

Report to:	Cabinet	Date: 17 November 2021
Subject:	Update on Highway Investment Strategy, Tranche 2 (HIS2)	
Report of	Cabinet Member for Environment, Climate Change and Operations	

Summary

1. The HIS1 and HIS2 initiatives have demonstrably improved surface condition on the strategic network and local distributor road networks.
2. Whilst the initial progression of the HIS2 programme was impacted by Covid-19, there is a high level of confidence that all the resurfacing works will be delivered within its 3-year lifetime.

Portfolio agreed to slip preventative maintenance by one year due to impacts on the Streetscene service due to the pandemic. Circa £1 million has been slipped into year 4.

Recommendation(s)

3. That Cabinet note the report; and
4. That future updates be included within the regular corporate performance reports.

Reasons for recommendation(s)

5. The previous report to Cabinet in July 2020 referred to quarterly updates reports to Cabinet. These have proved unnecessary due to the suspension of works during covid. It is recommended that updates be provided when required through existing performance reports.

Alternative options considered and rejected

6. N/A.

Report Author and Contact Details:

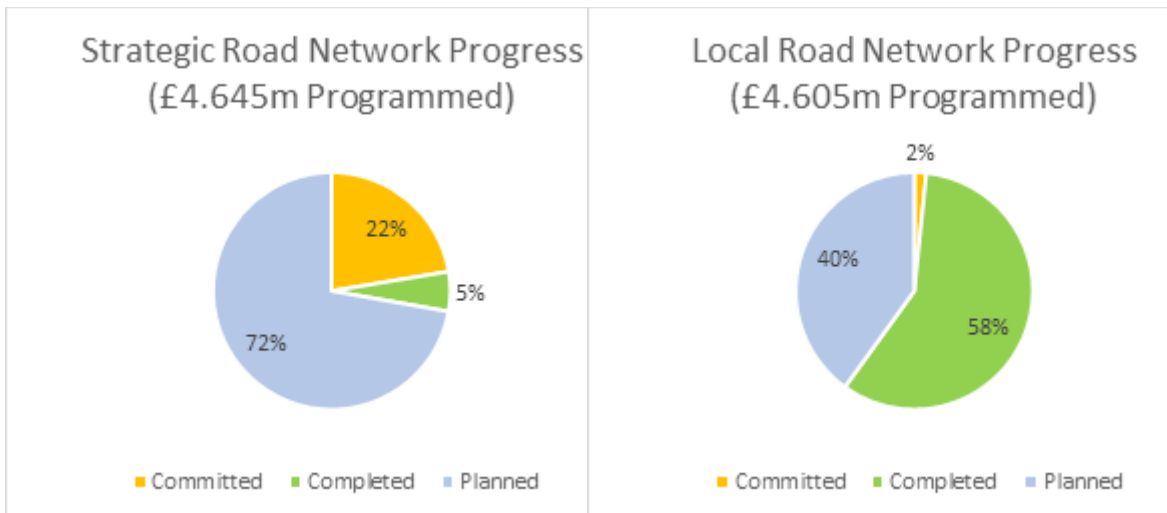
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Background

7. The details of the HIS2 programme were approved by Cabinet on 29 July 2020. However, funding was in place for 01 April 2020 which represents the beginning of the programme. In the reasons for the decision, it was stated

“Regular monitoring will be undertaken to ensure that the funds are not over committed and progress will be reported as part of the quarterly monitoring reports to Cabinet.” This report represents an update and further updates are to be via the Corporate Plan Updates Report.

8. The Appendix 1 document approved by Cabinet represented a list of sites to receive resurfacing works as part of the 3-year planned maintenance initiative. Preventative maintenance programmes of work are approved annually by Portfolio
9. HIS2 is a combination of Council and Department for Transport (DfT) highway maintenance funding streams.
10. During the Covid-19 lockdown (March 2020) scheme progression was suspended. This impacted on the delivery of the end of HIS1 and the start of HIS2.
11. In the autumn of 2020, the process of procuring resurfacing works via spot tendering came to an end as the Council waited for the new Framework Alliance (undertaken in partnership with Stockport Council) to come into effect. However, this was also delayed due to Covid-19 and, consequently, impacted on the ability to procure new works at that point in time.
12. The framework finally became operational in April 2021 and is proving very effective in allowing for early contractor involvement.
13. The framework resurfacing contractor is managing to work at a great pace - £2 million of resurfacing works done in the first four months compared to £870k for the whole of the last financial year.
14. Approximately £1 million of preventative maintenance works were completed by the end of September 2021
15. Just over £1 million of planned resurfacing works will remain for this financial year.
16. Designs for over £4 million of resurfacing works will then commence ready to start in the next financial year (2022/23).
17. The DfT have allocated a reduced highway maintenance award for 2021/22 to all English councils. This has been offset by a GMCA (Greater Manchester Combined Authority) move to split ITB (Integrated Transport Block) funding between the Districts and GMCA. (100% used to remain with GMCA but the Districts will now get 75% of this fund for highway maintenance. This equates to a £69k reduction in overall funding coming in from the DfT compared to last year. A loss that can be absorbed into the programme.

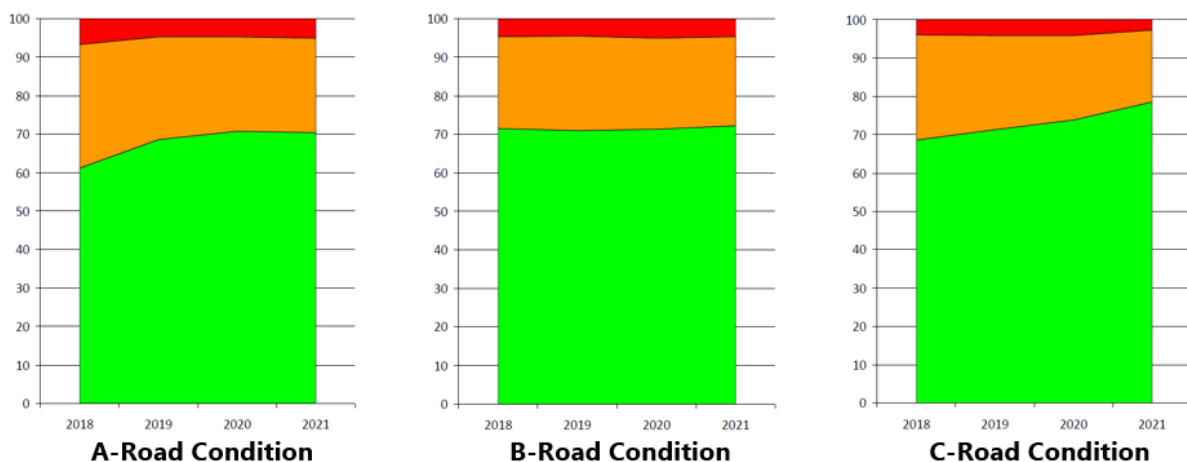


Progress on Strategic and Local Networks

18. Presently, there are no concerns about being able to complete the resurfacing programme within its 3-year timescale.
19. A list of HIS2 schemes is contained at Appendix 1 to this report which shows the status of each scheme (complete, committed or proposed) together with the funding stream used (Council or DfT).

Outcomes

20. Evidence from annual surface condition surveys (Scanner) indicates that the initiative has indeed improved the condition of the strategic and local distributor road networks. The graphs below for the period 2018 to 2021 reflect the percentage of roads that are in the red, amber and green condition bands. They indicate how the condition of the A and C roads show an increase in the percentage of road length within the green condition band and how deterioration has been kept steady for the B roads.

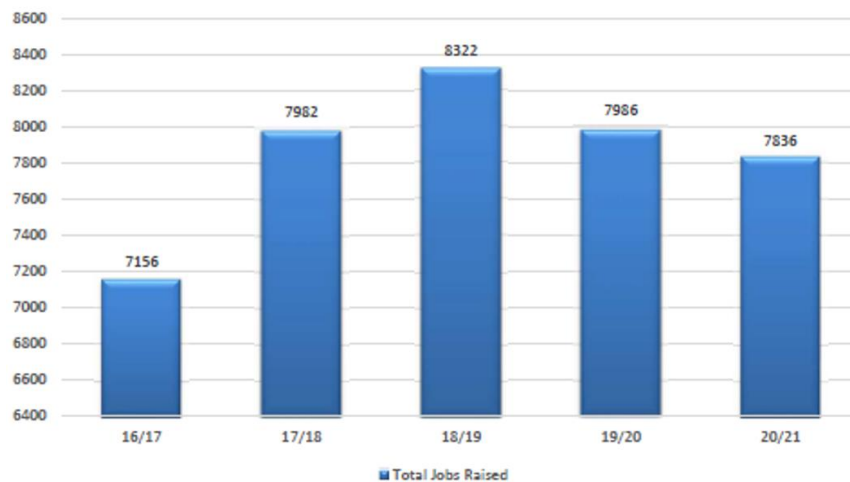


21. HIS1 & HIS2 were never targeted at the unclassified roads (i.e. the estate roads and others which make up around 500 km of the 650 km network).

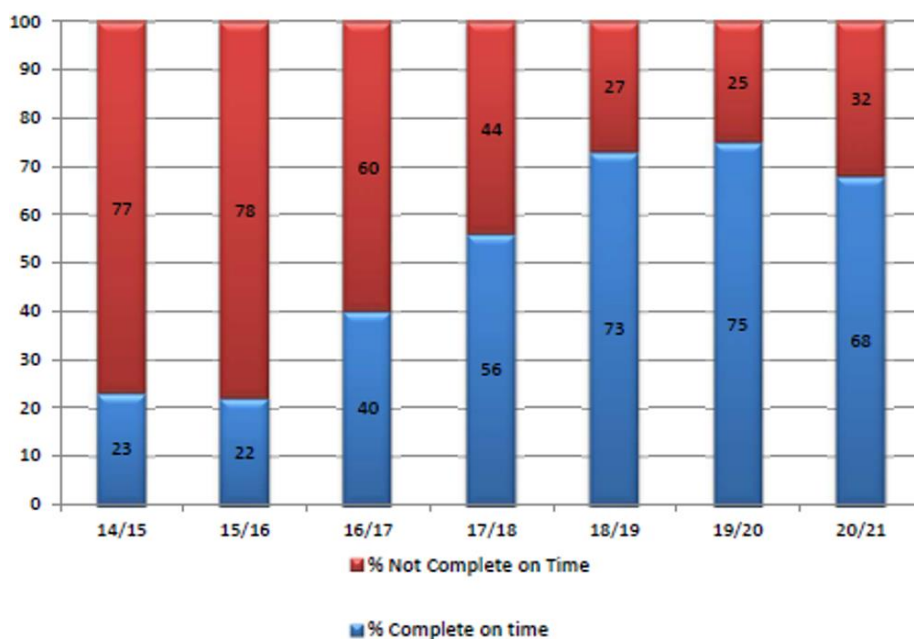
However, the HIS2 preventative maintenance programme was targeted at the unclassified network and will have had a significant impact on the condition.

22. It has been established that an annual funding estimation to achieve a steady state condition overall of £5-6 million for carriageway maintenance. This means that this level of investment in the highway through surface dressing & resurfacing will stop it from deteriorating further. But this also means it will not improve its average condition either. Pothole repairs and other reactive highway safety repairs continue to be vital for the Council in demonstrating it is fulfilling its statutory obligations under the Highways Act and keeping the highway safe - we become liable in law when we do not.

23. Demand for highway safety repairs appears to have plateaued, peaking in 2018/19 and our ability to meet that demand has increased. The graphs below show the reactive maintenance demands and output trends.

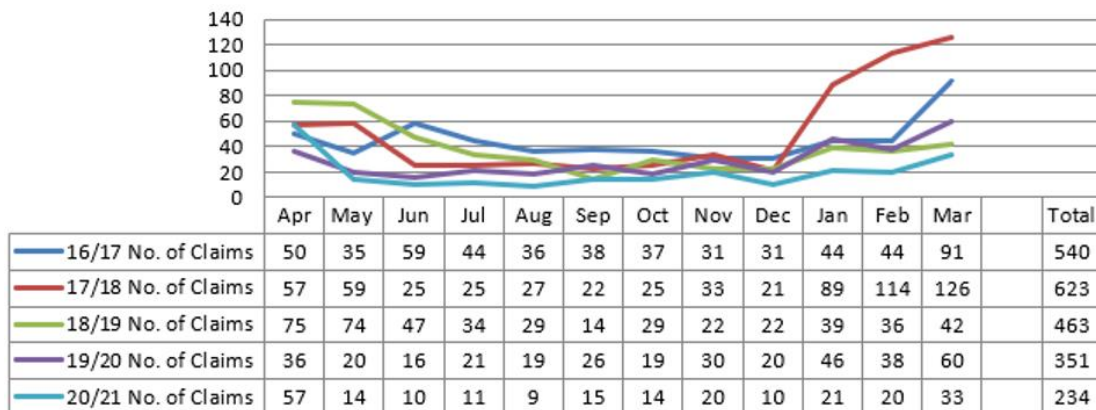


Highway Safety Repair Demand



Jobs Completed On Time/Not On Time

24. Highway related insurance claim numbers have fallen steadily since 2017/18. As the demand for highway safety repairs remains within 6% of peak demand the reduction in highway insurance claims received cannot be solely attributed to HIS1 & 2 investment. Many factors have contributed to the reduction in insurance claims including, implementing a formal policy for highway safety inspections in accordance with the national code of practice and GM Frameworks, improved logistics/systems of work, reduced traffic flows during the pandemic and the use of innovative repair techniques e.g. spray injection patch repairs. The graph below shows the highway insurance claim trend.



Insurance Claims Received

25. Over the 6 years of HIS1 and HIS2 together combined with DfT funding we will have invested around £23 million in resurfacing, planned patching and preventative maintenance with the rest being spent on repairing potholes. To maintain steady state, around £30-36 million would have been needed to stop any fall in average condition. Hence, in the 6-year period we will have had £10 million worth of deterioration despite our best efforts.

26. Also, the highway is not created equally: A, B and C roads represent around 150km of the network with the remaining 500km being unclassified - usually the estate roads. Engineering Services' HIS1 & HIS2 resurfacing programmes concentrated on the classified network although it has addressed some unclassified roads which are of local strategic importance. This is because these roads carry the greatest number of vehicles and connect to schools, hospitals, motorways, are on bus routes and enable local economies to continue to function etc. Streetscene are targeting the unclassified network with their preventative maintenance programme.

27. Years 3 and 4 of the HIS2 Preventative Maintenance Programme will continue to target the unclassified network and will treat approximately double the number of streets listed in Appendix 2. Once complete, it is estimated that this programme will treat in the region of 375,000m² of carriageway.

Links with the Corporate Priorities:

28. Access to a well-functioning highway network maximises access between employment, commerce, education, health services and residential areas.

29. This supports the following 5 core outcomes of the Vision of the Let's Do It Strategy;-

- Improved quality of life
- Improved early years development
- Improved educational attainment
- Increased adult skill levels and employability
- Inclusive economic growth

Equality Impact and Considerations:

30. N/A.

Environmental Impact and Considerations:

31. Resurfacing contractors employed through the Council's civil engineering framework have set out their methodologies for reducing carbon impacts by;-

- Recycling of materials (100% of Bury's inert waste generate through HIS2 operations is being recycled)
- Vehicle fleet replacement programme to replace ageing internal combustion engines and the introduction of electric vehicles
- Use of 14% of planings in the asphalt mix
- Working with supply chain to offer alternative materials which can be laid in a single layer as opposed to binder/surfacing two layer approach.

Assessment and Mitigation of Risk:

Risk / opportunity	Mitigation
N/A	N/A

Legal Implications:

This is an updating report for noting. It updates members on the progress of the Highway Investment Strategy, this follows from a decision made at Cabinet in July 2020, this report is attached as a background document.

Financial Implications:

This programme of works is funded through both the Councils own capital programme and the Integrated transport block funds which are received via the GMCA from the Department for Transport. It is a multi year programme spanning 3 years which started last financial year.

Background papers:

Highway Investment Strategy Tranche 2 (HIS2), Cabinet Report, July 2020 - <https://councildecisions.bury.gov.uk/documents/s23522/Updated%20HIS2%20-%20Cabinet%20Report%2029%20July%202020%20-%20FINAL%20-%20v0.3hm.pdf>

Highway Investment Strategy Tranche 2 (HIS2), Appendix 1 (list of sites), July 2020 - <https://councildecisions.bury.gov.uk/documents/s23391/Appendix%201.pdf>

Please include a glossary of terms, abbreviations and acronyms used in this report.

Term	Meaning
HIS1	Highway Investment Strategy, Tranche 1 - 17/18 to 19/20
HIS2	Highway Investment Strategy, Tranche 2 - 20/21 to 22/23
DfT	Department for Transport
GMCA	Greater Manchester Combined Authority
Scanner	A method for determining and recording road surface condition
Preventative maintenance	A treatment which seals the surface of the road to prevent water damage, improves surface texture and prolongs the life of the road. Often described as surface dressing.

Appendix 1

HIS2 Resurfacing Programme Progress split across funding streams (either Council or Department for Transport monies).

Key to Status of Scheme
Completed
On site / Committed
Proposed

Fund Source	Network	Status	Street	Area
DfT	Local	Completed	Sandgate Road	Prestwich
DfT	Local	Completed	Thatch Leach Lane	Whitefield
DfT	Local	Completed	Sunny Bank Road	Whitefield
DfT	Local	Completed	Lever Street	Radcliffe
DfT	Local	Completed	Alma Street	Radcliffe
DfT	Local	Completed	Meadowcroft	Radcliffe
DfT	Local	Completed	Walshaw Road	Bury
DfT	Local	Completed	Harlech Avenue	Prestwich
DfT	Local	Completed	Hastings Road	Prestwich
DfT	Local	Completed	Hillcrest Road	Prestwich
DfT	Local	Completed	Ravensway	Prestwich
DfT	Local	Completed	Sandy Meade	Prestwich
DfT	Strategic	Completed	Heywood Road	Prestwich
DfT	Local	Committed	Wood Road Lane	Ramsbottom
DfT	Strategic	Committed	Radcliffe Road	Bury East
DfT	Local	Proposed	Albert Street	Ramsbottom
DfT	Local	Proposed	Tor Avenue	Ramsbottom
DfT	Local	Proposed	Bury Old Road	Radcliffe
DfT	Strategic	Proposed	Walmersley Road	Ramsbottom
DfT	Local	Proposed	James Street North	Radcliffe
DfT	Strategic	Proposed	Hall Street	Ramsbottom
DfT	Strategic	Proposed	Cross Lane	Radcliffe
DfT	Strategic	Proposed	Pilkington Way & New Road	Radcliffe
DfT	Strategic	Proposed	Bolton Road	Radcliffe
DfT	Local	Proposed	The Rock	Bury East
DfT	Local	Proposed	Priority Scrim Deficient Sites	Various
DfT	Local	Proposed	Early Life Carriageway Failure	Various

Fund Source	Network	Status	Street	Area
Council	Local	Completed	Oak Lane	Whitefield
Council	Local	Completed	Randale Drive	Whitefield
Council	Local	Completed	Westminster Avenue	Radcliffe
Council	Local	Completed	Woodhill Road	Bury West
Council	Local	Completed	Alston Street	Bury West
Council	Local	Completed	Mitchell Street	Bury West
Council	Local	Completed	Stewart Street	Bury West
Council	Local	Completed	Woodbank Drive	Bury West
Council	Local	Completed	Monmouth Ave	Bury East
Council	Local	Completed	Mosley Avenue	Bury East
Council	Local	Completed	Tennyson Ave	Bury East
Council	Local	Completed	Townside Row	Bury East
Council	Local	Completed	Park Road	Prestwich
Council	Local	Completed	Cornwall Drive	Bury East
Council	Local	Completed	Glebelands Road	Prestwich
Council	Strategic	Committed	Derby Way	Bury East
Council	Local	Proposed	Moorway	Ramsbottom
Council	Local	Proposed	Westgate Ave	Ramsbottom
Council	Local	Proposed	Buckingham Drive	Bury West
Council	Local	Proposed	West Ave	Whitefield
Council	Local	Proposed	Bass Lane	Ramsbottom
Council	Strategic	Proposed	Bury Bridge, Ring Road West	Bury West
Council	Strategic	Proposed	Rochdale Old Road	Bury East
Council	Strategic	Proposed	A56 Manchester Road	Bury

Appendix 2

Listing of streets that have received HIS2 Preventative Maintenance surface treatment (surface dressing or micro-asphalt).

Year 1 (2020/21)

- Radcliffe Moor Road
- Park Lane

Year 2 (2021/22)

- **Cotswold Crescent estate in Bury**
 - Chiltern Drive
 - Cotswold Crescent (part of length)
 - Mendip Crescent
 - Moreton Drive
 - Portinscale Close
 - Cheviot Close
 - Pennine Close
- **Devon Drive to Sumner Avenue in Bury**
 - Devon Drive (Bradley Fold Road to end)
 - Newquay Avenue
 - Thurlestone Avenue
 - Salcombe Avenue
 - Kingsbridge Avenue
 - Churchill Avenue
 - Thompson Avenue
 - Edgeworth Avenue
 - Moorside Avenue
 - Sumner Avenue
- **Broomfield Close estate in Bury**
 - Broomfield Close (Bradley Fold Road to end)
 - Rosebank Close
 - Bankfield Close
 - Barnsdale Close
- **Seddons Farm estate in Bury**
 - Hurst Green Close (Watling Street to end)
 - Seddons Avenue (Watling Street to end)
 - Freckleton Drive (Watling Street to Watling Street)
 - Preesall Close (Watling Street to end)
 - Garstang Drive (Watling Street to Watling Street)
 - Chorley Close (Garstang Drive to end)
 - Clayton Close (Garstang Drive to end)
 - Galgate Close (Garstang Drive to end)
 - Warton Close (Garstang Drive to end)
 - Mile Lane (Watling Street to Bolton Road)
 - Standring Avenue (Full length)
 - Longridge Drive (Watling Street to Mile Lane)
 - Ormskirk Close (Longridge Drive to end)
 - St Michael's Close (Mile Lane to end)
 - Eccleston Close (Mile Lane to end)
 - Hambleton Close (Mile Lane to end)
 - Winnmarleigh Close (Mile Lane to end)
 - Blackrod Drive (Watling Street to Abbey Drive)
 - Bispham Close (Blackrod Drive to end)

- Fulwood Close (Blackrod Drive to end)
- Tarleton Close (Blackrod Drive to end)
- Ribbleton Close (Blackrod Drive to end)
- Anderton Close (Blackrod Drive to end)
- Heapy Close (Blackrod Drive to end)
- Abbey Drive (Greenhill Road to end)
- Rivington Drive (Abbey Drive to end)
- Adlington Close (Rivington Drive to end)
- Greenhill Road (Mile Lane to Ainsworth Road)
- Euxton Close (Greenhill Road to end)
- Wheelton Close (Euxton Close to end)
- Withnell Drive (Belmont Drive to Euxton Close)
- Belmont Drive (Greenhill Road to Newington Drive)
- Fieldhead Avenue (Greenhill Road to Greenhill Road)
- Chantlers Avenue (Greenhill Road to Ainsworth Road)
- Westbury Close (Chantlers Avenue to Greenhill Road)
- Greenfield Close (Greenhill Road to end)
- Minden Close (Greenhill Road to end)
- Newington Drive (Mile Lane to Greenhill Road)
- Eagley Drive (Harwood Drive to Newington Drive)
- Lyons Drive (Newington Drive to end)
- Edgeworth Drive (Newington Drive to end)
- Harwood Drive (Newington Drive to end)
- Ewood Drive (Newington Drive to Turton Close)
- Turton Close (Ewood Drive to end)
- Colville Drive (Newington Drive to Bolton Road)
- Kenmor Avenue (Colville Drive to end)
- **Bury West/Radcliffe**
 - Bradley Fold Road (Church Street to Radcliffe Moor Road)
- **Moss Shaw Way estate in Radcliffe**
 - Salisbury Road
 - Moss Shaw Way
 - Freshfields
 - Haven Close
 - Lichfield Road
 - Lichfield Close
 - The Crescent
 - Winchester Road
 - Moss Close
 - Chatsworth Road
 - Brynhall Close
 - Edgemoor Close
 - Mandon Close
 - The Meadows
 - Winston Close
 - Carrslea Close
 - Arran Grove
 - Northlands
 - Wardle Close
 - Eastfields
 - Moor Close
 - Forth Road