

	Part 1 - Open to the Public	ITEM NO.
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REPORT OF THE STRATEGIC DIRECTOR PLACE

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TO THE PROPERTY & REGENERATION BRIEFING ON  
13 SEPTEMBER 2021

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TITLE: 2021/22 BLOCK 3 TRANSPORT CAPITAL PROGRAMME

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RECOMMENDATIONS:

That the City Mayor notes the report.

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EXECUTIVE SUMMARY:

This report presents the proposed Block 3 Transport Capital Programme for 2021/22 for briefing.

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BACKGROUND DOCUMENTS:

- 2021/22 Block 3 Programme (Appendix 'A' of this report)
  - Transport in Salford 2025
  - DfT Grant Funding Confirmation Letter (To be provided by GMCA)
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KEY DECISION: Yes

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DETAILS:

**1. Background**

1.1 The Department for Transport (DfT) is to announce the allocation of funding to Salford City Council for the 2021/22 Block 3 programme of work (please refer to detailed programme in Appendix 'A'). The amount of funding allocated has not yet been confirmed but is expected be around £1.3m, with a further £205k to be allocated from the completed 2020/21 Broom Lane scheme, for which alternative funding was identified.

1.2 The funding is provided for minor infrastructure improvement projects such as: road safety schemes; structure/bridge improvements; schemes to improve walking & cycling facilities; transportation.

1.3 The funding allocation is less than in previous years due to additional funding being made available for pothole repairs at a value of £1.8m. £200k of this funding is to be made available to community committees, increasing their total allocation to the customary £50k per community area, on the proviso that the additional funds are to be used for carriageway repair works.

## 2. Proposals

2.1 The programme has been split into the following categories and allocations for 2021/22:

Category	Allocation
Local Safety Schemes	£130,000
Structures & Bridges	£1,002,000
Highway Maintenance	£40,000
Schemes to Assist Cycling and Pedestrians	£100,000
Other Minor Works	£30,000
Community Committee	£200,000
<b>TOTAL 2020/21 Allocation</b>	<b>£1,502,000</b>

2.2 The detailed programme is enclosed in Appendix 'A'.

2.3 Individual project budgets are based on high-level estimates and actual costs may vary due to changes in scope following further project development and unforeseen circumstances arising during construction.

### 2.4 Local Safety Schemes

£130,000 has been allocated to Local Safety Schemes, of which the significant ones are detailed below:

- **A6 Manchester Road West Crossing - £100,000**

A contribution towards a new signalised crossing facility on the A6 Manchester Road West, at the entrance to Peel Park between the junctions of Kenyon Way and Stocksfield Drive.

The remainder of the funding for this scheme is to come from S106 monies to be paid by the developer of the Brackley Golf Course housing scheme and there is also the potential to attract additional funding from TfGM's MCF crossing programme.

- **MMA Road Markings - £25,000**

Reapplication of road markings at high-stress locations with MMA (Methyl methacrylate) lining. This is a more durable and hard-wearing material than the standard thermoplastic lining which will benefit public safety and reduce maintenance liability by lasting longer. Locations for the use of the is material have been selected where there are issues of the road markings fading quickly due to the forces exerted by large numbers of vehicles (especially large goods vehicles) turning. These include:

M602 gyratory; Gilda Brook Roundabout; Centenary Circle; Canal Circle; Agecroft Roundabout.

## 2.5 Structures & Bridges

### Adopted

- **Bridge and Subway Safety Repairs - £15,000**

Allocation for reactive repairs around the City.

- **Principal Bridge Inspections - £45,000**

Allocation for routine bridge inspections as identified in the inspection schedule. This is comprised of £35,000 inspection fees and £10,000 access charges. There will be additional carryover from 2020/21 budget due to access limitations as a result of current Covid-19 guidance's.

- **Barton Old Hall Bridge - £125,000**

Barton Old Hall Bridge carries a public right of way over Worsley Brook. The bridge needs to be re-waterproofed, re-surfaced and general repair and maintenance activities to reduce risk of major deterioration to the superstructure.

- **Hough Lane Footbridge - £120,000**

Hough Lane Footbridge carries a walkway over the River Irwell onto Peel Park. During a painting scheme last year, it was identified that the bridge needs the West bearings to be replaced as they are in a poor state of repair. The risk of not replacing the bearings is a failure/replacement of the footbridge.

- **Colliery Railway Bridge - £260,000**

Colliery Railway Bridge carries the A580 East Lancashire Road over the disused Colliery railway line. Recent inspections of the structure have noted spalling and cracking of the reinforced concrete both surrounding the beams and forming the deck slab, together with several other minor defects, including deterioration of the paint system to the bottom flange of the beams. We propose to install a new corrugated steel arch structure within the existing bridge and infill the void. This structural improvement would have a life of 120 years and require less maintenance than the repairing and maintaining the existing substandard structure. Regular inspections of the proposed new structure would need to be undertaken in accordance with current guidance, as is the case for all other adopted highway structures; however, no significant maintenance would be anticipated over the initial 25year life of the structure. Currently it is possible that falling spalled concrete may striking the public/footway if the works are not undertaken to prevent this. If the structural issues are not addressed, the bridge could fall into disrepair causing a major impact on the network.

- **Wallness Bridge - £300,000**

Wallness Bridge carries Fredrick Road over the River Irwell in Lower Broughton. The bridge needs to be painted as a priority as there is a risk of additional cost associated with surface preparation if the condition deteriorates further.

- **Railway Bridge No. 7 - £596,940 (Already Included in Budget from 2019/20)**

Railway Bridge No. 7 carries the A580 East Lancashire Road over the disused Eccles, Tyldesley and Wigan railway line at the A575 Walkden Road junction. The disused railway line now forms part of National Cycle Route 55. Recent inspections of the structure have noted spalling and cracking of the reinforced concrete both surrounding the beams and forming the deck slab, together with several other minor defects, including deterioration of the paint system to the bottom flange of the beams. Following our review process, our preferred option is to install a new corrugated steel arch structure within the existing bridge and the void infilled. This structural improvement would have a life of 120 years and require less maintenance than the repairing and maintaining the existing substandard structure. Regular inspections of the proposed new structure would need to be undertaken in accordance with current guidance, as is the case for all other adopted highway structures; however, no significant maintenance would be anticipated over the initial 25year life of the structure.

Non-Adopted

- **Moor Lane Retaining Wall - £75,000**

Moor Lane Retaining Wall carries the adjacent embankment and woodlands from the highway, the wall requires masonry refurbishments to alleviate any risk of collapse into the active carriageway. The risk of not undertaking the works is failure of the retaining wall, causing a major impact on the highway network.

- **Dickson Drive Footbridge - £30,000**

Dickson Drive Footbridge supports a public right of way through Clifton Country park, the footbridge has fallen into disrepair, the superstructure needs to be replaced on the existing substructure abutments and foundations to make the public right of way safe for use for passing pedestrians. The risk of not undertaking the works is failure of the failure and subsequent closure of the active PRow.

- **Kempnough Culvert - £25,000**

Kempnough Culvert carries the Roe Green Loopline over Kempnough Brook watercourse. The inlet and outlet brickwork masonry are in a poor state of repairs and need to be maintained to ensure there are no blockages to the main watercourse.

- **Nook Culvert South - £7,000**

Nook Culvert South carries the Roe Green Loopline over Kempnough Brook watercourse. The inlet and outlet brickwork masonry are in a poor state of repairs and need to be maintained to ensure there are no blockages to the main watercourse.

## 2.6 Highway Maintenance

- **Highway Condition Surveys - £25,000**

SCANNER, CVI, FNS and SCRIM, surveys. These surveys are undertaken to determine the condition of the network in line with accepted standards. The City Council will take up membership of the CQC Efficiency Network (Cost, Quality, Customer) and the NHT Public Satisfaction Survey.

### SCANNER Surveys

SCANNER data for 100% of the network (A, B and C Roads) is undertaken over two years (i.e. we survey the whole network in one direction Year 1 and opposite direction Year 2) so the whole of the network has been surveyed every two years.

SCANNER surveys use automated road condition survey machines to measure a range of road condition parameters including ride quality, rut depth, intensity of cracking, texture depth and edge condition. Measurements from SCANNER accredited machines are used (through UKPMS) to produce a national performance indicator (the SCANNER Road Condition Indicator) for classified roads, as well as for planning highway maintenance schemes and programmes.

SCANNER surveys have been developed by the UK Roads Board to provide a consistent method of measuring the surface condition of classified roads throughout the United Kingdom. The SCANNER specification defines the technical requirements for SCANNER survey parameters and accreditation testing. It also describes the requirements for the SCANNER survey data and the quality assurance procedures that are required, the independent auditor for which is currently Transport Research Laboratory, TRL.

The SCANNER survey has become a particularly important part of the condition assessment toolkit, and a required method for the collection of the data required for Local Authorities to report Local Area Agreement National Indicators (LAANIs) in England and similar performance indicators in Scotland and Wales. It forms the basis for the planned maintenance programme for classified roads and provides the underlying figures for Whole of Government Accounts.

### CVI Surveys

CVI - Coarse Visual Inspections - CVI Data is collected for 50% of the Unclassified Road network annually.

A Coarse Visual Inspection (CVI) is a rapid, driven survey carried out to a nationally defined standard on the unclassified network to give a coarse assessment of a highways condition.

The results of the CVI underpin the programme of planned maintenance on the unclassified network and will satisfy the requirements for Whole of Government Accounts.

CVI surveys are provided by a number of survey contractors who use surveyors that have been accredited with the Transport Research Laboratory in order to achieve a consistent and high standard.

### FNS Surveys

Footway Network Survey (FNS) is a walked survey usually carried out by two inspectors that will collect both condition data and inventory to a nationally defined standard.

The results of the FNS underpin the programme of planned footway maintenance and will satisfy the footway requirements for Whole of Government Accounts.

FNS are provided by a number of survey contractors who use surveyors that have been accredited with the Transport Research Laboratory in order to achieve a consistent and high standard

### SCRIM Surveys

SCRIM surveys are undertaken on the Principal class A and Non-Principal class B roads on an annual basis in order to ascertain the skid resistance properties of each road.

The results contribute to the forward planned maintenance programme and are scrutinised along with accident data in order to determine areas where high friction surfacing would be beneficial in helping to lower accident rates.

Please note the SCANNER surveys are procured for the whole of Greater Manchester by Salford. We are currently looking at an AGMA wide procurement of SCRIM (not all districts do SCRIM presently).

There are a number of highway policy and strategy documents held on the following web page: <http://www.salford.gov.uk/hps>

- **Membership of CQC and NHT Surveys - £15,000**

### The CQC Efficiency Network

The CQC Efficiency Network (Cost, Quality, Customer) is an offering to local authorities throughout Britain to enable them to quantify the scope for cost savings in delivery of highway services and identify better practices. Analysis correlates between the Cost of work done, the Quality of the work and the Customer perception of the highway service.

The CQC Efficiency Network utilises experiences developed primarily in the rail sector, to the local highways sector. The current DfT policy direction ensures that this work will have real impact and value to stakeholders. Statistical benchmarking work allows authorities to translate 'the numbers' into real 'on the ground' actions.

This analysis is supported by case studies and working groups enabling local authorities to understand how to realise potential cost savings. Participation by local authorities in the CQC Efficiency Network is recognised by the DfT and an incentive for enhanced funding.

### The NHT Public Satisfaction Survey

The NHT Public Satisfaction Survey collects public perspectives on, and satisfaction with, Highway and Transport Services in Local Authority areas. It is a unique, standardised, collaboration between Highway Authorities across the UK enabling comparison, knowledge sharing, and the potential to improve efficiencies by the sharing of good practice. The NHT Survey is also referenced in the DfT's Incentive Fund Self-assessment process. It gives participating Authorities:

- A better understanding of how they are performing in the eyes of their public;
- A consistent datum for setting service levels and a means of measuring the impact of service improvements;

- Access to the best performers and the opportunity to learn from the good practice of others;
- Full transparency of data for benchmarking purposes.

## 2.7 Schemes to Assist Cycling and Pedestrians

£100,000 has been allocated for Schemes to Assist Cycling and Pedestrians, which are detailed below:

- **Hurstfield Road footpath - £20,000**

Requests have been received from local councillors and residents to improve the surface of *footpath No130 Worsley*, providing an important pedestrian link from Hurstfield Road to Ellenbrook Loophole, a popular recreational route. The total length of Footpath No130 Worsley to be improved would be approximately 97 metres.

- **Hulme's Ferry Footpath - £30,000**

A section of *footpath No1 Eccles* was previously upgraded and requires the remainder (approximately 170 metres) to be completed. *Footpath No1 Eccles* provides a pedestrian link running from Liverpool Road to the Manchester Ship Canal where Hulme's Ferry provides a historical and free public service between Salford and Trafford.

- **Dropped Kerbs & Tactile Improvements - £50,000**

Requests for dropped crossing improvements are regularly received from members of the public. Councillors also pass on requests for dropped crossings from their constituents. The current list is shown in the table below

An initial assessment is undertaken to prioritise the requests based on local facilities and footfall in the area of the requests, before working up the design and scheme costs.

Location	Old Ward	New Ward
Vicarage Grove	Eccles	Eccles
Cawdor Street	Barton	Barton & Winton
Northumberland Street	Broughton / Kersal	Kersal & Broughton Park
Dudley Street	Broughton	Broughton
Hallsworth Road Area	Winton	Barton & Winton
Frederick Road	Irwell Riverside	Pendleton & Charlestown
Old Mill Close	Pendlebury	Pendlebury & Clifton
Various in Roe Green	Worsley	Boothstown & Ellenbrook
Parsonage Road	Walkden South	Walkden South
Crompton Street	Walkden South	Walkden South
Everard Close	Walkden South	Walkden South



Fitzwarren Street Area	Langworthy	Weaste & Seedley / Pendleton & Charlestown
Heathside Grove	Walkden North	Walkden North
Bradburn Street	Barton	Barton & Winton

## 2.8 Community Committee Schemes

£200k of the Block 3 funding is devolved to the eight community committees which equates to £25k per community committee. The deadline for the submission of these schemes is July 2021 to enable the design, consultation and delivery to be carried out by March 2022.

Please note the additional grant funding of £25k per community committee to be allocated to carriageway repair schemes as discussed earlier at 1.3.

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### KEY COUNCIL POLICIES:

- Transport in Salford 2025
- Local Transport Plan
- Local Road Safety Strategy
- Sustainable Transport Strategy

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### EQUALITY IMPACT ASSESSMENT AND IMPLICATIONS:

Equality and Impact Assessments and Implications will be carried out on a project-by-project basis.

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### ASSESSMENT OF RISK: Medium

Failure to spend Transport Capital Allocations on initiatives in line with Government guidelines will impact on future settlement levels, both for the City Council and for AGMA as a whole.

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### LEGAL IMPLICATIONS

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

Date: 09/06/21

Under Part V of the Highways Act 1980("the Act") the Council acting in its capacity as the highway authority, shall have general and express powers in relation to any highway maintainable at public expense by them, any work for the improvement of the highway other than the work of lighting which is expressly provided for under Section 97 of the Act.

Under s41(1) the Act the authority who are for the time being the highway authority for a highway maintainable at the public expense are under a duty subject to subsections (2) and (4) to maintain the highway. Subsection (2) and (4) do not apply to the proposals contained within this report.

Under s329 of the Act 'maintenance' includes repair.

There are no legal implications as the highway authority is acting within its powers. However, failure to maintain the highway may have adverse implications. The proposals in the report for the programmes, once finalised scheme details within each of the specified categories of work have been submitted, will strengthen the Council's position in defending 3<sup>rd</sup>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. The proposed schemes will also improve road safety, pedestrian/public safety, and encourage the further use of safer cycle routes.

In relation to the proposed Traffic Regulation Orders in this report, these should not give rise to any legal implications provided the works are carried out in accordance with the appropriate statutory requirements set out in the Road Traffic Regulation Act 1984.

The proposed dropped crossings can be introduced without delay because no Traffic Regulation Order is required. To ensure all users have the ability to safely access and use dropped crossing facilities that the Council has installed, the Council has powers subject to exemptions under the Traffic Management Act 2004 to fine and remove vehicles that are parked at dropped crossings within any special enforcement area. However, the Council must ensure that the public are aware of the new restrictions before starting enforcement.

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 (CSO's), Financial Regulations, and duties of Best and Social Value.

Depending on the value of the works to be undertaken under the various schemes as part of the Local Transport Capital Programme as set out in the body of the report, The Lot 1 Contractor of the Minor Civils Framework may be instructed to carry out works up to a value of £75,000, or in order to comply with PCR and CSOs, the Council may appoint contractors other relevant lots of the Minor Civils Framework following a mini competition exercise or utilise an alternative framework agreement

for Civil and Highways Engineering, or undertake a full procurement exercise, depending on the circumstances and value of each project. Should the value of any such individual project works exceed £150,000, a separate report will need to be presented to Procurement Board for approval.

Other routes to market may also be considered, depending on the most appropriate in the circumstances, and CSO's/PCR should be followed in those circumstances.

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## FINANCIAL IMPLICATIONS

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

Date: 11/06/21

The cost of the proposed Highways schemes, as identified within this report, will be met from the Highways Maintenance Block 3 LTP Capital Grant for 2021/22, which is yet to be confirmed. This funding allocation forms part of the approved Place Capital Programme for the 2021/22 financial year.

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

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## PROCUREMENT IMPLICATIONS

Supplied by: Heather Stanton, Category Manager, Tel 686 6241

Date: 10/06/21

There are various routes to market available for the aforementioned schemes, specifically SCC's new Minor Civils framework. The smaller schemes (less than £75K) can be directly awarded to the appointed provider under Lot 1 of the framework, where appropriate, and for larger schemes (over £75K) a further competition can be conducted.

Where works are deemed unsuitable to be procured via the Minor Civils framework the procurement team will work closely with the commissioning team to determine the most appropriate route to market.

Due to the current Covid-19 pandemic, where appropriate, Procurements should allow for a 3 month return to allow providers to satisfactorily plan, allocate and deliver their resources appropriately.

With the current situation it is still uncertain to what extent the supply chain has been affected, all current and future projects need to be constantly scrutinised and comply with SCC standing orders.

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HR IMPLICATIONS Supplied by: There are no HR implications associated with this report

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OTHER DIRECTORATES CONSULTED: N/A

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CONTACT OFFICER: Stephen Hands                      TEL NO: 779 4931

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WARDS TO WHICH REPORT RELATES: All – City-wide

**Appendix A**  
**2021/22 Proposed Capital Programme**