REPORT OF STRATEGIC DIRECTOR PLACE

TO LEAD MEMBER PLANNING AND SUSTAINABLE DEVELOPMENT

ON 14TH APRIL 2020

TITLE: CARRIAGEWAY PATCHING PROGRAMME

RECOMMENDATIONS:

That the Lead Member for Planning and Sustainable Development approves the programme of work identified in this report.

EXECUTIVE SUMMARY:

The streets identified in this report have suffered a considerable amount of deterioration because of the extreme weather over the autumn and winter of 2019 and 2020. The council has made provision a sum of £230,000 within the Block Three allocation to address this deterioration.

BACKGROUND DOCUMENTS:

Appendix One Provisional Carriageway Patching List 2020/21
Appendix Two- Carriageway Patching programme 2020/21 Proposed Treatments

KEY DECISION: NO (no significant impact)
DETAILS:

1.0 Carriageway Patching Programme

1.1 The streets contained in Appendix One of this report have been identified for repairs. It should be noted that these sections of highway are not yet considered in any current works programme. The reason for this is because they do not yet meet the criteria for inclusion in the Highway Investment Programme. This is because the Highway Investment Programme seeks to predominantly tackle areas on the Highway Network that could benefit from overlay and inlay surface treatments and there is also an emphasis to tackle footway condition.

1.2 The cost to undertake this type of work would also be prohibitive from the revenue budget point of view. Again, this is because the areas requiring replacement are greater than localised repairs that would be usually authorised by the Highway Inspector, in accordance with the Highway Inspection and Repair Code of Practice.

1.3 Nevertheless, work is required to repair the areas identified on the streets, in order to ensure that the highway safe.

1.4 Funding has been identified from the Department for Transport Pothole Action Fund for this programme of work.

1.5 Salford City Council has already followed the HMEP (Highway Maintenance Efficiency Programme) principles by undertaking planned, preventative and cost-effective repairs in previous works programmes and those principles shall continue with this programme of works.

1.7 It is intended that along with conventional repair processes where appropriate, innovative and sustainable repair processes shall be also be used. These processes are identified in Appendix Two.

1.9 The carriageways listed in Appendix One have been noted by highway inspectors who have identified defects in the carriageways during their safety inspection. Additionally, the defects in these carriageways have been subject to requests for service by members of the public, neighbourhood managers and elected members. Any actionable defects defined by risk assessment, (currently investigation level at 40mm in depth in the carriageway) have made safe, however there are adjacent areas of carriageway that require repair to prevent further deterioration.

1.10 Any actionable defects that are noted within any cycle ways situated within the carriageways along the routes listed in Appendix One shall be repaired in accordance with the specified treatment identified in Appendix Two determined for that carriageway.
1.11 The streets shall, subject to future available funds, be included in a surface treatment programme which will seek to seal and protect the surface from deterioration thus further prolonging the service life and improve overall network condition.

1.12 Some of the treatment types proposed provide innovative, sustainable solutions in the form of carriageway repairs. Where appropriate, these shall be used to carry out the repairs.

1.13 A breakdown of the cost of these proposed works is as shown in Table 1 below.

<table>
<thead>
<tr>
<th>Work Element</th>
<th>(£)</th>
<th>Total (£)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carriageway Patching Programme 2020/21</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Direct Works Cost</td>
<td>£195,500</td>
<td></td>
</tr>
<tr>
<td>Depot Overheads (15%)</td>
<td>£34,500</td>
<td></td>
</tr>
<tr>
<td>Scheme Delivery Cost</td>
<td></td>
<td>£230,000</td>
</tr>
<tr>
<td><strong>Total Budget for programme</strong></td>
<td></td>
<td><strong>£230,000</strong></td>
</tr>
</tbody>
</table>

Table 1 Breakdown of costs

KEY COUNCIL POLICIES:
Enhancing Life in Salford, Think Efficiency, Improving the Environment

EQUALITY IMPACT ASSESSMENT AND IMPLICATIONS:
Better maintained footways and carriageways make it easier for less able bodied and visually impaired people, to move around the City. The scheme proposals as outlined have been made to ensure the continued safe movement of the travelling public. The budget proposals and apportionments are not intended to be discriminatory. The works being undertaken will have a positive impact on all equality groups. By planning and programming work around religious holidays we can enhance good relations with the affected communities in a positive way.
ASSESSMENT OF RISK:

Low – The targeted spend of available funding will ensure that the City Council’s statutory obligations are met while at the same time facilitating continuous improvement of the highway infrastructure fostering a right first-time approach.

LEGAL IMPLICATIONS Supplied by: Tony Hatton, Principal Solicitor, tel. 219 6323

The Council as highway authority has a number of statutory duties and powers in relation to matters on highways maintainable at the public expense. The Highway Authority must take such care in all the circumstances as is reasonably required to ensure that the highway is not dangerous for traffic and for the public.

Section 41 of the Highways Act 1980 places the Highways Authority under a duty to maintain a highway, and maintenance is therefore a statutory requirement.

The proposals in the report for carriageway patching will strengthen the Council’s position in defending 3rd party highway/tripping/damage claims. Whilst it is legally accepted that it is not possible to maintain the highway completely free of all defects, section 58 of the Highways Act 1980 provides a possible defence to a claim if it can adequately show that there was a sufficiently robust regime in place to inspect and maintain the highway provided it is adequately carried out and the Council had no prior knowledge of the defect before an alleged incident.

Once works have been carried out in accordance with the programme referred to, the Council will be better placed to either repudiate more third party claims entirely or reduce the level of damages payable should settlement be deemed appropriate.

When commissioning contracts for the procurement of goods, services or works the City Council must comply with the requirements of the Public Contracts Regulations 2015, as well as Contractual Standing Orders (CSO’s) and Financial Regulations as set out in the Constitution.
Depending on the value of the works to be undertaken as part of the carriageway patching programme, the Council may appoint contractors from an appropriate framework or undertake a quotation exercise. Should the value of any such works exceed £150,000, a separate report will need to be presented to Procurement Board for decision.

FINANCIAL IMPLICATIONS Supplied by: Alison Woods, Finance Officer, Tel. 925 1135

Date: 24th March 2020

The cost of the aforementioned works will be funded from the Highways DfT capital grant funding allocation, within the approved Place capital programme for the 2019/20 financial year.

Expenditure should be closely monitored to ensure these works are delivered within the allocated resources.

Expenditure code: D07084

PROCUREMENT IMPLICATIONS Supplied by: Tom Woods Procurement Officer 686 6296

There are various routes to market available to procure a suitably qualified contractor to undertake the deterioration remedial works. The procurement team will work closely with the commissioner to ascertain the most appropriate, economical and effective procurement option.

Due to the current Covid-19 pandemic, where appropriate, SCC procurements should allow for an extended return deadline to allow providers to satisfactorily plan, allocate and deliver their resources appropriately.

With the current situation still developing it is still uncertain to what extent the supply chain has been affected, all current and future projects need to be constantly scrutinised.
HR IMPLICATIONS Supplied by:

Not Applicable for this report

CLIMATE CHANGE IMPLICATIONS Supplied by: Michael Hemingway
Principal Officer Climate Change Tel 793 3209

The repairs that are being undertaken will help to reduce congestion and improve traffic flow. In addition, improvements to the highway network is likely to encourage more cyclists

OTHER DIRECTORATES CONSULTED:

CONTACT OFFICER: Steve Mangan  TEL NO: 0161 603 4034

WARDS TO WHICH REPORT RELATES:

Barton, Boothstown & Ellenbrook, Broughton, Claremont, Irlam, Irwell Riverside, Kersal, Langworthy, Little Hulton, Swinton North, Walkden North, Walkden South, Worsley.