

REPORT OF THE STRATEGIC DIRECTOR PLACE

TO THE PROPERTY & REGENERATION BRIEFING

On 8th August 2022

TITLE: 2022/23 CRSTS HIGHWAYS MAINTENANCE PROGRAMME

RECOMMENDATIONS:

That the City Mayor approves the 2022/23 CRSTS Highways Maintenance Programme.

EXECUTIVE SUMMARY:

This report presents the proposed 2022/23 CRSTS Highways Maintenance Programme for approval.

BACKGROUND DOCUMENTS:

- 2022/23 CRSTS Highways Maintenance Programme (Appendix 'A' of this report)
 - Transport in Salford 2025
 - CRSTS Funding Settlement Letter for Greater Manchester dated 01/04/2022
 - GMCA meeting held on 25/03/2022
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KEY DECISION: YES

DETAILS:

Background

1.1 The Department for Transport (DfT) announced the award of the City Regions Sustainable Transport Funding (CRSTS) to the Greater Manchester Combined

Authority (GMCA) on 1st April 2022. This is a five-year settlement from DfT to GMCA for all ten regions of Greater Manchester.

- 1.2 A component of the CRSTS funding is an annual allocation for Highways Maintenance. This replaces the annual settlement formerly known as Block 3 received from DfT and consolidates other sources of funding into a single pot.
- 1.3 The amount of funding allocated to Salford City Council in the CRSTS for Highways Maintenance in the 2022/23 financial year has been confirmed as £3.143m, with £2.445 allocated to the projects identified in this report.
- 1.4 The funding is provided for minor infrastructure improvement projects such as: road safety schemes; structure/bridge improvements; schemes to improve walking & cycling facilities.

Proposals

2.1 The programme has been split into the following categories and allocations for 2022/23:

Category	Allocation
Local Safety Schemes	£490,000
Structures & Bridges	£600,000
Highway Maintenance	£90,000
Schemes to Assist Walking and Cycling	£855,000
Other Minor Works	£10,000
Community Committee	£400,000
TOTAL 2022/23 Allocation	£2,445,000

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

2.3 Local Safety Schemes

£490,000 has been allocated to Local Safety Schemes, of which the significant ones are detailed below:

- **A580 Mosley Common Road - £300k**

Additional funds to deliver the scheme which is currently in design development for the junction of the A580 and Mosley Common Road. This will provide much improved pedestrian crossing facilities at a very busy junction where the roads create a significant barrier to local communities.

- **Manchester Road West Crossing - £150k**

Additional funds to deliver the scheme which is currently in design development to provide a new crossing on Manchester Road West near the junction with Stocksfield Drive. There is high demand from the local community for this facility which will provide better access to Peel Park across the A6, Manchester Road West. This was formerly part of TfGM's MCF Crossings project but there is not enough funding available in that programme to deliver this intervention, as locations which were given higher priority have been allocated all the funding.

- **Signalised Crossing Upgrades - £30k**

Amendments to signals at three junctions to promote safer, more inclusive crossing facilities, EG: provision of tactile cones, increased green-time, etc. Locations include: A6/A575 junction; A575/New Ellesmere Approach; A575 crossing near Cecil Street

2.4 Structures & Bridges

- **Palatine Bridge Painting and Cast-Iron Parapet Refurbishment - £400k**

Palatine Bridge is a single span structure that carries the A6041 Chapel Street, east to west over the River Irwell on the boundary of the cities of Manchester and Salford. It has a maximum span length of 37.5m at the south end and maximum span width of 44.8m at the west.

During the summer of 2021/22, an incident occurred where one of the aesthetic cast iron panels fell into the footway highlighting a danger to passing pedestrians and showing significant corrosion hidden within the parapet system. Also, the latest bridge inspections describes that the paint system has is wearing thin, which is in line with the structural re-painting cyclic programme and as such, a full maintenance scheme has been proposed.

- **Grey Irwell river wall monitoring - £100k**

The 'Grey Irwell' river wall supports the Salford bank towpath along the River Irwell between Woden Street which transitions to the Manchester Ship Canal and the Manchester, Bury Bolton Canal mouth adjacent to the Ordsall Chord site. During investigations to aid the opening of the Ordsall Chord Site, investigations and assessment has proved that the stability river wall in this location and others is a significant risk to the City, as a result, Technical Services consider the installation of an electronic monitoring system to gain an understanding of the wall movement through the annual seasons and during flood situations. The system will also provide an early warning should movements occur, providing an opportunity to inspect, or close off the footpath should further actions be necessary.

- **W164 Starkie Street Retaining Wall £100k**

Starkie Street retaining wall is located just off Greenleach Lane, supporting earthworks adjacent to the Roe Green linear walkway. During recent inspections the condition of the wall has shown consistent deteriorations with isolated localised masonry failure. This poses a risk to passing pedestrians and requires remedial works to ensure the safety and boost longevity for the wall.

2.5 Highway Maintenance

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

Condition surveys to facilitate with Highway asset management

- **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.

- **High Friction Surfacing - £50k**

Replacement/provision of high friction surfacing on a risk-based prioritisation at locations identified at workshops held between officers from the Network Management and Road Casualty Reduction teams.

2.6 Schemes to Assist Walking and Cycling

- **Weaste Lane/Liverpool Street Junction Improvement - £750k**

Junction Improvement scheme to provide controlled pedestrian crossing facilities at a busy five-arm junction. The existing facilities are uncontrolled and create difficulties for pedestrians, particularly vulnerable user groups. Cycle facilities to meet LTN 1/20 are proposed to be introduced at the junction to provide a key node on a well-used cycle corridor.

- **Bury Old Road/Singleton Road - £30k**

Funding for the selection, development and preparation of a preferred option to improve the junction ready for potential delivery of a scheme in the 2023/24 financial year.

- **Dropped Kerbs and tactile improvements - £75k**

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 of requests is shown in the table below:

An initial assessment is undertaken to prioritise the requests based on local context and footfall in the area of the requests, before working up the design for delivery.

Location	Ward
Cawdor Street	Barton & Winton
Camp Street	Broughton
Hallsworth Road Area	Barton & Winton
Old Mill Close	Pendlebury & Clifton
Various in Roe Green	Worsley & Westwood Park
Parsonage Road	Walkden South
Crompton Street	Walkden South
Everard Close	Walkden South
Fitzwarren Street Area	Broughton
Dudley Street	Broughton
Frederick Road	Pendleton & Charlestown
Heathside Grove	Walkden North
Bradburn Street	Barton & Winton
Peatfield Avenue	Swinton & Wardley
Ash Drive	Swinton & Wardley
Rodney Street	Ordsall
Greenleach Lane	Boothstown & Ellenbrook
Weaste Lane	Weaste & Seedley
Priestley Road	Swinton & Wardley
Phoebe Street	Ordsall
School Lane Area	Cadishead & Lower Irlam
A575 Bolton Road	Walkden North
A575 Bolton Road	Walkden North
Portland Road, Oxford Road	Eccles
Hankinson Way	Pendleton & Charlestown

2.7 Community Committee Schemes

£400k of the funding is devolved to the eight community committees which equates to £50k per community committee.

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.

ASSESSMENT OF RISK:

Failure to spend the CRSTS Allocation on initiatives in line with Government guidelines will impact on future settlement levels, both for the City Council and for GMCA as a whole.

LEGAL IMPLICATIONS Supplied by:

LEGAL IMPLICATIONS

Supplied by: Richard Purcell, Principal Solicitor

Date: 29th June 2022

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 3rdparty 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 CRSTS Highways Maintenance Programme as set out in the body of the report, the Council may appoint contractors under relevant lots of the recently established Minor Civils Framework in line with the procedures specified. Other routes to market such as alternative frameworks or a standalone contract procurement process may also be considered, depending on the most appropriate in the circumstances, and CSO's/PCR should be followed in those circumstances.

Should the value of any such individual project exceed £150,000, a separate report will need to be presented to Procurement Board for approval.

FINANCIAL IMPLICATIONS Supplied by:

FINANCIAL IMPLICATIONS

Supplied by: Alison Woods, Senior Accountant, (Planning & Transport)

Date: 28th June 2022

The proposed programme of expenditure identified within this report, to a total of £2.445m, will be met from the CRSTS Highways Core Maintenance Capital allocation for the 2022/23 financial year.

It should be noted that the total amount of CRSTS Highways Core Maintenance funding allocated to Salford City Council for 2022/23, is £3.143m, as approved by the GM Wider Leadership Team on the 13th April 2022.

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

Date: 28th June 2022

There are various routes to market available for the aforementioned schemes, specifically SCC's Technical and Highways Works Framework.

Where works are deemed unsuitable to be procured via the Technical and Highways Works Framework the procurement team will work closely with the commissioning team to determine the most appropriate route to market.

As part of the Council's Innovate program and budget challenges over the next three years, the commissioning team should consider efficiencies and savings opportunities as part of this procurement activity.

HR IMPLICATIONS Supplied by:

There are no HR implications associated with this report

CLIMATE CHANGE IMPLICATIONS Supplied by:

Climate change assessments and implications will be carried out on a project-by-project basis.

OTHER DIRECTORATES CONSULTED: N/A

CONTACT OFFICER: Stephen Hands TEL NO: 779 4931

WARDS TO WHICH REPORT RELATES: All – City-wide

Appendix A

2022/23 Proposed CRSTS Highways Maintenance Programme