



### AGENDA ITEM NO.3

## GREATER BEDMINSTER COMMUNITY PARTNERSHIP

21<sup>st</sup> October 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 Partnership Committee is asked to agree the 2013/14 work programme for footway maintenance.
2. The Community Partnership is asked to note the progress on local traffic schemes and carriageway surface dressing.

### Footway maintenance (£42,000)

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 Greater Bedminster Community 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	Merrywood Road	Southville	80	£30,000
2	Ashton Vale Road	Bedminster	80	£20,000
3	Upper Perry Road	Southville	80	£40,000
4	Raleigh Road	Southville	80	£20,000

Note: The footways in British Road and adjoining roads have already been completed this financial year using a strategic budget.

### 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 currently aiming to deliver in the Greater Bedminster Community Partnership area are set out in the table below. These include Section 106, Local Sustainable Transport Fund (LSTF) and Investing in Bristol's Future Fund (IBFF) schemes.

Scheme / location	Current status	Funding source
Minor Signing & Lining.	On-going works across the area when requested.	NP
Pedestrian improvements - Toll-house Junction	Completed	NP/IBFF
Pedestrian crossing, West Street	Completed	NP
Residents' Parking, Bower Ashton	Consultation completed, public advertisement of proposals currently programmed for November 2013	Strategic
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	Scheme being progressed as part of the Ashton Vale Action Plan	S106
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	Scheme being progressed as part of the Ashton Vale Action Plan	S106
Traffic measures designed to solve the problem of 'through traffic' using residential roads in the vicinity of the property (South Liberty Lane)	Scheme being progressed as part of the Ashton Vale Action Plan	S106
Improved cycling and pedestrian facilities, Bedminster Bridges	Preliminary design and internal consultation undertaken, detail design to be progressed	LSTF

Improved cycling and pedestrian facilities, Coronation Road	Larger scheme no longer being progressed, but signage and segregation to be reviewed	LSTF
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	Awaiting outcome of decisions regarding the proposed redevelopment of Ashton Gate, in order to combine and focus resources	S106
The provision of transport measures in the vicinity of Trafalgar House (Winterstoke Road)	Awaiting outcome of decisions regarding the proposed redevelopment of Ashton Gate, in order to combine and focus resources	S106
Transportation measures to improve conditions in the area of impact of the Development (former Winterstoke Road bus station)	Awaiting outcome of decisions regarding the proposed redevelopment of Ashton Gate, in order to combine and focus resources	S106
A contribution towards improvements to and signage of cycle routes to serve the area in the vicinity of the Robinson Building	Cycle network still being developed	S106
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	To be progressed in conjunction with footway maintenance schemes	S106
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 Way	Agreement not yet reached on most appropriate scheme, on-going design and internal consultation	S106

#### Carriageway Resurfacing 2013/14

5. The resurfacing schemes agreed by the Community Partnership at their meeting in March have been progressed. The table below shows the current status. There were also additional schemes funded from a strategic budget delivering additional resurfacing in the Partnership area.

Road name	Current status	Funding source
British Road, Bedminster	Completed	NP
Longmoor Road, Bedminster	Completed	NP
Colliter Crescent, Bedminster	Completed	NP
Smyth Road, Bedminster	Completed	NP
Beauley Road, Southville	Completed	NP

Duckmoor Road, Bedminster	Completed	NP
Luckwell Road, Bedminster	Completed	NP
Chessel Street, Bedminster (micro-asphalt)	To be completed by October	Strategic
Ashton Gate Terrace, Southville (micro-asphalt)	To be completed by October	Strategic
Ashton Gate Road, Southville (micro-asphalt)	To be completed by October	Strategic

## 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 2 - Condition Survey Assessment form for Footways**

<b>SITE</b>	<b>WARD</b>	<b>COST</b>	<b>SECTION 1 - CONDITION</b>	<b>SECTION 2 - ENVIRONMENTAL</b>	<b>SECTION 3 - PEDESTRIAN USE</b>	<b>SECTION 4 - PUBLIC / ACCIDENTS</b>	<b>TOTAL</b>
Merrywood Road	Southville	£30,000	30	10	30	10	80
Ashton Vale Road	Bedminster	£20,000	30	10	30	10	80
Upper Perry Road	Southville	£40,000	30	10	30	10	80
Raleigh Road	Southville	£20,000	30	10	30	10	80