



## AGENDA ITEM NO. 7

### HENGROVE AND STOCKWOOD NEIGHBOURHOOD PARTNERSHIP

20<sup>th</sup> March 2012

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

**Title:** Devolved Transport Schemes for 2012/13

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#### RECOMMENDATION

The Neighbourhood Committee are asked to agree the 2012/13 work programmes for:

- i. Local traffic schemes (from section 9)
- ii. Footway resurfacing (from section 10)
- iii. Carriageway surface dressing (from section 11)

And also to consider:

- iv. The Section 106 (monies from development) transport specific schemes (from section 12)

#### Context

1. This report relates to the devolved transport budgets available to the Hengrove and Stockwood Neighbourhood Partnership (NP).
2. The NP engagement process for this year has included transport focussed Forum meetings and an action planning meeting with Ward Councillors, Police, parking officers and highways officers. Requests received from the forums and received directly from the public and elected

Members for local traffic measures and highway improvements have been considered as part of this process.

3. The budgets available are similar to those for 2011/12. Two Ward NP's will have £17,147 for local traffic schemes, and three Ward NP's will have £25,714.
4. The footway maintenance budget has been split equally amongst the NP's, based on the number of wards in each. Therefore, NP's comprised of two wards have £42,000 for footway maintenance, and NP's with three wards have £63,000.
5. The footways listed in section 10 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.
6. 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.
7. Having due regard for the condition of other roads in the city (as explained above), the roads listed in section 11 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.
8. A budget of £47,000 is available for city-wide Narrow Estate Road (NER) improvements. This has historically been sufficient funding to deliver one or two schemes in each of two partnership areas. We are currently updating and assessing the existing register of NER requests, and the results will be reported to the next round of NP meetings.

## **Proposal**

### **9. Local Traffic Schemes - £17,147 (£8573.50 per ward)**

The following measures/proposals could address the area's local traffic issues which have been short-listed / prioritised though discussions with the Ward Councillors:

Additionally, Stockwood retained £3,573.50 of last year's budget to contribute towards the outcomes of the feasibility study for Stockwood Lane.

Ref	Location / Ward	Issue	Possible solution	Est Cost	Notes
T1	Petherton Road between Wells Road and Dendor Park, Hengrove	On-street parking congestion, visibility and access issues	Introduce double yellow lines and timed parking bays	£5,000	
T2	Walsh Avenue	Road safety concerns for school children crossing Walsh Avenue	Introduce pedestrian refuge island and/or review and introduce parking restrictions	£8,000 for refuge £5,000 for parking restriction review	
T3	Tarnock Avenue, Hengrove	Inconsiderate parking and visibility issues	Realign road to prevent nuisance parking and/or review and introduce parking restrictions	£2,000 to realign road £5,000 for parking restriction review	
T4	Fortfield Road / Wharncliffe Gardens junction, Hengrove	Parked vehicles causing a visual obstruction for cars and buses by parking on corner	Introduce double yellow lines from the bus stop on Fortfield Road up to and around the corner of Wharncliffe Gardens	£4,000	
T5	Stockwood Lane, Stockwood	General road safety concerns	Introduce measures identified from the Stockwood Lane feasibility study	Unknown until measures identified	The introduction of parking restrictions may be an option
T6	Bifield Road area, Stockwood	Parking congestion and access concerns / issues	Review and introduce parking restrictions	£5,000	
T7	Mowbury Green / Wells Road Junction (down to garages), Stockwood	Visibility and access issues	Extend double yellow lines to improve visibility and prevent obstruction to garages	£4,000	
T8	Cowling Drive, Stockwood	Damage caused by parking on grass verges	Construct parking bays similar to north side	Approx. £2,000 per space	Cost subject to construction materials used
NP wide	Minor lines and signs	To address ad-hoc requests	Measures introduced at officers discretion	£1,500	As per last year

## 10. Footway Resurfacing - £42,000 budget

The following list represents the footways identified for resurfacing in the NP area in order of need based on factors including condition and usage:

Ref	Location	Ward	Estimated cost
F1	Hollway Road outside shops	Stockwood	£27,000

F2	Selden Road / Harden Road	Stockwood	£9,000
F3	The Drive / Woodleigh Gardens	Stockwood	£29,000
F4	Yeomanside Close	Stockwood	£15,000

## 11. Carriageway Surface Dressing

The following list represents the roads identified for surface dressing in the NP area in order of need (having due regard for the condition of other roads in the city):

Ref	Location	Ward	Estimated cost
C1	Great Hayles Road (Oatlands Avenue to Phlipa Close)	Hengrove	£5,100
C2	Stockwood Road	Stockwood	£2,300

## 12. Section 106

The following development related monies are available for specific transport purposes in the NP area:

	Development	Description	Funding available	Time limit
S1	Hengrove Leisure Centre, Hengrove Park, Hengrove	The provision of directional signage to be located on the Hengrove Park site	£15,059.90	8 Apr 15

## Appendices

Appendix 1 – Further information about the Condition Survey Assessment process

Appendix 2 – Condition Survey Assessment scores for the footways listed in section 10

## **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 - Condition Survey Assessment form for Footways

Site	Ward	Type	COST ESTIMATE	SECTION 1 - CONDITION	SECTION 2 - ENVIRONMENTAL	SECTION 3 - PEDESTRIAN USE	SECTION 4 - PUBLIC / ACCIDENTS	TOTAL
Hollway Road outside shops	Stockwood	Concrete slabs	£27,000	20	30	60	0	110
Selden Road / Harden Road	Stockwood	Tarmacadam	£9,000	30	30	20	10	90
The Drive / Woodleigh Gardens	Stockwood	Tarmacadam / kerbs	£29,000	60	0	10	10	80
Yeomanside Close	Stockwood	Tarmacadam	£15,000	40	0	10	10	60