



AGENDA ITEM NO. 8

**St GEORGE
NEIGHBOURHOOD PARTNERSHIP**

Tuesday 26th 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 that a pause in decision making of 12 months is needed in order to deliver this year's work programme, with the exception of Minor Signing and Aligning budget. 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. Note the schemes that will be delivered in the St George Neighbourhood Partnership area in 2013/14.
4. The Neighbourhood Committee is asked to delegate £1,125 for Minor Signing and Aligning works.

Part 1- 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	Hillside Road	St George West	£7,500
2	Whitehall Avenue	St George West	£3.225

Part 2- 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.

Part 3- 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 available to spend on local traffic schemes £17,147 plus the 2014/15 devolved budget plus any underspends.

7. The schemes that will be delivered in the St George 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
Parking restriction review Kingsway Area	Substantially complete	March 2013	Devolved NP funding
Parking restriction review Hudds Vale Road Area	Internal consultation complete, public consultation to follow	December 2013	Devolved NP funding
Identification of concerns / feasibility study, Meadow Vale / Whiteway Road	Surveys completed and options designed for presentation to St George Traffic Sub Group	Feasibility study completed	Devolved NP funding
Loading bay and waiting restrictions associated with Co Op supermarket on Lord Rodney site	Legal process	September 2013	S106 funding
Relocation of existing road closure and waiting restrictions, Stibbs Hill	Internal consultation complete, public consultation to follow	December 2013	S106 funding
Traffic calming, cycle & walking infrastructure and environmental improvements, Crews Hole Road, Beaufort Road and Conham Road	Preliminary design, consultation to follow	Currently unknown	Devolved NP / S106 / LSTF funding
Measures to reduce vehicle speeds and improve road safety, Troopers Hill	No progress	Currently unknown	IBFF funding

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.

Part 4- Minor Signing and Aligning

9. The Neighbourhood Committee is asked to delegate £1,125 for Minor Signing Aligning to the Area Team Manager. Officers will use this money to respond to local resident requests for minor signing and aligning 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.