



Agenda Item No. 6

Dundry View Neighbourhood Partnership

7th July 2014

Title: Local Traffic Schemes programme for 2014/15

Officer presenting report: Neil Terry – Area Manager

RECOMMENDATION

1. To agree the Local Traffic Schemes programme for 2014/15, and the provisional programme for 2015/16 and 2016/17 (Section 6).

New Three Year Works Programme

1. There was a pause on any new scheme being selected by the Partnership in 2013/14 and so this unallocated devolved budget has been carried forward into this year. This means that the funding going into your Partnership devolved budget for the current year (2014/15) is £34,284.
2. As outlined at the 24th March 2014 Partnership meeting, to enable our limited resources to be able to deliver new schemes in a reasonable timescale, the number of schemes chosen per year across the city is now being limited to one per Partnership. Furthermore, in order to provide clarity over which schemes are being progressed each year and enable some advanced work to be done where possible, we are asking each Partnership to choose schemes for a 3 year programme.
3. As schemes often need more than 12 months to be completed due to the various design and consultation stages prior to build, it has been agreed that schemes can be notionally split so that development of the proposal is done in one year with the implementation completed in a second year. These would each count as the equivalent of half a scheme and this enables two schemes to be in progress at any one time in the Partnership area.

4. The Traffic Sub-Group meeting considered all the local traffic and transport issues raised locally in this context, and have recommended the 3 year programme outlined in Table 1.
5. Alongside the local traffic schemes, the Partnership have previously set aside a budget to be used at the discretion of the Highway Officers addressing requests for new signs or changes to road markings (outside of parking restrictions). Given the constraints on the number of schemes in each Partnership area, it is suggested that alongside this Minor Lines and Signs budget, an amount is set aside for Minor Works, i.e. improvements that do not need significant design or consultation work or any legal advice. Examples could include footway bollards, coloured surfacing, a bench or a dropped kerb to aid pedestrian access. It is suggested that £3,000 would be a suitable amount for this type of work.
6. As these works would be slightly more expensive than a sign, it is recommended that all requests should be reviewed by highway officers, considered and recommended through Traffic Sub-Groups (or local equivalent) for decision at the Neighbourhood Partnership meeting as a devolved budget.

Table 1 – 3 year work programme

Details	Type	Cost
2014/15 (Budget £49,387)		
Measures to regulate parking - Longway Avenue, Rookery Way and Grassmeers Drive	Preliminary design and consultation	£5,000
Parking and pedestrian facilities - Elm Tree Corner	Preliminary design	£5,000
Minor Signs and Lines	Implementation	£2,250
Minor Works	Implementation	£3,000
Total		£15,250
2015/16 (Budget £25,714 assumed + carry forward)		
Longway Avenue	Detail design, TRO and implementation	£15,000
Elm Tree Corner	Consultation, detail design and some implementation	£20,000
Minor Signs and Lines	Implementation	£2,250
Minor Works	Implementation	£3,000
Total		£40,250
2016/17 (Budget £25,714 assumed + any carry forward)		
Elm Tree Corner	Ongoing implementation	£30,000
Minor Signs and Lines	Implementation	£2,250

Minor Works	Implementation	£3,000
Total		£35,250
Total budget committed		£90,750
Total budget available		£100,815
£ uncommitted		£10,065

Equalities impact assessment

7. An Equalities Impact Relevance Check has been undertaken 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 (i.e. health, education, standard of living)

8. The local impact on those with protected characteristics are considered when reaching agreement on which schemes to recommend from the requests listed in Appendix 1.

9. Further Equalities Impact Relevance Checks will be undertaken during the development of each scheme so that the specific impact of that scheme can be considered as the detail evolves.

Appendices

Appendix 1 – Dundry View traffic and transport Issues considered by the Transport Sub-Group