



AGENDA ITEM NO. 5

St GEORGE EAST & WEST NEIGHBOURHOOD PARTNERSHIP

17th September 2013

Report of: Service Director – Transport Service

Title: Footway maintenance schemes for 2013/14 and local traffic schemes update

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RECOMMENDATION

1. The Neighbourhood Committee is asked to agree the 2013/14 work programme for footway maintenance.
2. The Neighbourhood Partnership is asked to note the progress on local traffic schemes and surface dressing schemes

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 St.George Neighbourhood 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.

- Further to the transport sub group meeting on the 3rd September 2013 it was proposed by the sub group to undertake Kingsway Ave and Bellevue Rd with the funding provided for 2013/14. The sub group proposed undertaking as much of Bellevue Rd scheme as possible with the remainder to be funded by the available budget for footway maintenance 2014/15. The work to be undertaken at the end of the year so the work can be done as one scheme but funded over 2 financial years.

Ref	Location	Ward	Points rate	Estimated cost
1	BELLEVUE ROAD, HILLSIDE ROAD	EAST/WEST	85	43,500
2	WHITEWAY ROAD	WEST	60	28,211
3	KINGSWAY AVE, HEATHER CLOSE	EAST	60	20,012
4	CHERRY ORCHARD LANE	WEST	60	15,000

Local traffic schemes

- 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.
- The schemes that we are aiming to deliver in the St George Neighbourhood Partnership area for the coming year are set out in the table below. These schemes include local traffic, S106, Local Sustainable Transport Fund (LSTF), Investing in Bristol's Future Fund (IBFF) and other relevant highway improvement schemes in the area.

Scheme / location	Current status	Funding source
Minor Signing & Lining	Ongoing works across St George when requested.	NP
Parking Restriction Review, Kingsway Area	Scheme substantially completed, signs associated with School Keep Clears to be carried out in October 2013 to make fully enforceable.	NP
Traffic Calming,	Experimental scheme design complete.	NP, S106

Pedestrian and Cycle Improvements, Crews Hole Road, Conham Road, Troopers Hill Road & Beaufort Road	Data collection for vehicle volumes, speeds and bus journey times ongoing. Experimental scheme anticipated to be implemented in October or November 2013.	& Enterprise Zone
Identification of concerns / Feasibility Study, Meadow Vale / Whiteway Road	Feasibility study report complete.	NP
Parking Restriction Review, Hudds Vale Road Area	Design consultation complete and changes made to scheme where possible to accommodate requests. Instruction issued to Traffic Regulation Order Team. Anticipated to be advertised in December 2013.	NP
Physical measures to reduce contravention of No Entry and to reduce vehicle speeds. Furber Road / Raeburn Road	Scheme completed. Request for additional changes to give way lines and signs. This work is to be carried out using MSL funding in next month or two.	NP
Waiting restrictions associated with development, Air Balloon Road Cul-de-sac to rear of John Willis House	Complete.	S106
Two Mile Hill Loading bay associated with Co Op at old Lord Rodney site	Complete.	NP
Stibbs Hill. Relocation of existing prohibition of driving.	Design consultation complete and changes made to scheme where possible to accommodate requests. Instruction issued to Traffic Regulation Order Team. Anticipated to be advertised in December 2013.	S106

Carriageway Resurfacing 2013/14

- The resurfacing schemes agreed by the Neighbourhood Partnership in the March report have been progressed. The table below shows the current status. There are also additional schemes which have funded from a strategic budget delivering additional resurfacing in the partnership area.

Scheme / location	Current status	Funding source
Hillside Rd	Surface Dressed awaiting lining	NP
Whitehall Avenue	Surface Dressed awaiting lining	NP
Bryants Hill	Surfaced Dressed awaiting lining	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:

7. 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.
8. 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.

APPENDIX (5) 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 (4) 2

Fishponds Footway Maintenance Schemes

EASTVILLE , HILLFIELDS, FROME VALE.	WARD	PRICE	POINTS RATE				
			1	2	3	4	TOTAL
BROOK ROAD option 1 (replace old pcc slabs to hsc)	FROME VALE	32,800.00	60	0	10	10	80
BROOK ROAD option 2 (replace old pcc slabs to 400x400 0.9 m hsc strip to front)		44,800.00					
FURZE ROAD	HILLFIELDS	24,986.00	80	0	10	0	90
BROCKWORTH CRES , FROME VALLY ROAD, BEGBROOK LANE.	FROME VALE	31,973.00	40	10	10	0	60
GLEN PARK, BOSWELL ST, ARGYLE ST.	EASTVILLE	36,000.00	50	0	10	0	60
MARSHFIELD RD , BRIAR WAY, ROSEDALE RD.	HILLFIELDS	25,000.00	40	0	10	0	50
LAWN ROAD (REPLACE OLD PCC SLABS TO HSC)	FROME VALE	39,300	40	0	10	10	50
WELSFORD ROAD /AVE CROFT AVE, ROWLAND AVE.	EASTVILLE	32,000	40	0	10	10	60