

Bath & North East Somerset Council

MEETING/ DECISION MAKER:	Corporate Policy Development & Scrutiny Panel	
MEETING/ DECISION DATE:	5 th July 2021	EXECUTIVE FORWARD PLAN REFERENCE:
TITLE:	Costs of delivering Highways Safety Infrastructure	
WARD:	All	
AN OPEN PUBLIC ITEM/		
List of attachments to this report: Appendix 1: 2021/22 Transport Improvement Programme		

1 THE ISSUE

1.1 Panel members requested an update on the costs of delivering highways safety infrastructure.

2 RECOMMENDATION

The Panel is asked to:

2.1 Note costs of delivering highways safety infrastructure.

3 THE REPORT

Traffic and Highway Service

3.1 The Highway and Traffic Service ensures that the highway network is adequately maintained and that the public can travel in a safe and timely manner. The service has a key role in place shaping, supporting sustainable travel, the development of appropriate infrastructure across the area and delivering on the climate emergency declaration.

3.2 Almost without exception the service is statutory and delivers its duty through various pieces of legislation.

3.3 Service Dimensions

a) 1200 kms of road

- b) 17,000 streetlights
- c) 100 sets of traffic signals
- d) 25,000 road gullies
- e) 2000 structures (bridges and retaining walls)
- f) 11, 000 signs and bollards
- g) 9 gritting routes totalling 268 miles of road

3.4 The service is resourced to deliver the core service and therefore additional projects, WECA programmes and ad-hoc requests for further work require the support of consultants or agency staff procured through the approved framework contract.

3.5 Our operational service delivery is externalised with highways and street lighting/electricals work procured through our contract with Volker Highways, Signals work through Dynniq (WOE arrangement).

3.6 All our contractors provide an 'out of hours' emergency service. B&NES officers operate an on-call rota between October and March each year providing a 24hrs, 7days a week service.

Transport Improvement Programme

3.7 There is high demand from the public, Parish Councils and B&NES members for interventions on the public highway. These range from request for vehicle speed survey's to new infrastructure such as new signalised crossings or traffic calming.

3.8 When a request is received, it is important that a consistent approach is taken. The Traffic Management Team will assess the request and provide a response outlining the course of action that has or will be undertaken. The Traffic Management Team have a good working relationship with the Police Traffic Team and extensive local knowledge of the highway network and are well placed to assess requests.

3.9 There are four potential courses of action when a request has been received and considered by the Traffic Management Team:

- (1) No further action – for example, it is not considered that the problem is significant and/or there is no appropriate solution. The applicant is informed accordingly.
- (2) Further investigation is required, most commonly a site visit. Subject to the findings, point 1 ,3 or 4 would be actioned.
- (3) A minor intervention or measures is possible and agreed, if funds permit it can be added to an existing schedule of work this would typically be line refresh, sign upgrade or street furniture.
- (4) The request is considered to have some merit in addressing a specific road safety or traffic-related problem, so it is added to the Scheme Assessment and

Prioritisation register for scoring. This is the gateway to the capital programme.

- 3.10 The scheme assessment and prioritisation process is a consistent, evidence-based, and transparent method of comparing the relative priority of schemes and measures that are intended to address a specific road safety or traffic-related problem. It is specifically aimed at 'local' schemes and measures.
- 3.11 In October /November a forecast of future year funding is available, and the scheme assessment and prioritisation register will be used to identify the schemes that will be recommended for inclusion on the capital programme. The number of schemes will be dependent on estimated cost and budget available.
- 3.12 The Transport Improvement Programme list the schemes that are to be developed and delivered; the programme is included in the February budget report. This will include Parking Restrictions, Speed Restrictions, and Safety Schemes.
- 3.13 Generally, a two-stage approach is used for safety schemes. During stage 1, the issue that has been identified is assessed and a feasibility report with recommended options will be developed. This will include an updated cost estimate. Stage 2 is detailed design and delivery. The two stages normally span 2 years, this ensures the correct infrastructure is being proposed and accurate scheme estimates are included the Transport Improvement Programme.

Costs

- 3.14 The safety schemes are generally developed and delivered by the Council Engineers. Staff time is recharged to the individual project.
- 3.15 The construction works are delivered using the term contractor Volker and Dynnig. These contracts are awarded through competitive bid process. The contractor submits a schedule of rates as part of their tender and these are assessed as part of the commercial evaluation process. The rates are uplifted each year in line with construction price indexes.
- 3.16 The scheme Engineer will produce a design, this will review the whole asset in the location and co-ordinate with future programme both internally and externally. This provide the opportunity to:
- a) Improve the local asset including, adjacent footway, signs, and carriageway. This reduces the future revenue liability and improves quality of the finished scheme.
 - b) Ensure that the works complement future works,
 - c) Provides an opportunity for utility works to be undertaken before improvement scheme is completed.
- 3.17 The cost of the construction works, and traffic signals are assessed by the scheme Engineer by first quantifying the work items such as length of ducting, resurfacing etc. The schedule of rates are used with the quantity to produce a priced bill that calculates the total value of the works. A works order is issue for

the value of the works. Once the works are undertaken any variation or changes are remeasured. This determines the value of payment to the contractor.

3.18 A typical signalised pedestrian crossing would cost approximately £153,000.00. There are two recent examples of new signalised pedestrian crossings, Radstock Road and Lansdown Road, both will be delivered to a similar cost of £153,000.00. Table 1 provide further detail.

3.19 Table 1: Cost Break Down Pedestrian Signalised Crossing

Stage	Costs	Activity
1	£2,300	Topographical Studies, Road Safety Audit and Speed Counts
1	£1,300	Traffic Regulation Order
1	£15,800	Staff Costs for Assessment, Design and Management
1	£2,000	Trial Holes
2	£1,100	Western Power connection
2	£97,800	Volker Works: ducting under and along road, cabinets, pole foundations, access chambers, duct boxes, footway construction / drop kerb, road resurfacing, signs, line, and traffic management including road closures.
2	£23,800	Dynniq, provide and install traffic signal equipment including traffic loops cut into road.
2	£8,200	Staff costs for Completion of design, Supervision and Management.
Total	£152,300	

4 STATUTORY CONSIDERATIONS

4.1 Almost without exception the service is statutory and delivers its duty is through various pieces of legislation. The key legislation being the Highways Act, New Roads and Streetworks Act, Traffic Management Act, Road Traffic Act, Flood Water Management Act and the Civil Contingencies Act.

5 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

5.1 Funding for the Transport Improvement Programme consist of Integrated Transport Block funding from the DfT of £1.163m, this has been similar for the last 5 years. CIL funding and other contribution are used this funding varies and tend to be scheme specific. See appendix 1 2021/22 Transport Improvement Programme.

5.2 The Programme is delivered by B&NES internal teams who recharge their time to the individual scheme.

6 RISK MANAGEMENT

6.1 A risk assessment related to individual schemes are undertaken.

7 EQUALITIES

7.1 Individual scheme are assessed and where appropriate equalities impact assessments undertaken.

8 CLIMATE CHANGE

8.1 It has been estimated that Transport account for 29% of carbon emission in B&NES. Reducing journeys made by car will be necessary to reduce carbon emission. The Transport Improvement Programme promotes sustainable transport projects that will create greater opportunities for walking and cycling.

9 OTHER OPTIONS CONSIDERED

9.1 Feasibility studies are undertaken to identify the options for individual safety schemes.

10 CONSULTATION

Consultation is undertaken on a scheme by scheme basis.

Contact person	Gary Peacock 01225 39
Background papers	
Please contact the report author if you need to access this report in an alternative format	

Appendix 1: Transport Improvement Programme 2021/22	
Description	Budget
<u>Local Safety Schemes</u>	
Anti-Skid Surfacing	£10,000
Accident investigation and prevention (AIP)	£15,000
A4175 route delivery	£50,000
A368 route review	£15,000
Covid 19 Social Distancing measure	£20,000
Minor Safety Improvements / assessment	£6,000
West Harptree, traffic calming study	£5,000
A39 Wells Road High Littleton pedestrian refuge	£5,000
Queen Charlton Lane, experimental road closure	£8,000
Red Hill speed reductions measures	£40,000
Wellsway, Keynsham 20mph speed measures	£5,000
Charlton Road Keynsham traffic management scheme	£20,000
Kelston Road, Newbridge speed reduction study	£7,000
Local Safety Schemes Sub Total	£206,000
<u>Public Transport</u>	
Bus stop improvements	£20,000
Public Transport Sub Total	£20,000
<u>Managing Congestion</u>	
Parking Schemes TRO	£45,000
Residents Parking Zones:	£80,000
Preparation for enforcement of moving traffic offences	£20,000
Managing Congestion Sub Total	£145,000
<u>Safer Routes to Schools</u>	
School zebra crossings	£60,000
Linear Way to Moorland School, Cotswold Road crossing	£8,000
Bloomfield Road and Wellsway crossing Design	£7,000
Molly Close Temple Cloud footway order	£10,000
Newbridge pedestrian island	£15,000
Safer Routes to School Sub Total	£100,000
<u>Cycle Schemes</u>	
Cycle parking development	£15,000
Charlton Road/Silver Street off-road cycle scheme, Midsomer Norton	£10,000
School Lane to garages Batheaston Footpath	£25,000
London Road Cycle scheme	£20,000
Local cycle Improvements	£20,000
Feasibility study Lansdown Road	£10,000
Combe Down / Ralph Allen /University route	£90,000

Development of cycle schemes and plan	£150,000
Cycle Schemes Sub Total	£340,000
<u>Pedestrian Schemes</u>	
Aids to mobility	£30,000
Public Rights of Way	£70,000
Pedestrian signal improvements	£150,000
Widcombe Canal path	£40,000
Monitor Dorchester Street signals	£3,000
Lansdown Lane, new zebra crossing and upgrade to an existing	£60,000
Longfellow Road Westfield footway widening	£20,000
Penn Hill Road /Kelston Road pedestrian refuge	£15,000
A367 Wellsway Odd Down zebra crossing improvement	£10,000
Cavendish Road Lansdown road narrowing	£15,000
Pedestrian Schemes Sub Total	£413,000
<u>Traffic Management Traffic Regulation Orders</u>	
A39 Corston Village , 50 to 40 mph	£5,000
A4 Bath Road 50mph to 40 mph	£5,000
Kelston Road, Kelston reduce 60 mph	£5,000
Woollard and Hunstrete Villages 20mph and 30 mph	£8,000
Hallatrow Road, Paulton extend 30mph	£5,000
Walleycourt Road, Chew Stoke review	£5,000
Langridge & Tadwick Lane review including 20 mph	£10,000
Midsomer Norton Redfield 20mph	£5,000
Keynsham (East) Wellsway extend 30mph	£10,000
Lansdown Granville Road 20mph	£6,000
Midsomer Norton extension of existing 20 mph	£15,000
Traffic Management Schemes Sub Total	£79,000
Description	Budget
<u>Miscellaneous</u>	
JLTP Monitoring, Equipment and NHT survey	£20,000
Programme Management	£60,000
Legacy/ Assessments	£24,000
Miscellaneous Sub Total	£104,000
PROGRAMME OVERALL TOTAL	£1,407,000