

TRAFFORD COUNCIL

Report to: Executive
Date: 25 July 2022
Report for: Decision
Report of: Executive Member for Environmental Services
Executive Member for Climate Change and Transport Strategy

Report Title

Capital Programme 2022/23 – Key Route Network Scheme Approvals

Summary

This report seeks to update the Executive in more detail which schemes are being proposed as part of the current capital programme for the Key Route Network (KRN) that includes

1. Proposed list of KRN highway capital works to be delivered during the next 5 years following allocation of funds via TfGM.
2. Update on how the schemes will be delivered with the funds available

Recommendation(s)

The Executive is recommended:

- To approve the works programmes associated with the allocation of KRN capital funds for 2022/27 as outlined at Appendix A of this Report.

Contact person for access to background papers and further information:

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Background Papers:

Implications:

Relationship to Policy Framework/Corporate Priorities	Value for Money
Relationship to GM Policy or Strategy Framework	Improved and safer facilities for road users including cyclists aligns with the Greater Manchester Transport 2040 Strategy and complements work on the Mayor's Challenge Fund
Financial	Planned capital expenditure over the next 12month and 5year period will be contained within available capital resources allocated by TfGM
Legal Implications:	None arising out of this report.
Equality/Diversity Implications	In approving the detail of schemes proposed through the capital programme the Council will need to ensure that any decisions are made fully in accordance with its Public Sector Equality Duty
Sustainability Implications	The indicative capital programme includes a number of proposals that will aid the Council in its environmental sustainability objectives,
Resource Implications e.g., Staffing / ICT / Assets	Improvement schemes are being undertaken in 2022/23 and beyond by Amey as part of the OTP contract with resources managed by them
Risk Management Implications	None directly arising
Health & Wellbeing Implications	The proposed capital programme includes a number of schemes that seeks to provide a positive impact on the highway network ensuring safe and sustainable infrastructure across the borough is maintained for continues access to essential services and locations
Health and Safety Implications	A number of schemes are being undertaken on the grounds of health and safety including resurfacing roads
Carbon Reduction	Various surfacing techniques and proposals are being explored and will be utilised where appropriate to support the carbon neutral action plan.

1.0 Background

- 1.1 The Council approved the Council's budget including capital allocations as contained in the budget report of 16th February 2022 that included highway related capital investment on the local road network.
- 1.2 Attached is an additional programme of works for the Key Route Network (KRN) highways capital programme following approval of bids to TfGM for award of grant from the Dft which is specific to the KRN network.
- 1.3 KRN's are a network of some of the most important roads in a combined authority area for which a mayoral authority and its constituent district authorities both hold powers. KRN's are typically the busiest main roads; side streets do not, and some other main roads may not, form part of the KRN. The KRN makes up nearly 400 miles of Greater Manchester's busiest roads and whilst this is just seven per cent of

the total length of the highway network across the region, it carries some two-thirds of peak-time traffic including many strategic bus routes.

- 1.4 The KRN is a network of corridors, managed and maintained in partnership with Transport for Greater Manchester (TfGM) and hence funded centrally, that will support the Greater Manchester Transport Strategy and enable growth.
- 1.5 The KRN has been developed to include the following;
 - Highway links to key centres and strategic employment sites within and outside of the Greater Manchester boundary;
 - Bus priority corridors and high frequency bus routes;
 - All highway links serving the Strategic Road Network (SRN, also referred to as the motorway network); and
 - Manchester Ship Canal crossings
- 1.6 TfGM has £45m to distribute evenly to districts over the next 5 years for works on the KRN. Each district, therefore, has an indicative allocation of £4.5m that they can spend over a five-year period from 2022/23 to 2026/27. Capital allocations are awarded to each district for KRN work as a block allocation following approval of a business case.
- 1.7 The business case and priorities of schemes for inclusion on the programme are based on road condition surveys and structural surveys of the bridges and structures along the KRN using the same principles of that used on the local road network. TfGM then consider these priorities alongside the usage of the network e.g. traffic and bus flows to agree overall strategic investment priorities across the region.
- 1.8 Previously TfGM only allocated annual allocations following award of grant from Dft that was awarded annually to them. Since GMCA / TfGM now have approved City Regional Status they have been allocated a 5year settlement as part of the City Region Sustainable Transport Settlements (CRSTS) bid process.
[CRSTS funding settlement letter for Greater Manchester, 1 April 2022](https://publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/107244/crsts_funding_settlement_letter_for_greater_manchester_1_april_2022.pdf)
(publishing.service.gov.uk)
- 1.9 This 5year allocation allows greater flexibility for the region to plan longer term and do larger works that may have required more than one year's allocation.

2.0 Proposed Delivery

- 2.1 TfGM have an indicative spend profile of £10m p.a. for KRN across the region and have reached out to districts who are able to plan and spend within this first year or two and agree delivery of their £4.5m allocation.
- 2.2 Some districts, due to the nature of their bids that include major structures that have complicated works with lengthy design and procurement processes, will not be able to spend some / all of their allocations in this first year hence districts with the ability to accelerate have been asked to come forward with proposals.
- 2.3 Trafford are able to accelerate the KRN delivery to within 2022/23/24 as the works are mainly highway resurfacing and structures related work that do not require major design or intervention compared to other districts.

- 2.4 Accelerating the programme also provides financial advantages as it is estimated with the rate of inflation and increasing costs of materials in the sector that schemes would cost on average 15-20% more in later years of the settlement period thus providing less work on the ground.

3 Approval of Capital Programmes

- 3.1 Trafford Council approved its capital allocations on 16th February 2022 however the settlement and business case for KRN schemes was not finalised at this time and hence is included within this report.

Other Options

There is an option to delay delivery of the KRN programme however this would likely result on 20% less work undertaken on the ground due to reasons contained within the report.

Consultation

Consultation and Publication of the Council's works programme will be undertaken via local members and residents via the Council's website and letters / emails to keep them informed of progression.

Reasons for Recommendation

Approval is sought to ensure continuity of delivery of the approved capital programme and take advantage of current market conditions that are likely to be a disadvantage in the future. This also supports GMCA / TfGM annual budget spend to Dft.

Key Decision (as defined in the Constitution): YES

If Key Decision, has 28-day notice been given? YES

Finance Officer Clearance (type in initials) PC

Legal Officer Clearance (type in initials) TR

[CORPORATE] DIRECTOR'S SIGNATURE (electronic)



To confirm that the Financial and Legal Implications have been considered and the Executive Member has cleared the report.

APPENDIX A – KRN PROGRAMME

HIGHWAY				
Road Name	Road Class	Limits		District Estimate
		From	To	
Stretford Rd	A5067	MCC Bdy	Chester Rd	£350,000
Shaftesbury Av	A560	Stockport Rd	Brooklands Rd	£450,000
Manchester Rd/Church St	A56	Woodlands Rd	Washway	£500,000
Washway Rd/Cross St	A56	Manchester Rd	Chester Rd	£900,000
Centenary Way	A576	Park Way	Salford Boundary	£300,000
				£2,500,000

STRUCTURES				
Road Name	Structure	Treatment		Estimated Cost
Park Way	Barton Dock Road Bridge	VRS upgrade and waterproofing and joint replacement		£350,000
Park Way	Trafford Moss Canal Bridge	Cycleway, VRS upgrade and waterproofing		£350,000
Carrington Lane	Ashton Bridge	Road settlement investigation and refurbishment		£250,000
Chester Road	Crossford New Bridge	Steelwork repainting, joint repairs, scour protection		£375,000
Chester Road	Crossford Old Bridge	Embankment scour/erosion repair and protection		£325,000
Edge Lane	Edge Lane Canal Old	Parapets upgrade		£175,000
Edge Lane	Edge Lane Canal New	Parapets		£175,000
				£2,000,000

Total	£4,500,000
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