



## AGENDA ITEM NO. 6

### FILWOOD, KNOWLE AND WINDMILL HILL NEIGHBOURHOOD PARTNERSHIP

16<sup>th</sup> June 2015

**Title:** Highway Improvement Schemes

**Report author:** Neil Terry – Area Manager

#### RECOMMENDATIONS

1. That the Partnership note the current position of the Local Traffic, Section 106 and Grant Funded highway improvement schemes in their Partnership area;
  2. That the Partnership make a decision on which Local Traffic Scheme should be progressed next (of the two previously identified);
  3. That the Partnership note the scheme delivery situation described in Section 3 below;
  4. That the Partnership consider setting-aside some funding for minor works in 2015/16 and, if there is agreement, that the Neighbourhood Committee approve the budget (from this years allocation);
  5. That the Neighbourhood Committee approve the minor lining and signing budget for 2015/16.
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1. The Partnership has five outstanding traffic schemes from previous financial years:
    - Pedestrian crossing facilities in Axbridge Road, funded through Section 106 developer contributions;
    - Measures to assist pedestrians in Ilminster Avenue (adjacent to the school), funded through Section 106 developer contributions;

- Measures to assist pedestrians and reduce vehicle speeds at the St. Johns Lane, Park Avenue and Redcatch Road junction, funded through the Investing in Bristol's Future Fund (IBFF) initiative;
  - Measures to deter through traffic between Bath Road and Wells Road (Stanley Street area), funded through Section 106 developer contributions;
  - Measures to deter through traffic from the Cotswold Road area.
2. For the 2015/16 and 2016/17 financial years, the Partnership chose to progress the following two schemes, although it has not yet been decided in which order they will be progressed:
    - Measures to reduce vehicle speeds and manage access in Redcatch Road and Woodbridge Road;
    - Measures to reduce vehicle speeds in Wedmore Vale and Glyn Vale.
  3. It will not be possible to deliver the next scheme until the Cotswold Road scheme is completed and we know how much funding remains available for local traffic schemes in the Partnership area. However, design work will commence on the next scheme as soon as possible, and a decision on what can be implemented will be made when the funding situation has been clarified.
  4. A number of Partnerships have set-aside some funding (c£3,000) to progress minor works in their Partnership areas. Minor works are measures that do not need significant design, consultation or legal work, such as footway bollards, planters/benches or dropped kerbs to aid pedestrian access. This would provide further flexibility for the Partnership to respond positively to request for relatively minor highway measures. All requests would be reviewed by highway officers and then considered by the Traffic Sub-Group for a decision at Neighbourhood Partnership meetings. If the Partnership is in agreement, the Neighbourhood Committee is requested to agree the funding.
  5. Annually, the Neighbourhood Committee is asked to agree the Minor Lining and Signing budget. This is to enable highway officers to address small adhoc requests from local residents. As a three ward Partnership, the Neighbourhood Committee is requested to agree the funding of £2,250.

## Scheme Progress

Scheme name	Axbridge Road
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Measures	Pedestrian crossing facilities and footway improvements
Progress	<p>Detail design of the zebra pedestrian crossing and footway improvement measures has been completed</p> <p>It is currently anticipated that the scheme will be completed by October 2015</p>

Scheme name	Ilminster Avenue
Measures	Measures to assist pedestrians
Progress	<p>The detail design of the preferred option (a road narrowing, speed table and informal crossing points along the frontage of the school) has commenced</p> <p>It is currently anticipated that consultation with local residents and the school will be carried out in June</p>

Scheme name	St. Johns Lane, Park Avenue and Redcatch Road junction
Measures	Measures to assist pedestrians and reduce vehicle speeds
Progress	<p>The detail design of the measures has commenced including vehicle tracking investigations</p> <p>Consultation will be carried out once it has been confirmed (through the detail design process) that the proposed measures are feasible</p>

Scheme name	Bath Road / Wells Road (Stanley Hill area)

Measures	Measures to deter through traffic and regulate parking
Progress	Local residents have carried out their own consultation and identified their preferred option  A site meeting has been arranged to discuss the feasibility of this preferred option before the detail design commences

Scheme name	Cotswold Road area
Measures	Measures to deter through traffic
Progress	Detail design of the proposed measures was delayed due to other work pressures but has now started again  Consultation will be carried out once it has been confirmed (through the detail design process) that the proposed measures are feasible

## Equalities impact assessment

6. 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)
7. 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.