



AGENDA ITEM NO. 8

FILWOOD, KNOWLE and WINDMILL HILL NEIGHBOURHOOD PARTNERSHIP

24th September 2013

Report of: Service Director – Transport Service.

Title: Footway maintenance schemes for 2013/14, and local traffic schemes and carriageway surface dressing update.

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RECOMMENDATION

1. The Neighbourhood Committee is asked to agree the 2013/14 work programme for footway maintenance.
2. The Neighbourhood Partnership is asked to note the progress on local traffic schemes and carriageway surface dressing.

Footway maintenance (£63,000)

1. The budgets available are similar to those for 2012/13. The footway maintenance budget has been split equally amongst the Community and Neighbourhood Partnership's, based on the number of wards in each. Therefore, Partnership's comprised of two wards have £42,000 for footway maintenance, and Partnership's with three wards have £63,000.

2. The footways listed in the table below are those recommended for resurfacing in the Filwood, Knowle and Windmill Hill Neighbourhood Partnership area. These 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.

Ref	Location	Ward	Points rate	Estimated cost
1	Minehead Road, Daventry Road, Teignmouth Road, Newquay Road, Exmouth Road	Knowle	70	£40,000
2	Glyn Vale	Filwood	70	£25,000
3	Ilminster Avenue	Filwood / Knowle	60	£25,000

Local traffic schemes

3. A pause in decision making was agreed for 2013-14 to enable outstanding local traffic schemes to be finished. The three Area Highway Services Teams have committed to using this pause to complete these schemes.
4. The schemes that we are aiming to deliver in the Neighbourhood Partnership area for the coming year are set out in the table below. These schemes include local traffic, S106, Local Sustainable Transport Fund (LSTF), Investing in Bristol's Future Fund (IBFF) and other relevant highway improvement schemes in the area.

Scheme / location	Current status	Funding source
Minor Signing & Lining.	On-going works across the area when requested.	NP
Mandatory school keep clear road markings and parking restrictions, Novers Lane.	Site surveys completed, drawing produced and circulated for internal approval (QA).	NP
Review and introduce parking restrictions, Leinster Avenue.	Site surveys completed, drawing produced and circulated for internal approval (QA).	NP
Feasibility study into measures to deter through traffic, Cotswold Road.	Consultation completed. Final report to be produced.	NP
Priority road narrowing, Redcatch Road.	Completed (further measures being discussed).	NP

Scheme / location	Current status	Funding source
Potential road closure, St. Martins Road.	Further traffic count information available. Report to be produced for local distribution.	NP
Area parking review, Victoria Park area.	Traffic Regulation Order publicly advertised. Objection report to be considered.	NP
Junction improvements and modifications to existing one-way, Park Avenue.	Scheme being progressed by partner consultants CH2M (formally Halcrow), preliminary designs completed and discussed with Highway Services early in September, further design work underway.	IBFF
One-way and associated measures, Queenshill Road.	Preliminary designs progressed, drawing produced and circulated for internal approval (QA).	IBFF
Axbridge Road (local highway improvements or transportation measures in the area of impact of the Development, South Bristol Business Park, Hengrove).	Scheme being progressed by partner consultants CH2M (formally Halcrow), preliminary designs completed and discussed with Highway Services early in September, further design work underway.	S106
The provision of traffic management and/or highways measures in the vicinity of 174 to 178 Wells Road, Totterdown.	Approximately £2,400 spent on a Traffic Regulation Order for School Road. Use of remainder (approximately £8,000) to be identified.	S106

Carriageway Resurfacing 2013/14

5. The resurfacing schemes agreed by the Neighbourhood Partnership at their meeting in March have been progressed. The table below shows the current status. There is also an additional scheme (Tralee Walk) which was funded from a strategic budget delivering additional resurfacing in the partnership area.

Scheme / location	Current status	Funding source
Timsbury Road, Knowle.	Completed	NP
Tralee Walk, Filwood	Completed	NP

Legal Information

When councillors decide how devolved funds are spent they should have due regard to the public sector equality duty that applies to all public bodies. This duty is contained in the Equality Act 2010 and came in to force on 6 April 2011. It replaces previous equality duties under the Sex Discrimination, Race Relations and Disability Discrimination Acts.

Equalities Impact Assessment

Footway maintenance decisions:

6. Generally, older people, those with a physical disability, or a mobility impairment are more likely to be disadvantaged than others with protected characteristics when there are footway maintenance issues.
7. Investment in Bristol's roads, footways, gullies and street lighting improves the accessibility and safety of the road and footway network and therefore has a positive impact on all equalities groups, and in particular older people, those with a physical disability, or mobility impairment.

Appendices

- Appendix 1 - Further information about the Condition Survey Assessment process.
- Appendix 2 - Condition Survey Assessment scores for the footways listed in section 2.

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 (8) A - 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
Minehead Road, Daventry Road, Teignmouth Road, Newquay Road, Exmouth Road	Knowle	Tarmacadam	£40,000	50	0	20	0	70
Glynn Vale	Filwood	Tarmacadam	£25,000	50	0	20	0	70
Illminster Avenue	Filwood / Knowle	Tarmacadam	£20,000	40	0	20	0	60