

Classification: Open	Decision Type: Key
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Report to:	Cabinet	Date: 15 March 2023
Subject:	Highways Capital Programme - Highway Maintenance Funding 2023/24 to 2026/27 and Integrated Transport Block 22/23	
Report of	Cabinet Member for Environment, Climate Change and Operations	

Summary

1. The purpose of this report is twofold –
 - Set out proposed priorities for Highway Investment Strategy tranche 3 (HIS3) and the Highway Maintenance element of the City Regional Sustainable Transport Settlements (CRSTS) funds. A proposed final scheme list for both these funds will be presented in appendices 1 & 2, detailing Strategic and Local road priorities respectively.
 - Set out the priorities of the Integrated Transport Block funding.
2. The highway network is one of the most valuable assets that the Council operates, and is a fundamental connector of people, businesses, and the services that the Council provides. A well-maintained highway network supports our Council priorities as set out in Let’s Do It.
3. As a highway network ages, deterioration increases to the stage where potholes form and require expensive reactive repairs. We have valued the current annual deterioration of our network at approximately £5 million per year.
4. The funding we receive from the Department for Transport (DfT) generally only allows us to prioritise approximately £1.2 million per year for resurfacing schemes. This is not sufficient and will lead to a deteriorating network.
5. Through HIS tranches 1 & 2 an additional £20 million investment in our highway asset has been made available since 2017/18. This additional funding has allowed us to halt deterioration on our classified highways.
6. In previous HIS tranches we have targeted funding to the classified strategic network, however, the condition of our unclassified local roads has unfortunately continued to deteriorate. Therefore, the proposal for the next 4 years is to target the unclassified network with approximately 80% of available funds with the remaining 20% for the classified network.
7. The profile of the HIS3 spending is shown in Figure 1 below.

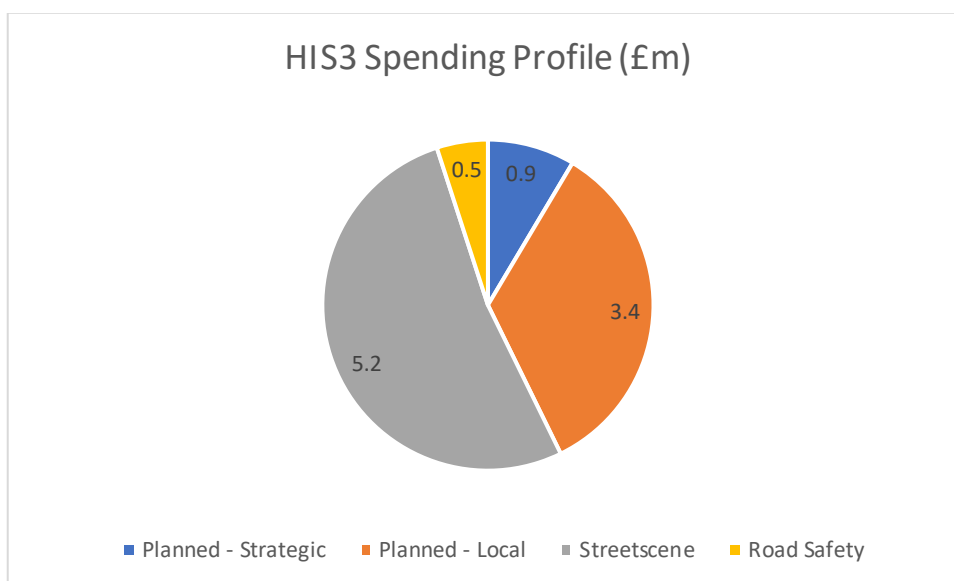


Figure 1

8. Highway Maintenance CRSTS funds have also been allocated to Bury through GMCA from the DfT. They are an amalgamation of funds received in previous years under the guises of pothole and challenge funding, together with highway maintenance and incentive funding.
9. Highway Maintenance CRSTS is a five year settlement of £12.745 million from 2022/23 to 2026/27. The first year of that funding was included in previously approved proposals as it overlapped with HIS2 and therefore this report will focus on the remaining four years of the CRSTS settlement.
10. HIS3 is the Council's own borrowed funding and the £10 million funding has been split between highways maintenance, £9.5million and Road Safety £500,000. The highways maintenance allocated will be split over the three year period 2023/24 to 2025/26.
11. The table below summarises the overall amounts concerned with the two funding streams.

Year	HIS3 ('000s)	DfT CRSTS ('000s)	Total ('000s)
2022/23		£ 2,549	£ 2,549
2023/24	£ 3,166	£ 2,549	£ 5,715
2024/25	£ 3,167	£ 2,549	£ 5,716
2025/26	£ 3,167	£ 2,549	£ 5,716
2026/27		£ 2,549	£ 2,549

Total	£9,500	£ 12,745	£ 22,245
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12. In line with previous years from 2023/24, 50% of CRSTS and 45% of HIS3 will be allocated to planned highway resurfacing and bridge and structures maintenance. The remaining proportion will be allocated to reactive maintenance, such as pothole repairs, patching, street lighting faults and preventative maintenance, such as surface dressing.

13. The table below summarises the proposed spending profile for planned highway resurfacing and bridge/structures maintenance allocations of the above proportions over the forthcoming period from the 2023/24 financial year.

Year	Resurfacing (`000s)	Structures (`000s)	Total (`000s)
2023/24	£ 2,310	£ 390	£ 2,700
2024/25	£ 2,315	£ 385	£ 2,700
2025/26	£ 2,425	£ 275	£ 2,700
2026/27	£ 795	£ 480	£ 1,275
Total	£ 7,845	£ 1,530	£ 9,375

14. The table below summarises the proposed spending profile for preventative and reactive maintenance allocations over the forthcoming period from the 2023/24 financial year.

Year	Preventative (`000s)	Reactive (`000s)	Total (`000s)
2023/24	£ 1,000	£ 2,015	£ 3,015
2024/25	£ 1,000	£ 2,015	£ 3,015
2025/26	£ 1,000	£ 2,015	£ 3,015
2026/27	£ 0	£ 1,275	£ 1,275
Total	£ 3,000	£ 7,320	£ 10,320

15. The resurfacing schemes have been prioritised based on condition surveys, road hierarchies and other relevant data, including input from highway inspectors.

16. The initial prioritisation of schemes has been shared with ward councillors as part of an engagement process culminating in the lists set out in

Appendices 1 & 2, showing the rank order of prioritisation for strategic and unclassified roads respectively.

17. The current financial situation has meant that inflationary pressure has seen construction prices increase significantly in recent years. There is also some uncertainty in future construction prices which could have an impact on the number of schemes that are affordable. The scale of this issue is not known as prices are currently volatile. This will be monitored and the impact on this programme of work evaluated as and when required.
18. It should be noted that there are also risks of some parts of the network deteriorating quicker than others, which could also mean the rank order of proposed schemes may need to change to reflect future condition.
19. In addition to the HIS and CRSTS maintenance funding there is also CRSTS funding allocated to the Key Route Network (KRN) in Bury. This allocation is £4.5million over the 5 year period 2022/23 to 2026/27 and a programme of works has been approved by GMCA. This programme of works is set out in Appendix 3 for information. The Key Route Network in Bury, constitutes the most important routes connecting GM authorities and the motorway network and it is therefore imperative that they are maintained in accordance with their strategic significance.
20. The resurfacing schemes proposed in this report will be delivered by our partners in the Framework Agreement for the provision of Highway related services & works. This agreement ensures that they are committed to sustainability and social value outcomes in both the local economy and wider environment. This includes provision for sustainable employment, support of local business and communities, and reduction in carbon emissions.
21. The DfT funding allocations were traditionally split to allow capital maintenance of the Council's highway structures based on a fixed percentage of the overall allocation. The scale of the allocation in relation to the comparative costs of undertaking refurbishments of structures has meant that one year's allocation is not sufficient for an individual major scheme. Consequently, there have been recent years where no works were undertaken to structures, but larger percentages are required when major works become necessary. The following works are required in the coming years.
22. Principal Inspections and Assessments – The Council have a statutory obligation to undertake Principal Inspections and Assessments of all structures. These are undertaken on a cycle, which was historically 6 years, but can be adjusted to take account of the condition of the structures on an individual basis, either reducing for poor condition structures, or extending for those in good condition. Due to a lack of resources in-house, these are undertaken by external consultants.

23. These inspections have led to the following programme of works being developed for the period up to 2026/27.

- Market Street Bridge - The bridge carries Market Street, near to Bury town centre over the East Lancashire Railway line. A principal inspection has identified a number of concrete bearing plinths that support the bridge have or are failing. Further investigation needs to be undertaken to determine why these plinths have failed and a scheme of repair is required to replace or make good the failed plinths and associated defects. The exact extent of any works will be subject to findings of the further investigations.
- Eagle & Child Retaining Wall - Eagle and Child Retaining Wall retains the A56 in Ramsbottom. Recent inspections have noted bulging and other defects to the wall and heavy deformation of the footpath to the front of the wall. Investigative works and masonry repairs/refurbishment of the wall is required.
- St. Andrews Road Culvert - St Andrews Road Footbridge is immediately upstream of the culvert and is in a poor condition. Extending the culvert will allow the removal of the footbridge and improve access for the debris removal to the culvert. It is also considered more cost effective than replacing the footbridge and will reduce future maintenance costs.
- Subways & lighting - The Structures Team have been undertaking an ongoing improvement project to subway lighting converting existing lighting units to more efficient LED unit.
- Hollins Vale Footbridge - Recent inspections of the footbridge have highlighted significant defects to the abutments. A new abutment is required and given the general condition of the bridge, it is considered cost effective in the long term to replace the superstructure at the time of the works.

24. The Integrated Transport Block (ITB) was reintroduced in 2022/23, which is DfT funding for road safety and active travel. Bury were allocated £544,000 based on the historic formula used when ITB was allocated annually to Greater Manchester Authorities.

25. Given the funding priorities a programme of work has been drafted which is set out in Appendix 4. This programme is aimed at encouraging walking and cycling to school through the introduction of safer routes to school and school streets schemes, while also addressing locations where road traffic collisions are occurring.

Recommendation(s)

26. It is recommended that the resurfacing schemes in Appendices 1 & 2 are approved and that delegated authority be given to the Cabinet Member for Environment, Climate Change and Operations to approve any changes in the ranking of resurfacing schemes required by any fluctuations in construction prices and network deterioration that are recommended by officers.
27. It is recommended that proposed works on structures detailed in the report are approved.
28. It is recommended that the programme of works associated with the Integrated Transport Block funding in Appendix 4, is approved.
29. It is recommended that delegated authority be given to the Cabinet Member for Environment, Climate change and Operations to approve the programme of preventative maintenance works.

Reasons for recommendation(s)

30. The Council as the Highway Authority in Bury has a statutory duty to maintain those parts of the public highway, including structures deemed to be publicly maintainable.
31. The provision of DfT funding alone is not sufficient to stop some highways reaching functional failure, when more expensive localised repairs are required to keep the highway safe for the public. This could also increase the Council's exposure to potential compensation claims.

Alternative options considered and rejected

32. To not invest an additional £10 million as HIS3, this was considered and rejected.

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Links with the Corporate Priorities:

33. Well maintained highways provide better environments for our local communities and support the activities of businesses, enterprises and people. The consultation across all wards, has ensured a collaborative approach has been taken with local communities involved.
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Equality Impact and Considerations:

34.The outcome of the initial Equality Impact Assessment is neutral, therefore no full EIA is required.

Environmental Impact and Considerations:

35.We use various materials to carry out resurfacing, which are carbon intensive. The transportation of the materials to the site will also contribute to the carbon footprint of the programme, together with the construction machinery used during the project. However, the project may result in reduced carbon emissions in the long term by improving local road conditions and reducing the need for regular reactive repairs which can lead to fewer carbon emissions from maintenance activities.

Assessment and Mitigation of Risk:

Risk / opportunity	Mitigation
Further deterioration of the highway.	If approved, HIS 3 and CRSTS funding will allow the reduction of deterioration of our assets.

Legal Implications:

Members are asked to approve the priorities for delivery under the Highway Investment Strategy tranche 3. The Council holds statutory duties as highway authority. Highway authorities have a legal duty to maintain their respective sections of the road network under section 41 of the Highways Act 1980 and are liable to compensation claims in the event of a failure to do so. They are required to take reasonable care of the highway to ensure that it is not dangerous to traffic including pedestrians and to have procedures laid down for inspection and repair.

Financial Implications:

This funding was identified within the Capital Programme that was approved by Council on the 22nd February 2023 and is therefore, already built into the capital programme.

Background papers:

Please list any background documents to this report and include a hyperlink where possible.

Appendix 1 – Strategic Road Priority List.

Appendix 2 – Local Road Priority List.

Appendix 3 – KRN List (For information)

Appendix 4 – Integrated Transport Block.

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

Term	Meaning
HIS3	Highway Investment Strategy – Tranche 3
CRSTS	City Regional Sustainable Transport Settlement
ITB	Integrated Transport Block
KRN	Key Route Network – The most important roads across GM in terms of connectivity and economic activity.