

# SCRUTINY REPORT



**MEETING:** Overview and Scrutiny Committee

**DATE:** 30 January 2020

**SUBJECT:** Highway Capital Programme

**REPORT FROM:** Councillor Quinn - Cabinet Member for Environment and Operations/Director of Operations

**CONTACT OFFICER:** David Giblin

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## INTRODUCTION

The highway network is the single most valuable asset that the Council owns. Without it, none of the Council's priorities, values and visions can be realised.

Its 660 kilometres of carriageway, 1,200 kilometres footway, 300 kilometres of footpaths, 228 structures, 19,000 street lighting columns, 36,500 road gullies (and their associated many kilometres of drainage), 15 kilometres of guardrail, signs and street furniture total almost £1 billion in replacement value.

Generally, the greater the deterioration of the highway, the quicker the rate of deterioration increases until failure sets in and no further deterioration is possible. This deterioration for Bury has previously been calculated at approximately £5 million per year. Highway funding from the Department for Transport (DfT) was such that the Council spent, on average, only around £1.2m per annum in planned maintenance leading to an annual shortfall in the region of £4 million.

The outcome of such a level of funding was that the network could not be maintained in a steady state condition (i.e. no improvement or no decline) and, inevitably, would lead to an ever accumulating highway maintenance backlog which increases year-on-year together with an accelerating rate of deterioration.

As a consequence of this, the Council made £10 million available to invest in the borough's highway network over the financial years 2017/18, 2018/19 and 2019/20. This became known as the Highway Investment Strategy - Tranche 1 (HIS1).

The Council also receive funding for planned highway maintenance from the Department of Transport (DfT). The value of DfT funding is linked to the highway asset management maturity of local highway authorities. The purpose of this mechanism is promote the embedding of asset management principles into everyday working processes. Currently, all Greater Manchester authorities receive the maximum amount from this fund as a result of the existence of the Combined Authority. This may change in the future.

Consequently, the value of DfT funding for Bury is approximately £2m per year. This is split over the various highway assets; structures, street lighting, footways and carriageways. As a result, around £1m per annum is expended on resurfacing schemes.

This DfT allocation has been rolled together with the HIS1 funding as they are, in principle, delivering the same kind of schemes.

## **1.0 BACKGROUND**

The £10m was split into two element; reactive maintenance and planned maintenance. The reactive maintenance element accounted for £1.5m and was planned to be expended at the rate of £0.5m per year of the three years of HIS1.

The planned element of £8.5m was further split across the strategic and local networks as £5.7m and £2.8m respectively. The strategic network consists of the A, B and C road classifications with the local network being everything else. The ratio between them is 1:4 inasmuch as the local network is 4 times the size of the strategic one.

The strategic network is predominantly responsible for the movement of the greatest amount of traffic and is linked to the economy and prosperity of the Borough. The local network contains all the housing estate roads and is where the majority of all journeys start and end.

With around 4,000 street in the borough, it was vital that an objective method of ranking potential resurfacing sites was used which would inform which streets and roads would receive treatment with the limited funding available.

To this end, candidate schemes were drawn up using the principles of Highways Asset Management and a prioritisation matrix which takes into account many weighted factors such as road condition, insurance claims, traffic volumes, road hierarchy, skid resistance etc.

## **2.0 HIS1 SCHEMES**

A listing of the HIS1 resurfacing schemes is shown below.

<i>Ainsworth Road, Radcliffe SMA</i>	<i>Market Street, Bury</i>
<i>Bell Lane, Bury</i>	<i>Market Street, Parkhills, Bury</i>
<i>Bolton Road West, Ramsbottom</i>	<i>Morley Street, Bury</i>
<i>Bolton Road, Bury</i>	<i>Mount Road, Prestwich</i>
<i>Bolton Road, Radcliffe</i>	<i>Ostrich Lane, Prestwich</i>
<i>Bolton Street, Bury</i>	<i>Outwood Road, Radcliffe</i>
<i>Brandlesholme Road, Bury</i>	<i>Parkhills Road, Bury</i>
<i>Brocklehurst Avenue, Bury</i>	<i>Pilsworth Road, Bury</i>
<i>Bury New Road, Ramsbottom</i>	<i>Polefield Circle, Prestwich</i>
<i>Bury Road, Bury</i>	<i>Spring Street, Bury</i>
<i>Butterstile Lane, Prestwich (2 sections)</i>	<i>Stand Lane, Radcliffe (2 sections)</i>
<i>Church Street West, Radcliffe</i>	<i>Stand Lane, Radcliffe (Town Centre)</i>
<i>Coronation Road, Radcliffe</i>	<i>Stanley Road, Whitefield</i>
<i>Countess Lane, Radcliffe</i>	<i>Stopes Road, Radcliffe</i>

*Cuckoo Lane, Whitefield*  
*Eliza Street, Ramsbottom*  
*Fees Proposed 2019/20*  
*George Street, Bury*  
*Gigg Lane, Bury*  
*Helmshore Road, Holcombe Village*  
*Heywood Road/Simister Lane, Prestwich*  
*High Street, Tottington SMA*  
*Higher Ainsworth Road/Ainsworth Road, Radcliffe*  
*Hilton Lane, Prestwich*  
*Hollins Lane, Whitefield*  
*Huntley Mount Road, Bury*  
*Knowsley Street, Bury*  
*Longsight Road, Ramsbottom*  
*Manchester Road, Bury*

*Sunny Bank Road, Whitefield*  
*Tanners Street, Ramsbottom*  
*Tottington Road, Bury*  
*Tottington Road, Bury*  
*Upper Wilton Street, Prestwich*  
*Walmersley Road, Bury (Oss slip road)*  
*Walmersley Road, Bury (Pigs Lee)*  
*Walshaw Road, Bury*  
*Water Street, Radcliffe*  
*Wellington Road, Bury*  
*Whalley Road (Stubbins), Ramsbottom*  
*Whalley Road (Wood Lane), Ramsbottom*  
*Williamson Avenue, Radcliffe*  
*Woodward Road, Prestwich (2 Sections)*

The majority of these schemes have already been completed leaving around 10 sites remaining to be resurfaced before the end of 2019/20. The total length of highway resurfaced as part of the HIS1 initiative exceeds 21 kilometres (13 miles) - this equates to around 3% of the total highway network in Bury.

The remaining £1.5m has been used to increase reactive repair capacity and to complete a programme of planned maintenance patching works.

The increase in capacity has enabled thousands of additional pothole repairs and over 7,000 Sqm of planned patching to be completed. As a result of this work highway related insurance claim numbers have dropped significantly by 26% between 17/18 and 18/19. A further 40% drop is projected between 18/19 and 19/20.

### **3.0 FUTURE OPPORTUNITIES (HIS2)**

A further £10 million has been made available by the Council to continue the work of HIS1. HIS2, however, is profiled differently to HIS1 in order to incorporate an element of preventative maintenance. Consequently, out of the £10 million of HIS2, £4.5 million will be allocated to structural maintenance (e.g. resurfacing) with candidate sites selected using the same principles as HIS1, £3.0 million to preventative maintenance (e.g. surface dressing) leaving £2.5 million for reactive maintenance (e.g. pothole, patching etc.).

Currently, Engineering Services staff are compiling a list of candidate streets suitable for resurfacing in readiness for the 2020/21 financial year. It is anticipated that a preliminary list will be available in January. A review of the list will be undertaken in conjunction with the relevant Portfolio Holder before the "official" HIS2 programme of works is finalised. On a pro-rata basis comparison with HIS1, the HIS2 programme should be expected to resurface over 11 kilometres of carriageway.

During the three year lifetime of the HIS2 initiative, approximately £1 million pounds per year of Department for Transport planned highway maintenance funding will also be available for carriageway resurfacing and will be rolled into the programme where possible.

It is anticipated that some DfT money will be used to undertake much needed structural footway maintenance around The Rock area in the town centre. Here, a

three year programme is currently being worked up for this initiative.

Preventative maintenance treatments extend the serviceable life of the highway by sealing the surface against the ingress of water. These highway maintenance treatments are the most cost effective form of highway maintenance and ideally should be applied to the highway on a cyclical basis.

The cyclical nature of this work means that a formal scheme prioritisation process is not required, as subject to funding being available, the intention is that all streets will receive preventative treatment during their lifecycle i.e. it is a question of when a street is treated not if a street is treated.

The proposed £3.0million allocated in HIS2 for preventative maintenance will allow in the region of 37miles of carriageway to benefit from a surface dressing or micro asphalt surface treatment.

The proposed £2.5million allocated to reactive maintenance will maintain the existing level of resources available for this work. The aim is that this work will continue to drive down future highway insurance liabilities.

## **4.0 Conclusion**

The Highway Investment Strategy Tranche 1 has seen £10 million pounds injected into the highway network to improve its condition and 21 kilometres of road has been resurfaced, 7,000 sqm of planned patching has been completed and thousands of additional potholes repaired.

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### **List of Background Papers:-**

### **Contact Details:-**

David Giblin  
Head of Engineering  
Engineering Services &

Pete Stokes  
Head of Streetscene Maintenance

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