining and signing works, area wide in 2012/13	Completed	n/a	NP
Adhoc lining and signing works, area wide in 2013/14	Ongoing	March 2014	NP
Boyce's Avenue - pedestrianisation	Completed	n/a	NP
Ambrose Road - bollards to deter parking on the footway	Completed	n/a	NP
Review and modify existing parking restrictions, Clifton Park, PVS, Pembroke Road & Hope Chapel area	Completed	n/a	NP
Cliftonwood Road and Southernhay Avenue - bollards to deter parking on the footway	Completed	n/a	NP
Area wide traffic review, Cliftonwood & Hotwells area	Awaiting outcome of RPS proposals	Currently unknown	NP
Alfred Hill - pedestrian handrail	Completed	n/a	NP
Charlotte Street - pedestrian handrail	Completed	n/a	NP
Westbourne Place - pedestrian dropped kerb	Completed	n/a	NP
Thomas Street - request for handrail on	No progress	June/July	NP

steps			
Christmas Steps - request for handrail on steps	QA stage 1, quote for work obtained, works order to be issued	May/June	NP
Quarry steps - possible planters to prevent parking	No progress, site meeting to be arranged	June/July	NP
Bollard on the pavement near St Vincent's Rocks	Completed	n/a	NP
Bollards either side of dropped kerb by 28 Ambra Vale	Site investigations including utility searches	June/July	NP
More sturdy replacement bollards at the very bottom of Ambrose Road and a dropped kerb beyond onto Ambra Vale	Site investigations including utility searches	June/July	NP
Woodland Road - pedestrian improvement scheme through the installation of a raised platform	Scheme designed, awaiting results of University 'access study'	Currently unknown	NP/Bristol University
Providing cycle parking located at or near the Caledonia Place / West Mall junction	Locations yet to be identified	June/July	S106
The provision of traffic management and/or highways measures in the vicinity of Bristol Bus Station	Site investigations and preliminary design	September, subject to consultation and need for a TRO	S106
The narrowing of the Nelson Street / Fairfax Street junction and provision of a raised table	Design produced, but scheme not progressed due to ongoing development in area	Currently unknown	S106
Suspension Bridge Road approach improvements	Design and consultation complete, on site in	August	IBFF, Street Lighting,

	July/August	LSTF
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- 10.** Annually, the Partnerships' Committee is asked to agree the Minor Lining and Signing budget. This is to enable Traffic Officers to address small adhoc requests from local residents. As a three ward Partnership, the Committee is requested to agree the funding of £2,250.

### **Equalities Impact Assessment**

- 11.** The Equalities Impact Relevance Check has been reviewed and determined that due to the fact that this decision has no impact on those with protected characteristics in the following ways a full equalities impact assessment is not required:
- access to or participation in a service;
  - levels of representation in BCC workforce; or
  - reducing quality of life (ie health, education, standard of living)
- 12.** 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.
- 13.** 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.