



## AGENDA ITEM NO. 9

### HENGROVE AND STOCKWOOD NEIGHBOURHOOD PARTNERSHIP

20<sup>th</sup> MARCH 2013

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

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

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#### 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 is asked to note the schemes that will be delivered in the Hengrove & Stockwood 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. 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 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.
6. To agree the scheme (section 7b): £15,132.36 for The provision of directional signage for the Hengrove Park Site

7. The Neighbourhood Committee is asked to delegate £1,500 for Minor Signing and Lining works. (section 10)

**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 road listed below has been 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	Sturminster Road	Stockwood	£7,800

**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 to April 2014. Meaning that in April 2014 your Neighbourhood Partnership will have its 2013/14

allocation with any under spend from 2012/13 and its allocation for 2014/15 to spend on local traffic schemes.

7. The schemes that will be delivered in Hengrove and Stockwood 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
Limited waiting parking restrictions (adjacent Post Office), New Fossey Road	TRO process	September 2013 (subject to TRO)	Devolved NP funding
Weight limit review, Cadogan Road area	Site investigations complete, preliminary design to follow	December 2013 (subject to TRO)	Devolved NP funding
Pedestrian dropped kerb, Robin Close	Site investigations complete, works order to be issued shortly	September 2013	Devolved NP funding
Parking restrictions (extend DYLS to improve visibility & prevent obstruction to garages), Mowbray Road	TRO process	December 2013 (subject to TRO)	Devolved NP funding
Parking restrictions (DYLS / timed parking bays), Petherton Road	Informal consultation completed, TRO process to follow	March 2014 (subject to TRO)	Devolved NP funding
Pedestrian refuge island and parking restrictions, Walsh Avenue	No progress	March 2014 (subject to TRO)	Devolved NP (possible IBFF funding)
Measures to reduce vehicle speeds and assist pedestrians, Walsh Avenue	No progress	2014/2015	IBFF / devolved NP funding

Cycling and pedestrian improvements, Airport Road (link to Whitchurch Railway Path)	Preliminary designs	Currently unknown	LSTF funding
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**7b. Schemes to be agreed by Neighbourhood Committee at March 2013 meeting:**

The following financial contribution has been received in relation to the Planning Agreement secured as part of the permission granted for Application No. 08/03532. The agreement relates to the development of Hengrove Leisure Centre at Hengrove Park, Bristol. The value of the payment is £15,132.36 towards "directional signage for the Hengrove Park Site", to be spent by 8 April 2015.

Therefore, the purpose of this item is to seek authorisation by the Hengrove & Stockwood Neighbourhood Committee for this funding allocation to the value of £15,132.36 to be released to Highways Services to enable installation of the direction signing to take place.

Any possible under spend (once known) will be used towards other signing improvements / installations in the vicinity of Hengrove Park.

Development site	Purpose of s106 contribution	Contribution value	Date to be spent/committed by
08/03532 / Hengrove Leisure Centre, Hengrove Park, Hengrove / ZCD...869	The provision of directional signage for the Hengrove Park Site	£15,132.36	8 Apr 15

8. 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.

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

## Minor Signing and Lining

10. The Neighbourhood Committee is asked to delegate £1,500 for Minor Signing and Lining to the Area Team Manager. Officers will use this money to respond to local resident requests for minor signing and lining works.

## 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.