



AGENDA ITEM NO. 9

St. GEORGE NEIGHBOURHOOD PARTNERSHIP

Tuesday 13th March 2012

Report of: Service Director – Transport Service

Title: Devolved Transport Schemes for 2012/13

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RECOMMENDATION

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

- i. Footway resurfacing (from section 8)
- ii. Carriageway surface dressing (from section 9)

And also to consider:

- iii. Prioritisation of the Section 106 (monies from development) transport specific schemes (from section 10)

Context

1. This report relates to the devolved transport budgets available to the St. George Neighbourhood Partnership (NP) for footway maintenance and carriageway surface dressing.
2. A Traffic and Transport subgroup meeting held on Wednesday 25th January 2012 recommended considering the 2012/13 local traffic schemes in conjunction with the outcome of feasibility schemes funded from the 2010/11 devolved budget. A report seeking agreement from the

Neighbourhood Committee on the 2012/13 work programme for local traffic schemes will be considered at a future NP meeting.

3. The budgets available are similar to those for 2011/12. 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.
4. The footways listed in section 8 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.
5. 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.
6. Having due regard for the condition of other roads in the city (as explained above), the roads listed in section 9 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.
7. 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.

Proposals

A Footway Resurfacing - £42,000

8. 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	Hillside Road / Bellevue Road	St.George East / West	£38,000
F2	Kingsway	St.George East	£46,000
F3	Kingsway Avenue	St.George East	£22,000
F4	Whiteway Road	St.George East / West	£28,000

B Carriageway Surface Dressing (sufficient funding is available to deliver the priorities listed below)

9. 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	Bell Hill Road (Battenburg Road to Queen Street)	St.George West	£10,000
C2	Nags Head Hill (Troopers Hill Road to Kingsway)	St.George East	£10,000

C Section 106

10. Development related monies available from Section 106 funding for specific transport purposes in the NP area are listed in the table below.

11. The subgroup recommends that schemes S1, S2, S3 and S5 be progressed. Scheme S5 (Crews Hole Rd) should be linked to scheme S2 (Weavers Mill, Blackswarth Rd and Crews Hole Rd) and should focus on road safety issues including traffic speeds, street lighting and pedestrian improvements. If at all possible, cycling improvements should also be made.

	Development	Description	Funding available	Time limit
S1	Pile Marsh, St. George	Towards the cost of upgrading (re-surfacing/improvements to lighting) the George and Dragon Lane from Pilemarsh through to Avonvale Road to an adoptable standard	£9,124.96	16 Jan 13
S2	Weavers Mill, Blackswarth Road, Crews Hole	The provision of Traffic Management and Pedestrian improvements in the vicinity of the site	£39,136.61	22 Feb 13
S3	Former Blackswarth Road Prefab Site, St. George	Towards highway improvement measures at the junction of Pilemarsh and Beaufort Road	£15,818.91	2 Apr 13
S4	327 to 329 Two Mile Hill Road, Kingswood	Improvements to street lighting within 500 metres of the development	£1,638.09	No Limit
S5	Crews Hole Road / St. George	Minor safety improvements to Crews Hole Road.	£1,138.32	No Limit
S6	Lodge Road, Soundwell	The provision of enhanced pedestrian crossing facilities along Lodge Road fronting the Development including the provision of sheltered parking on Lodge Road and the provision of	£24,448.59	No Limit

		traffic calming measures in Field Road.		
S7	Burchells Green Road, St. George	Traffic management measures in the vicinity of the Property.	£20,790.33	No Limit
S8	South View, Stibbs Hill, St. George	The provision of traffic management and/or highways measures and/or footpath upgrades within 1km of Stibbs Hill	£30,452.97	No Limit
S9	Prefab Site, Snowberry Walk, St. George	The provision of dropped kerbs and tactile paving in Plummers Hill/Whitehall Avenue and Hudds Vale	£3,299.54	No Limit

Appendices

Appendix 1 – Further information about the Condition Survey Assessment process

Appendix 2 – Condition Survey Assessment scores for the footways listed in section 8

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
Hillside Road / Bellevue Road	St George East / West	Tarmacadam / kerbs	£38,000	40	25	10	10	85
Kingsway	St George East	Tarmacadam / kerbs	£46,000	50	0	30	0	80
Kingsway Avenue	St George East	Tarmacadam	£22,000	40	0	20	0	60
Whiteway Road	St George East / West	Tarmacadam	£28,000	40	0	20	0	60