



AGENDA ITEM NO. 10

FILWOOD, KNOWLE AND WINDMILL HILL NEIGHBOURHOOD PARTNERSHIP

12 March 2013

Report of: Service Director – Transport Service

Title: Devolved Transport Schemes for 2013/14

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RECOMMENDATION

1. The Neighbourhood Committee is asked to agree the 2013/14 work programmes for carriageway surface dressing.
2. The Neighbourhood Partnership is asked to note that footway schemes are delayed until later in the year.
3. The Neighbourhood Partnership is asked to note the schemes that will be delivered in the Filwood, Knowle and Windmill Hill NP area in 2013/14.
4. The Neighbourhood Partnership is asked to note that a pause in decision making of 12 months is needed in order to deliver this year's work programme. The team are committed to using the pause to deliver all outstanding schemes in the area. Devolved funding will be carried forward and identification of new schemes will start in late 2013.
5. The Neighbourhood Partnership is asked to note that s106 traffic management schemes with deadlines before July 2014 can be chosen during this period and will be programmed in to the work schedule.

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

1. 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.
2. Having due regard for the condition of other roads in the city (as explained above), the road listed below has been 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.

Ref	Location	Ward	Estimated cost
1	Timsbury Road / Timsbury Walk	Filwood	£2,365

Footway maintenance schemes

3. Work on footways maintenance schemes is delayed until later in the year. An update on this will be provided in June 2013.

Local traffic schemes

4. Prior to devolution, the traffic management teams delivered 12-15 schemes per year. Since devolution, NPs have chosen 40-50 schemes per year to be delivered by traffic management. No additional staff are available to deliver these schemes, and recently 5-6 officers have left the teams which has added to remaining officers' workload. At the same time, additional work to deliver the highways infrastructure investment of £1m has been created for the teams.
5. This has resulted in a backlog in delivering local traffic schemes in neighbourhoods. A pause in decision-making is needed for 2013-14 to enable all work to be finished. The traffic management teams have committed to using this pause in order to complete the outstanding schemes.
6. Unspent devolved budgets will be carried forward.
7. The schemes that will be delivered in Filwood, Knowle and Windmill Hill NP for the coming year are set out in the table below. The schemes include local traffic schemes, s106 schemes, local sustainable transport schemes and other relevant schemes in the area.

Scheme / location	Current status (in progress/not yet started)	Estimated completion date	Other
Mandatory school keep clear road markings, Novers Lane	Site surveys undertaken, design and consultation to follow	December 2013	Devolved NP funding
Review and introduce parking restrictions, Leinster Avenue	Site surveys undertaken, design and consultation ongoing	December 2013	Devolved NP funding
Feasibility study into measures to deter through traffic, Cotswold Avenue	Consultation completed, report to be produced	September 2013	Devolved NP funding
Possible Road Closure, St. Martins Road	Additional traffic surveys and investigations to be carried out	Subject to outcome of surveys and further consultation	Devolved NP funding
Area parking review, Victoria Park area	Legal process underway	December 2013	Devolved NP funding
Modifications to existing one-way and junction improvements, Park Avenue / St. Johns Lane / Redcatch Road junction	No progress	March 2014	IBFF / devolved NP funding
Measures to improve road safety (including one-way), Queenshill Road	Preliminary discussions, consultation to follow	December 2013	IBFF funding
Mandatory school keep clear road markings, Melvin Square and Ilminster Avenue.	Site surveys undertaken, design and consultation to follow	March 2014	Active Travel Grant funding
Measures to deter inconsiderate parking / assist pedestrians, Axbridge Road (adjacent to Tesco's)	Preliminary designs, consultation to follow	March 2014	S106 funding (from South Bristol Business Park)
The provision of traffic management and/or highways measures in the vicinity of 174 to 178 Wells Road, Totterdown	Parking restrictions introduced in School Road (c2,5k), further measures yet to be identified	March 2014	S106 funding
Pedestrian and cycling improvements, Wedmore Vale	Preliminary design	Currently unknown	LSTF funding

8. Neighbourhood Partnerships can proceed with decision-making on s106 local traffic schemes with deadlines of July 2014 or before. There are no schemes for your area with deadlines on or before July 2014.

9. Equalities impact assessment

Road Surface Dressing: There are no specific implications - positive or negative - for equalities groups arising from the deliver of the surface dressing proposals other than the general benefit of maintaining the quality of the highways, which applies to everyone. There is no anticipated impact because the roads that get surface-dressed are already of reasonable quality, and therefore pose no risk.

Delaying Footway maintenance decisions: There is a potential negative impact in delaying footway maintenance improvements because they are likely to deliver benefits in increased safety and accessibility. By their very nature these works particularly benefit disabled and older people by mitigating footway hazards. The main mitigation we recommend is to bring forward the decisions on footways at the earliest time in the 2013/14 NP meeting cycle.

The focus on delivery of all the outstanding highways schemes over the coming year will have a positive impact on equalities groups as many of them have positive outcomes for accessibility of roads and footways. There may also be a negative impact in that newly identified schemes, many of which have been awaiting delivery for some time and which also aim to deliver improved access and safety, cannot be delivered in this time period. The main mitigation is to ensure that the backlog is cleared and that this enables schemes to be delivered in a timely manner in future. In future reports a consideration of the equalities impact of each scheme will be brought forward prior to the decision-making point in the NP report.