



**AGENDA ITEM NO. 9**

**GREATER FISHPONDS  
NEIGHBOURHOOD PARTNERSHIP**

**14<sup>th</sup> March 2013**

**Report of:** Service Director – Transport Service

**Title:** Devolved Transport Schemes for 2013/14

**Officer presenting report:** Gareth Vaughan Williams / Area Manager,  
Highways and Traffic, Transport Service

**Contact Telephone Number:**

**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 (NP) is asked to note the schemes that will be delivered in the Greater Fishponds 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, with the exception of Minor Signing and Aligning budget. 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 Committee is asked to delegate £2,250 for Minor Signing and Aligning.

## **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 city-wide 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 roads listed below are those 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	Frenchay Park Road	Frome Vale	£12,600
2	Blackberry Hill	Eastville	£8,100
3	Hillfields Avenue	Hillfields	£25,200

## **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. The schemes that will be delivered in Greater Fishponds 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
Zebra Crossing, Park Road	Legal process	September 2013	Devolved NP funding
Parking restriction review, Frenchay Area	Substantially complete	December 2013	Devolved NP funding
Parking restriction review, Charlton Road Area	Internal consultation, public consultation to follow	December 2013 (subject to TRO)	Devolved NP funding
Pedestrian & cycle improvements, Forest Road	Preliminary design	March 2014	IBFF Funding
Pedestrian islands improvements, Speedwell Road	Internal consultation, public consultation to follow	September 2013	S106 Funding
Pedestrian crossing improvements, Whitefield Road	Preliminary design	December 2013	S106 Funding
Bus stop improvements, Whitefield Road & Speedwell Road	Internal design and consultation	September 2013	S106 Funding
Traffic calming, cycle & walking infrastructure and environmental improvements, Whitefield Avenue, Poplar Road & Duncombe Lane	Legal Process	December 2013	S106 Funding
Improved cycling and pedestrian facilities, Broom Hill, Stapleton	Preliminary designs	Currently unknown	LSTF funding

7. 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.

#### Minor Signing and Aligning

8. The Neighbourhood Committee is asked to delegate £2,250 for Minor Signing Aligning for the NP area to Area Team Manager. Officers will use this money to respond to local resident requests for minor signing and aligning works.
9. Unspent devolved budgets will be carried forward, meaning that in April 2014 your Neighbourhood Partnership will have £49,178 to spend on local traffic schemes, plus any carryovers.

## **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.