



Agenda Item No.8

Greater Bedminster Community Partnership
24th March 2014

Title: Devolved Transport Budgets for 2014/15

Officer presenting report: James Dowling

RECOMMENDATION

1. To agree the 2014/15 work programmes for carriageway surface dressing (section 1);
2. To comment on the proposals for future delivery of local traffic schemes (sections 3 to 8);
3. To note progress on outstanding local traffic schemes (section 9);
4. To agree the minor lining and signing budget for 2014/15 (section 10).

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

1. We would like to ask the Partnership to agree the carriageway surface dressing priorities as detailed in the table below. The priorities are based on routine inspections and technical assessments carried out by our Highway Officers.

Ref	Location	Ward	Estimated cost
SD1	Bedminster Road	Bedminster	£18,000
SD3	Ashton Drive (Winterstoke Road to bridge)	Bedminster	£6,000
SD4	Stackpool Road	Southville	£7,525

Footway maintenance schemes

2. The footway maintenance schemes will be considered by the GBCP at a special meeting in June alongside any potential Local Traffic Schemes.

Local traffic schemes

3. In 2013-14, a backlog in delivering local traffic schemes was acknowledged and a pause in decision making was agreed by the Partnerships, in order to deliver the backlog of schemes. This is on track for being completed by June/July 2014.
4. Unallocated devolved budgets have been carried forward from 2013/14, meaning that from April 2014, your local traffic scheme budget is £34,284. This funding will be subject to the final accounts of the current schemes, including the adhoc lining and signing works carried out in the area over the last two years.
5. What has become clear during the pause is that there is still not enough capacity within the Highways Delivery Team (specifically not enough personnel) to deliver more than 14 local traffic schemes per year, in addition to the S106, IBFF and LSTF schemes etc., and highways maintenance works. Prior to 2009/10, when budgets were devolved to the Community and Neighbourhood Partnerships, traffic management officers typically delivered 14-15 local traffic schemes per year, and since the devolution of the budgets the number of staff in the Team has decreased while the workload has increased. The last three to four years have shown that realistically, the Highways Delivery Team can only guarantee to deliver one scheme per Partnership per year.
6. Therefore, we are proposing the following:
 - Limit the number of schemes chosen per year across the city to 14 (equivalent to one per Partnership), which we know we can deliver.
 - We would like to ask each Partnership to consider choosing their schemes for a 3 year programme, and we will endeavour to work flexibly to deliver these schemes as quickly as possible within this timescale.

7. To enable consideration of the above, the current local traffic issues will not be brought to the Community Partnership for prioritisation until the next meeting.
8. We are often asked whether contracting the work/using consultants would allow us to deliver more schemes. The answer to this is that we do regularly contract work out and we also use internal and external consultants, for which we are charged. Whilst this can be an effective way of delivering projects when staff resources are limited, this is often not always viable or the best course of action for the funding available for the following reasons:
- Consultants have to cover both their costs and make a profit from each scheme. Therefore, whilst the estimated cost of each project includes an estimate of staff time, external consultants generally cost more than direct Council employees for carrying out the same work, meaning that less can be achieved overall with this approach.
 - Consultants must be managed to ensure that they deliver what is required. Therefore, whilst the time they spend on each project is reduced, highway officers will still be heavily involved in each project.
 - The City Council is not able to pass certain powers onto consultants, for example they do not have the authority to make the Traffic Regulation Orders associated with some measures, such as parking restriction changes. Therefore, certain projects, or aspects of projects, cannot be delivered directly by consultants.
9. Update on local traffic schemes, Investing in Bristol's Future Fund schemes, and Section 106 schemes as identified in previous reports.

Scheme / location	Current status	Estimated completion date	Funding source
Adhoc lining and signing works, area wide in 2012/13	Completed	n/a	NP
Adhoc lining and signing works, area	Ongoing	March 2014	NP

wide in 2013/14			
Toll House Junction, pedestrian improvements	Completed	n/a	NP/IBFF
Parking restriction review, Bower Ashton	Completed	n/a	NP
West Street pedestrian crossing	Completed	n/a	NP
Improved cycling and pedestrian facilities, Bedminster Bridges	Linked to Metrobus proposals	Metrobus programme	LSTF funding
The improvement of transport conditions on the public highway in the vicinity of Sainsburys, works to include improvement to public transport and walking and cycling in the area	If agreed, the remaining budget (£14,361) could be used to supplement any highway works associated with the Ashton Gate redevelopment	If agreed, Ashton Gate redevelopment programme	S106 funding
The provision of dropped kerb and tactile paving at the junctions of Risdale Road/Langley Crescent, Risdale Road/Ashton Drive, Risdale Road/ Risdale Road and Tregarth Road/ Tregarth Road	Being progressed by our Engineering Practice in association with public transport infrastructure works in the area	Currently unknown	S106 funding
A contribution towards improvements to and signage of cycle routes to serve the area in the vicinity of the Robinson Building	Completed	n/a	S106 funding
The provision of kerb buildouts at the junction of Risdale Road and South Liberty Lane, and dropped kerbs and tactile paving at the junction of Risdale	Being progressed by our Engineering Practice in association with public transport infrastructure works in the area	Currently unknown	S106 funding

Road and Tregarth Road			
The provision of transport measures in the vicinity of Trafalgar House	No progress	Currently unknown	S106 funding
Traffic measures designed to solve the problem of 'through traffic' using residential roads in the vicinity of the property (South Liberty Lane)	Being progressed by our Engineering Practice in association with public transport infrastructure works in the area	Currently unknown	S106 funding
Towards the cost of upgrading the crossing points at the junction of Merrywood Road and North Street to facilitate the safe and convenient movement of pedestrians	Insufficient funding for new measures, it is proposed to carry out footway maintenance works	Currently unknown	S106 funding
Transportation measures to improve conditions in the area of impact of the Development (former Winterstoke Road bus station)	If agreed, the remaining budget (£23,728) could be used to supplement any highway works associated with the Ashton Gate redevelopment	If agreed, Ashton Gate redevelopment programme	S106 funding
Upgrading the proposed signals at the junction of the Ashton Gate Underpass to Brunel Way	Initial proposals rejected, further design work required	Currently unknown	S106 funding

- 10.** Annually, the Partnerships' Committee is asked to agree the Minor Lining and Signing budget. This is to enable Traffic Officers to address small adhoc requests from local residents. As a two ward Partnership, the Committee is requested to agree the funding of £1,500.

Equalities Impact Assessment

- 11.** The Equalities Impact Relevance Check has been reviewed 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 (ie health, education, standard of living)

- 12.** 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.

- 13.** 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.