

REPORT OF STRATEGIC DIRECTOR PLACE

TO THE PROPERTY AND REGENERATION BRIEFING

ON 22nd June 2020

TITLE: HIGHWAY INVESTMENT PROGRAMME 2020/21

RECOMMENDATIONS:

That the City Mayor notes the proposed programmes of work for the Highways Investment Programme (HIP) for 2020/21, and subject to any matters arising, the report is submitted for approval on the 8th June.

EXECUTIVE SUMMARY:

The financial provision for the Highway Investment Programme funding for 2020/21 is at £1,800,000. The budget apportionments outlined in the report, and detailed within the background document, outline the 2020/21 scheme proposals as part of the ongoing Network Recovery Programme.

BACKGROUND DOCUMENTS:

Appendix A Highway Investment Programme- List of Provisional Schemes 2020/21

KEY DECISION: Yes

DETAILS:

1. The Highway Investment Programme

- 1.1 The Capital allocation for highway structural maintenance during 2020/21 is £1,800,000.
- 1.2 Salford City Council implemented a Network Recovery Plan (delivered through the Highway Investment Programme) in 2009/10. This was implemented to arrest the deterioration of the highway network initially and to enable the Council to tackle the critical sections of highway thereafter.
- 1.3 Since its commencement in 2009/10, the Network Recovery Plan has seen an improvement in overall carriageway and footway condition, across all classifications of the adopted highway network, as shown in Tables 1 and 2 below.

Classification	Rating	% of classification within each category								Target %age		
		2010-11	2011-12 ¹	2012-13 ²	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21*
All Roads	red	9.3	8.4	3.1	6.4	7.8	4.4	4.8	4.8	6	8.2	10.1
	amber	10.5	10.2	4.7	4.8	5	11.2	11.8	11.7	13	14.4	15.1
	yellow	37.6	35.7	9.5	12.9	14	25.2	27.8	29.2	27.2	25.8	25.2
	green	42.6	45.7	82.7	75.9	73.2	59.2	55.6	54.3	53.8	51.6	49.6

Table 1 – Carriageway Condition Index Summary

(The Highway Improvement Programme commenced in 2009/10)

***Targets are aspirational figures that are reviewed each year based on previous year's results and are not projections. These will vary based on levels of investment and these are therefore currently affected by the investment levels provided which is less than the investment requested.**

The indices provided are based on the current investment levels provided

Condition category	% of classification within each category										
	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19*	2019-20	2020-21
red				2	1.4	2	2	3.4	3.6	4	4.4
amber				19.6	14.2	16	17	17.9	18.4	18.7	19
yellow				57	50.4	61	60	43	42.9	42.7	42.5
green				21.4	34	21	21	35.7	35.1	34.6	34.1

Table 2 – Footway Condition Index Summary

(The Highway Improvement Programme commenced in 2009/10)

***Targets are aspirational figures that are reviewed each year based on previous year’s results and are not projections. These will vary based on levels of investment and these are therefore currently affected by the investment levels provided which is less than the investment requested.**

The indices provided are based on the current investment levels provided

- 1.4 Due to the reduced funding provision from 2016/17, the request put forward for funding for 2019/20 was £3.8million however the allocation has been provided at £1.8 million. This is likely to result in deterioration of the network due to this lower level of funding provision. However, it should be noted that there will still be some benefit provided by historic funding levels. The targets for steady state are based on this year’s funding provision of £1.8 million.
- 1.5 The anticipated rise in the percentage of critical carriageways is due in part to some of the early Micro Asphalt treatments that were applied at the start of the Highway Investment Programme are now reaching the end of their projected lifecycle and are showing signs of deterioration.
- 1.6 The reduction in funding since 2016/17 is indicated in Table 3 below. This has had an impact on the condition indices. The aspirational targets have therefore been adjusted to reflect this lower investment going forward. The figures provided in Table 3 below indicate the amount of funding requested in the Gateway bid for each year since 2016/17, the actual allocation provided and the difference.

Gateway Bids	Requested	Provided	Difference
2016/17	£4,800,000.00	£3,400,000.00	£1,600,000.00
2017/18	£5,300,000.00	£3,820,000.00	£1,480,000.00
2018/19	£3,800,000.00	£1,500,000.00	£2,300,000.00
2019/20	£3,800,000.00	£2,000,000.00	£1,800,000.00
2020/21	£3,800,000.00	£1,800,000.00	£2,000,000.00

Table 3 Gateway Bids and allocations

- 1.7 As the Network Recovery programme has progressed the type of work proposed has moved toward dealing with critical condition carriageways (red) and selected areas of critical footways. However, going forward, surface treatments will need to be prioritised to arrest deterioration of the network.
- 1.8 In summary the proposed apportionment of available funding for 2020/21 is outlined below in Table 4 below.

Work Element	Allocation split 2019/20
Carriageway Refurbishment -Surface Inlay/repairs/treatments	£ 600,000
Footway Refurbishment – Surface Inlay/Treatment	£1,200,000
Total Capital Provision	£1,800,000

Table 4- Apportionment of funding Highway Investment Programme 2019/20.

1.9 A breakdown of the cost of these proposed works is as shown in Table 5 below.

Work Element	(£)	Total (£)
Carriageway Refurbishment-Surface Inlay/Repairs/treatments:		
Direct Works Cost		£485,319
Depot Overheads (23.63%)	£114,681	£114,681
Total Construction Costs		£600,000
Footway Refurbishments/Treatments		
Direct Works Costs		£970,368
Depot Overheads (23.63%)	£229,362	£229,362
Total Construction Costs		£1,200,000
Total Budget for programme		£1,800,000

Table 5-Breakdown of costs

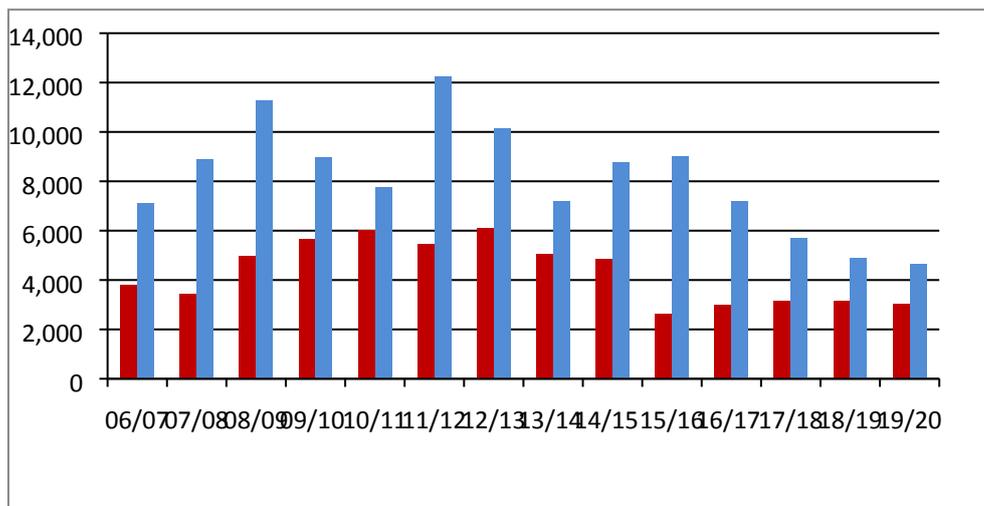
1.10 Appendix A provides details of the provisional list of schemes for the Highway Investment Programme for 2020/21. The list has been produced from existing proposals that were already included in the Highway Investment Programme, new schemes added through analysis of condition survey data, recommendations from Highway Inspectors, evaluation of highway third party

claims data and requests received from elected members and community representatives. They have been assessed for the relevant treatment type suitability and have been categorised in the treatment type based on engineering assessments. It is a comprehensive list that exceeds the budget allocation.

- 1.11 Further engineering assessment, early contractor involvement along with current survey data and will determine the finalised scheme details. Scheme progress will be presented through monthly Briefing notes presented to the Lead Member for Planning and Sustainable Development. The Briefing Notes shall commence in June/July 2020 outlining schemes and progress to date. Briefing notes shall also continue to be circulated to ward councillors, neighbourhood managers and the wider community. Condition Index information as shown in Tables 1 and 2 together with associated summary plans can also be presented as updated survey information becomes available.
- 1.12 Salford has embraced the Highways Maintenance Efficiency Programme. As part of the Greater Manchester Devolution Deal, Salford along with the other ten districts have been allocated Band Three status within the Department for Transport’s self-assessment process. This means that Salford receives 100% of the incentive fund in addition to its “needs based formula” allocation for Capital funding. The Asset management approach and delivery of the Highway Investment Programme has helped to secure this.
- 1.13 Table 6 below indicates the number of works orders placed to undertake reactive works to the footways and carriageways in each year since 2006/07. Along with the graphical representation, there is a downward trend in the number of works orders from 2011/12. The spike in the 2011/12 figures is due to the severe weather in the winter of 2011. There was a move in emphasis to footway work within the Highway Programme from 2015/16 the graph shows a steady decline in works orders placed for reactive maintenance work. Even the severe winter of 2016 appears to have had little impact which demonstrates the success of the asset management principles delivered by the City Council whereby surface treatments have been applied to the highway surfaces at the correct point in time of “in service” life and at the right time of year.

	06/07	07/08	08/09	09/10	10/11	11/12	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20
Carriageway	3,811	3,447	4,980	5,661	6,005	5,439	6,099	5,047	4,856	2,647	2,997	3,138	3133	3016
Footway	7,122	8,880	11,265	8,986	7,765	12,231	10,145	7,198	8,768	9,020	7,194	5,698	4886	4635
Total	10,933	12,327	16,245	14,647	13,770	17,670	16,244	12,245	13,624	11,667	10,191	8,836	8019	7651

Table 6 Footway and Carriageway reactive works orders 2006/07 to 2019/20



Key	
	Carriageway
	Footway

Graphical representation of Table 6 Footways/Carriageway Orders 2006/07 to 2019/20

- 1.14 In the last three years, 2017 and 2018 and 2019, 425 highway related claims were received by the Council. Of these 268 were as a result of tripping over alleged surface defects. 63% occurred in the footway and 37% occurred in the carriageway. Footways therefore generate more tripping (personal injury) accident claims and as can be seen in Table 6, footways generate more reactive response orders for repair.
- 1.15 Investing in the footways will lead to better equality outcomes as footways become safer particularly for the elderly, infirm and those with mobility difficulties. Safer footways shall in turn produce a reduction in accident claims and a reduction in the number of reactive works orders issued over time, provided that investment levels are maintained
- 1.16 Cycle lanes situated within the existing carriageway are an important part of the City Council’s highway network. With the advent of the Beelines, cycling facilities are set to expand and cycle use will see a major shift in the way people will move around our city and the greater conurbation. It is appropriate that this is reflected within the way the highway asset will be managed. The likelihood of risk of injury to a cyclist is far greater than the risk of damage to a vehicle from defects in the carriageway. Therefore, it is important to introduce a weighting factor on those carriageways which carry cycling facilities when prioritising schemes going forward.
- 1.17 A risk based approach has already been implemented for highway safety inspections and an investigatory trigger of 25mm has been implemented for

segregated cycle lanes where the investigatory trigger of 40mm applies to the adjacent carriageway. However, where a defect in a carriageway upon risk assessment is deemed to pose a risk to a cyclist, then the carriageway investigatory level at designated segregated cycle lanes may be used.

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 in an attempt 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. With regard to footway refurbishment, the installation of tactile paving and dropped kerbs at junctions will provide safe places to cross the road for those less able bodied or visually impaired and the elderly. 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.

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

Date: 29th April 2020

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

The proposals in the report for highway maintenance, once finalised scheme details within each of the specified categories of work have been submitted, will strengthen the Council's position in defending 3rd party highway/tripping 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 schemes 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 (PCR) and its own Contractual Standing Orders and Financial Regulations. Third party contractors may be instructed to carry out such works directly, or via the Council's framework agreement for Civil and Highways Engineering, and depending on the value of those commissions, will be subject to approvals from Strategic director or Procurement Board.

FINANCIAL IMPLICATIONS Supplied by:

Alison Woods, Finance Officer, (Capital), Tel. 925 1135

Date: 27th April 2020

There is sufficient funding within the approved 2020/21 Highways Capital Investment programme, to fund the £1,800,000 works identified for the Highway Improvement Programme.

All expenditure should be closely monitored to ensure that these schemes are delivered within the allocated resources.

PROCUREMENT IMPLICATIONS Supplied by:

Tom Woods, Procurement Officer, Tel: 686 6296

There are various procurement options available to source suitably qualified contractors to undertake the outlined works in the above report.

The respective carriageway & footway schemes could be tendered as full programme or disaggregate the programme into individual schemes. There could be a potential cost saving achieved by procuring the respective programmes in their entirety as it allows for suppliers to plan and allocate their resources and ensuring best value as a result of economies of scale.

Where appropriate SCC Minor Civils framework could be utilised to direct award under Lot 1 or a further competition can be conducted under lot 2 and where more

specialist contractors are required external OJEU compliant frameworks can be employed.

Procurement will work closely with the commissioners to ascertain the most appropriate procurement route.

HR IMPLICATIONS Supplied by:

Not applicable to this report

CLIMATE CHANGE IMPLICATIONS Supplied by: Michael Hemingway

Well maintained footways will encourage and promote walking, by providing which in turn will encourage healthy lifestyles. Shorter journeys are more likely to be on foot which will reduce carbon emissions from motor vehicles.

Improved highways will also contribute to the reduction of congestion and reduce carbon emissions from standing traffic. The use of recycled and sustainable materials along with carbon friendly manufacturing processes in road maintenance products will also contribute to carbon saving measures.

OTHER DIRECTORATES CONSULTED: Audit and Risk Management

CONTACT OFFICER: Steve Mangan **TEL NO:** 603 4034

WARDS TO WHICH REPORT RELATES: ALL