



AGENDA ITEM NO. 5

GREATER BEDMINSTER COMMUNITY PARTNERSHIP

25th 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

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RECOMMENDATION

1. The Committee is asked to agree the 2013/14 work programmes for carriageway surface dressing
2. The Community Partnership is asked to note that footway schemes are delayed until later in the year.
3. The Community Partnership is asked to note the schemes that will be delivered in the Greater Bedminster CP area in 2013/14.
4. The Community 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 Community 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 (remove if not relevant).

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	Duckmoor Road/ Luckwell Road	Bedminster	£47,400
2	Beauley Road	Southville	£7,100
3	British Road	Bedminster	£5,175
4	Colliter Crescent	Bedminster	£1,300
5	Longmoor Road	Bedminster	£2,050
6	Smyth Road	Bedminster	£6,250

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, meaning that in April 2014 your Neighbourhood Partnership will have £34,294 to spend on local traffic schemes.
7. The schemes that will be delivered in Greater Bedminster CP 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
Pedestrian improvements - Toll-house Junction	On site	February / March	IBFF / devolved NP funding
Pedestrian crossing, West Street	On site	February / March	Devolved NP funding
Residents' Parking, Bower Ashton	Consultation	August 2013	Transport Service corporate project
Improved cycling and pedestrian facilities, Bedminster Bridges	Preliminary design	Currently unknown	LSTF funding
Improved cycling and pedestrian facilities, Coronation Road	Preliminary design	Currently unknown	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	No progress	Currently unknown	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	No progress	Currently unknown	S106 funding
A contribution towards improvements to and signage of cycle routes	No progress	Currently unknown	S106 funding

to serve the area in the vicinity of the Robinson Building			
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 Road and Tregarth Road	No progress	Currently unknown	S106 funding
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)	No progress	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	No progress	Currently unknown	S106 funding
Transportation measures to improve conditions in the area of impact of the Development (former Winterstoke Road bus station)	No progress	Currently unknown	S106 funding
Upgrading the proposed signals at the junction of the Ashton Gate Underpass to Brunel Way to provide a surface level pedestrian crossing of Ashton Gate Underpass and the North and Southbound carriageways to Brunel	Initial proposals rejected, further design work required	Currently unknown	S106 funding

Way			
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8. Neighbourhood Partnerships can proceed with decision-making on s106 local traffic schemes with deadlines of July 2014 or before.
9. Transport s106 schemes that aren't delivered by traffic management – for example public transport schemes, bus stops – can proceed as normal. Potential schemes that you might like to work on are detailed below:

Development site	Purpose of s106 contribution	Contribution value	Date to be spent/committed by
06/04513/Ashton Vale Prefabs (site 4) ZCD...806	Bus stop improvements at Langley Crescent for bus services 24 & 25 to include creating a lay-by and raised kerbs	£43,592.80	20 th January 2014
06/04507/Prefab Site, Ashton Drive & Langley Crescent, ZCD...869	The provision of improvements to Public Transport and the Highways Network to bus corridors serving the development	£21,639.00	13 th January 2015
06/04653/Prefab Site, Swiss Drive, Ashton Vale, ZCd...919	The provision of improvements to Public Transport and the Highways Network to bus corridors serving the area	£20,047.29	29 th June 2015
03/04513/Ashton Vale Prefabs (Site 4) / ZCD...805	The provision of security and street lighting improvements for the development	£10,898.20	20 th January 2014
03/04513/Ashton Vale Prefabs (Site 4) / ZCD...807	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	£10,898.20	20 th January 2014

Equalities impact assessment

Road Surface Dressing: There are no specific implications - positive or negative - for equalities groups arising from the delivery 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.