



AGENDA ITEM NO. 11

FILWOOD, KNOWLE AND WINDMILL HILL NEIGHBOURHOOD PARTNERSHIP

13 March 2012

Report of: Service Director – Transport Service

Title: Devolved Transport Schemes for 2012/13

Officer presenting report: Neil Terry, Area Manager, Highways and Traffic,
Transport Service

Contact Telephone Number: 0117 903 6824 neil.terry@bristol.gov.uk

RECOMMENDATION

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

1. Local traffic schemes (from section 9)
2. Footway resurfacing (from section 10)
3. Carriageway surface dressing (from section 11)

And also to consider:

4. 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 Filwood, Knowle and Windmill Hill Neighbourhood Partnership (NP).
2. The NP engagement process for this year has included transport focussed Forum meetings and/or discussions with Ward Councillors. Requests received directly from the public and elected Members 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 NP's 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, NP's comprised of two wards have £42,000 for footway maintenance, and NP's 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 NP's has, therefore, been split on a citywide 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.
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 citywide 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 through discussions with the Ward Councillors:

Ref	Location / Ward	Issue	Possible solution	Est Cost	Notes
T1	Novers Lane, Filwood	Review of school keep clear markings	A TRO to provide mandatory keep clear markings	£10K	Relatively high costs due to removal of existing road markings
T2	Leinster Avenue, Filwood	Obstructive parking in the vicinity of Knowle West Media Centre	A TRO to provide formal parking restrictions	£4K	
T3	Cotswold Road, Windmill Hill	Measures to deter through traffic	An area wide feasibility study would be appropriate	£6K	The problems being experienced cannot be addressed in isolation
T4	Park Avenue, Windmill Hill	Safety issue for pedestrians crossing adjacent to the mini-roundabout	Reverse existing one-way layout on Park Avenue	£5K	If additional money could be identified (S106?), the whole junction would benefit from being upgraded
T5	Axbridge Road, Knowle	Parking on footway outside Tesco	Formalise and adopt adjacent footpath with associated bollards. Parking protection opposite with informal crossing points, to create 'precinct' feel, trees etc	£50K	S106 funding may be available? Negotiations with Tesco would be required.
T6	Wells Road (between Woodbridge & Calcott Road), Knowle	Request for light controlled crossing	Puffin crossing	£50K	
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:

Ref	Location	Ward	Estimated cost
F1	Queensdale Crescent, Sommerdale Avenue	Knowle	£30,000
F2	Vivian Street, Fraser Street, Gwilliam Street	Windmill Hill	£25,000

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	Welgarth Road	Knowle	£1,350
C2	Hawthorne Street	Windmill Hill	£3,100
C3	Fordell Place	Windmill Hill	£750
C4	Knowle Road	Windmill Hill	£3,400
C5	Lynton Road	Windmill Hill	£7,150

12. Section 106

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

	Development	Description	Funding available	Time limit
S1	South Bristol Business Park, Hengrove	Local highway improvements or transportation measures in the area of impact of the Development.	£139,111.46	No Limit
S2	174 to 178 Wells Road, Totterdown	The provision of traffic management and/or highways measures in the vicinity of 174 to 178 Wells Road	£10,635.59	No Limit

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

Condition Survey Assessment form for Footways

APPENIDX NO. (11) 2

Site	Ward	Type	COST ESTIMATE	SECTION 1 - CONDITION	SECTION 2 - ENVIRONMENTAL	SECTION 3 - PEDESTRIAN USE	SECTION 4 - PUBLIC / ACCIDENTS	TOTAL
Queensdale Crescent, Sommerdale Avenue	Knowle	Tarmacadam	£30,000	30	10	30	10	80
Vivian Street, Fraser Street, Gwilliam Street	Windmill hill	Tarmacadam	£25,000	30	10	30	10	80