



AGENDA ITEM 5

GREATER BRISLINGTON NEIGHBOURHOOD PARTNERSHIP

September 2013

Report of: Service Director – Transport Service

Title: Footway maintenance schemes for 2013/14 and local traffic schemes 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.
3. The Neighbourhood Committee is asked to agree the additional spend on Local traffic schemes required to complete the schemes.
4. The Neighbourhood Partnership is asked to note progress on Carriageway Resurfacing 2013/14.

Footway maintenance

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 Greater Brislington 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	GLENARM ROAD / WALK	EAST	80	50,000
2	WATER LANE , GOTLEY RD.	WEST	60	11,500
3	ST ANNES ROAD , WOODSIDE ROAD	WEST	70	20,000
4	LICHFIELD ROAD, RIPON ROAD, IPSWICH DR, NORWICH DR	EAST	50	18,800
5	WEST TOWN LANE.FAIRWAY ,KEW WALK	WEST	60	20,000
6	FIRST AVE	EAST	40	10,000

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. Our partner consultant, CH2M Hill (formally Halcrow), have been employed to assist in the delivery of a number of the schemes.
5. The schemes that we are aiming to deliver in the Greater Brislington 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
Fermaine Ave/ Allison Rd Parking Restriction Review	Lining completed / Signing to be completed but issued to contractor. NP asked to approve an additional budget required of £2500 to complete the works from 2013/14 budget.	NP Budget
St Anne's Rd: Feasibility study to introduce and/or review location of dropped kerbs (design only)	Consultation cover sheet is completed but design has not started.	NP Budget

Winchester Rd/ Winchester Ave/ Eton Rd Parking Restriction Review	Informal Consultation is expected to be completed in September/October.	NP Budget
Churchill Rd/Sandholme Rd Parking Restriction Review Feasibility Study (design only)	Feasibility Report nearly completed, scheme will need to be selected for progress during the 2014/2015 Neighbourhood Partnerships meeting.	NP Budget
West Town lane weight Restriction	Works complete. Scheme over spend of £522.44 due to legal fees higher than initial estimated. NP asked to approve an additional budget required of £522.24 from 2013/14 budget to complete the accounts.	NP Budget
Footway and cycle improvements in the vicinity of the Land, including the provision of dropped kerbs on approaches to the Broomhill Road roundabout and cycle improvements on the north side of Bath Road	Devolved S106 budget agreed at NP on 18.03.2013. (Sent to QA board 27.06.2013 so that a sign-off representative can be appointed for scheme) SCHEME NOW WITH HALCROW	S106
The provision of pedestrian crossing facilities on Birchwood Road	Devolved S106 budgets were agreed at NP on 21.01.2013. (Sent to QA board 27.06.2013 so that a sign-off representative can be appointed for scheme) SCHEME NOW WITH HALCROW	S106
The provision of a pedestrian refuge island at the junction of Allison Road and Birchwood Road	Devolved S106 budgets were agreed at NP on 21.01.2013. (Sent to QA board 27.06.2013 so that a sign-off representative can be appointed for scheme) SCHEME NOW WITH HALCROW	S106
Broomhill Rd parking (Approved Scheme)	Sent to QA board 27.06.2013 so that a sign-off representative can be appointed for scheme SCHEME NOW WITH HALCROW	IBFF
St Annes Wicklea Schools Expansion	Scheme approved by planning in Jan 2013. Statutory Consultation/TROs took place 20th June to 12th July 2013 (for proposed waiting restrictions and proposed zebra crossings) - objection report signed off by Director for Transport on 31.07.2013. Contractor currently on site completing works, with aim to be completed by end of Aug 2013. Wick Rd TRO order sealed 13th August 2013 and to become operative 2nd Sept 2013	School expansions
West Town Lane Academy Expansion	Scheme had been approved by planning. Statutory Consultation/TRO to take place in near future	School expansions

Carriageway Resurfacing 2013/14

- The resurfacing schemes agreed by the Neighbourhood Partnership in the March report have been progressed. The table below shows the current status. There are also additional schemes which have funded

from a strategic budget delivering additional resurfacing in the partnership area.

Scheme / location	Current status	Funding source
Wotton Road	Surface Dressed awaiting lining	NP
Broomhill Road	Surface Dressed awaiting lining	NP
Birchwood Road	Surface Dressed awaiting lining	Strategic

Appendices

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

Appendix 1 - 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 2

Footway resurfacing 2013

BRISLINGTON EAST, WEST	WARD	PRICE	POINTS RATE				
			1	2	3	4	TOTAL
GLENARM ROAD / WALK	EAST	50,000	60	0	10	10	80
WATER LANE , GOTLEY RD.	WEST	11,500	50	0	10	0	60
ST ANNES ROAD , WOODSIDE ROAD	WEST	20,000	50	10	10	0	70
LICHFIELD ROAD, RIPON ROAD, IPSWICH DR, NORWICH DR	EAST	18,800	40	0	10	0	50
WEST TOWN LANE.FAIRWAY ,KEW WALK	WEST	20,000	40	10	10	0	60
FIRST AVE	EAST	10,000	30	0	10	0	40