



AGENDA ITEM NO. 6

DUNDRY VIEW NEIGHBOURHOOD PARTNERSHIP

26th March 2012

Report of: Service Director – Transport Service

Title: Devolved Transport Schemes for 2012/13

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RECOMMENDATION

The Neighbourhood Committee are asked to agree the 2012/13 work programmes for:

- i. Local traffic schemes (from section 9)
- ii. Footway resurfacing (from section 10)
- iii. Carriageway surface dressing (from section 11)

And also to consider:

- iv. Prioritisation of the Section 106 (monies from development) transport specific schemes (from section 12)

Context

1. This report relates to the devolved transport budgets available to the Dundry View Neighbourhood Partnership (NP).
2. The NP engagement process for this year has included transport group meetings, transport focussed Forum meetings and discussions with Ward Councillors. Requests received directly from the public and elected

Members etc for local traffic measures and highway improvements have been considered as part of this process.

3. The budgets available are similar to those for 2011/12. Two Ward NPs will have £17,147 for local traffic schemes, and three Ward NP's will have £25,714.
4. The footway maintenance budget has been split equally amongst the NP's, based on the number of wards in each. Therefore, NPs comprised of two wards have £42,000 for footway maintenance, and NPs with three wards have £63,000.
5. The footways listed in section 10 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.
6. 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 NPs has, therefore, been split on a city-wide basis between the roads most in need of surface dressing. This approach does mean that some NPs will have more surface dressing works than others, but it does ensure that the worst problems throughout the city are addressed.
7. Having due regard for the condition of other roads in the city (as explained above), the roads listed in section 11 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.
8. A budget of £47,000 is available for city-wide Narrow Estate Road (NER) improvements. This has historically been sufficient funding to deliver one or two schemes in each of two partnership areas. We are currently updating and assessing the existing register of NER requests, and the results will be reported to the next round of NP meetings.

Proposal

9. Local Traffic Schemes - £25,714

The following measures/proposals could address the area's local traffic issues which have been short-listed / prioritised though discussions with the Ward Councillors:

Ref	Location / Ward	Issue	Possible solution	Est Cost	Notes
T1	Highridge Road, Bishopsworth and Hartcliffe	Visibility and access problems caused by parking congestion	Introduce parking restrictions and / or create additional parking spaces (lay-bys)	£5,000 to £30,000	The outcome of the parking restriction review consultation will be taken into account. £3k is left over from 2011-12 to contribute towards this scheme.
T2	King George's Road, Bishopsworth	Parking on grass verges adjacent to public house	Introduce temporary measures to deter parking on grass verge	£3,000	This scheme was not recommended by the transport group as measures are proposed to be temporary due to South Bristol Link. A simpler solution (such as rocks) was requested.
T3	Fulford Road near shops, Hartcliffe and Whitchurch Park	Lack of parking bay adjacent to shops	Construct lay-by and introduce parking restrictions	£10,000	
T4	Longway Avenue - opposite Chatterton Green, Whitchurch Park	Damage caused by parking on grass verges	Introduce bollards to prevent access to the grass verges	£4,000	
NP wide	Minor lines and signs	To address ad-hoc requests	Measures introduced at officers discretion	£2,250	As per last year

10. Footway Resurfacing - £63,000 budget

The following list represents the footways identified for resurfacing in the NP area in order of need based on factors including condition and usage (see appendices 1 and 2):

Ref	Location	Ward	Estimated cost
F1	Turtlegate Avenue, Turtlegate Walk, Highmead Gardens, Stillman Close	Bishopsworth	£25,000
F2	Hollisters Drive, Sampsons Road, Holbrook Crescent, Dowling Road, Oxleaze, Branche Grove, Miltons Close	Whitchurch Park	£30,000
F3	Murford Avenue, Smithmead, Heyron Walk, Halswell Gardens, Arundel Close, Murford Walk, Lynde Close, Meriet Avenue, Herridge Road, Herridge Close	Hartcliffe	£25,000
F4	Westward Road, Dancey Mead, Watchill Avenue, Spartley Drive, Spartley Walk,	Bishopsworth	£30,000

Ref	Location	Ward	Estimated cost
	Watchill Close, Marlepit Grove		
F5	Witch Hazel Road, Totshill Drive, Shortwood Road, Teyfant Road, Totshill Grove, Teyfant Walk, Lampton Avenue	Whitchurch Park	£25,000

The following list represents the footways identified by the Dundry View Transport Sub-Group based on site observations and local knowledge:

Ref	Location	Ward	Estimated cost
F6	Peterson Avenue (pavements have been patched but the remaining pavement has been reported at the forum as being dangerous)	Whitchurch Park	To be assessed
F7	Hareclive Road near Whitehouse School fence (pavements are bulging due to tree roots – this is an access path to the school)	Hartcliffe	To be assessed
F8	Ilchester Crescent (access path is uneven and dangerous, this is used by residents to get to the 75 bus)	Bishopsworth	To be assessed
F9	Pavement-flooding adjacent to the 'Elm Tree' pub	Bishopsworth	To be assessed

11. Carriageway Surface Dressing (sufficient funding is available to deliver the priorities listed below)

The following list represents the roads identified for surface dressing in the NP area in order of need (having due regard for the condition of other roads in the city):

Ref	Location	Ward	Estimated cost
C1	Wymbush Crescent	Hartcliffe	£2,000
C2	Tynte Avenue	Hartcliffe	£1,700
C3	Teyfant Road	Hartcliffe	£2,100
C4	Ilex Close	Bishopsworth	£850
C5	Murford Avenue	Hartcliffe	£4,800
C6	Sampsons Road	Hartcliffe	£2,700
C7	Donald Road	Bishopsworth	£3,600
C8	Langford Road	Bishopsworth	£2,700
C9	Lulsgate Road	Bishopsworth	£1,900
C10	Bourton Walk	Bishopsworth	£550
C11	Stoneberry Road / Holbeach Way	Whitchurch Park	£11,500

Ref	Location	Ward	Estimated cost
C12	Bishport Avenue / Broadoak Road	Hartcliffe	£37,000
C13	Whitchurch Lane (Bamfield to Ridgeway Lane)	Whitchurch Park	£15,500

12. Section 106

The following development related monies are available for specific transport purposes in the NP area:

	Development	Description	Funding available	Time limit	Recommended measures
S1	Enterprise Inn, Hartcliffe Way, Bedminster	The provision of highway infrastructure in the vicinity of the property	£42,865.14	14 May 12	Upgrade PROW 433 (approx £30k) and improve rear lanes in vicinity of Ilchester Crescent (approx £13k)
S2	Morrisons, Symes Avenue, Hartcliffe	The provision of traffic measures to control road speeds and enhance road safety along the length of Hollisters Drive, Hartcliffe	£58,285.30	6 Aug 12	Speed cushion and associated parking restriction scheme being developed
S3	Morrisons, Symes Avenue, Hartcliffe	The provision of traffic measures to improve road safety on Bishport Avenue, Hartcliffe	£58,285.30	6 Aug 12	Measures to assist pedestrians – traffic / ped counts arranged

Appendices

Appendix 1 – Further information about the Condition Survey Assessment process

Appendix 2 – Condition Survey Assessment scores for the footways listed in section 10

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	Type	COST ESTIMATE	SECTION 1 - CONDITION	SECTION 2 - ENVIRONMENTAL	SECTION 3 - PEDESTRIAN USE	SECTION 4 - PUBLIC / ACCIDENTS	TOTAL
Turtlegate Avenue, Turtlegate Walk, Highmead Gardens, Stillman Close	Bishopsworth	Tarmacadam	£25,000	30	10	30	10	80
Hollisters Drive, Sampsons Road, Holbrook Crescent, Dowling Road, Oxleaze, Branche Grove, Miltons Close	Whitchurch Park	Tarmacadam	£30,000	30	10	30	10	80
Murford Avenue, Smithmead, Heyron Walk, Halswell Gardens, Arundel Close, Murford Walk, Lynde Close, Meriet Avenue, Herridge Road, Herridge Close	Hartcliffe	Tarmacadam	£25,000	30	10	30	10	80
Westward Road, Dancey Mead, Watchill Avenue, Spartley Drive, Spartley Walk, Watchill Close, Marlepit Grove	Bishopsworth	Tarmacadam	£30,000	30	10	30	10	80
Witch Hazel Road, Totshill Drive, Shortwood Road, Teyfant Road, Totshill Grove, Teyfant Walk, Lampton Avenue	Whitchurch Park	Tarmacadam	£25,000	30	10	30	10	80