

Community Committee Briefing Note – Swinton.

Members of this Committee will recall that last year they were informed of the headings beneath which the highways programme is subdivided and the proposals for spend against each one. The purpose of this note is to update the Community Committee on the various aspects of that spend and the proposals for this year.

The programme is divided as follows:

Block 3 Capital

The capital budget is spent on new schemes and is generally recognised to “improve the asset”. This funding is awarded to the Council in recognition of the way that the aims and objectives of The Greater Manchester Local Transport Plan reflect Government Policy. Aside from funding for major schemes such as the Inner Relief Route and Cadishead Way, approximately £4.5M is awarded to Salford annually. This funding sits beneath the following headings:

Bridge Assessment and Maintenance	The assessment and strengthening of strategic bridges.
PRN Structural Maintenance	Major maintenance on the “A” roads.
Sustainable Transport Schemes	Schemes to encourage cycling and bus usage and also to facilitate walking.
Local Safety Schemes	Schemes to reduce road casualties.
Other Schemes	Schemes to increase accessibility, eg dropped crossings, disabled facilities at light controlled crossings etc etc..

Apart from essential maintenance, Salford currently prioritises spend against road safety measures and sustainable transport initiatives. Salford is currently recognised as one of the best performing authorities wrt road casualty reduction within Greater Manchester.

Schemes identified for inclusion in this years programme are as follows:

A6 Chorley Road Route Scheme	Pedestrian facilities and parking bays (Moorside Road – Irlam ‘o Heights.
A666 Bolton Road / Station Road	Redesign of junction to include a pedestrian phase.
A6 Chorley Road / Moorside Road	Pedestrian facilities.

Devolved Block 3 Capital

Last year £100,000 worth of Block 3 Capital was devolved to each Community Committee. Schemes identified within Swinton were as follows:

Mossfield Road / Sefton Road Cycle Route	Complete.
Swinton Residents Parking Scheme	Consultation complete, scheme approved by Regulatory Panel, Zone A (adjacent to precinct) shortly to be introduced.
Rake Lane / Lumbs Lane Traffic Calming	Reserve scheme – dependent upon final costs for above.

This year a further £100,000 is being devolved to each Community Committee.

Highway Investment Works

In 2005 the City Council resolved to invest £22M in the renewal of the worst pavements and carriageways across the City. A programme of works was identified and presented to this Committee last year and progress against this programme is as follows (coloured red on plan):

Footway & Carriageway

Elm Street

Footway Works

Lawn Drive
Heys Close north
Mossfield Road
Burford Drive
Shakespeare Road
Warwick Street
Raymond Street
Beatrice Street

Chorley Road
Kestrel Avenue
Entwistle Street
Hamilton Street
Raymond Street
Stevenson Road
Ackworth Road
Langley Road

Carriageway

Eccles Road
Pendlebury Road (part)

Works planned for this financial year are as follows (coloured green):

Footway Works

Merlin Drive
Holloway Drive
Balmoral Road
Glynrene Drive
Barton Street
Deacon Avenue
Westbrook Road
Morpeth Street
Dudley Road

Carriageway

Park Lane West
Pendlebury Road
Deans Road
Ellesmere Street
Birch Drive

Heron Street
Elizabeth Street
Borough Avenue
East Drive
Central Drive
West Drive
West Central Drive
East Central Drive
North Drive
Dalton Drive
Deepdale Drive
Dauntsey Avenue
Shaftesbury Road
High Bank Road
Barton Road
Park Street

Works beyond this are as follows (coloured blue):

Footway & Carriageway

Station Road

Footway Works

Newark Road
Harrowby Road
Hall Street
Moss Lane
Westbrook Road
Worsley Street
Moorside Road
Buckingham Road

Carriageway

Copeland Avenue
Wedgewood Road
Cliveley Avenue
Salisbury Road
Hillside Drive
Whitehead Road
Gorse Road
Woodgarth Drive
Braodhurst Avenue
Billy Lane
Wynne Avenue
Marlow Drive

Committee should note that programme delivery from last year differs slightly from the programme originally reported. This is because during year 1 efforts were concentrated toward the reduction of tripping claims, the majority of which occur on the pavement.

Because of this, whilst the footway works are slightly ahead of schedule, the carriageway works are slightly behind. It is anticipated that by the end of the current financial year both types of work should be back on programme.

Revenue

The annual revenue budget is approximately £5M and is spent on the maintenance of existing facilities and is generally referred to as "maintaining the asset". It funds work under the following headings:

Bridge Maintenance	Spending for the upkeep of bridges and culverts and other highway structures.
Programmed Works	Major footway reconstructions and carriageway patchings.
Street Lighting Works	Works carried out to replace streetlighting lanterns or on the upkeep of columns.
Street Lighting Energy	Electricity Costs.
Minor Maintenance	The repair of defects identified during a safety inspection.
Highways Other	Improvements to cycle lanes, pedestrian facilities and gulley emptying.
Environmental Services Recharges	Gritting and verge maintenance.
Traffic Signs	The replacement and upkeep of traffic signs.
Traffic Other	Traffic Regulation Orders
Unrecoverables	Repairs to street furniture damaged during collisions.
NRASWA Income	Income from the utilities (gas, electric, cable water etc..)

This year, for the first time, in order to drive the recognition of local priorities further, in addition to the £100,000 devolved capital, a further £10,000 worth of revenue funding is being devolved to each Community Committee to spend on the remediation of local concerns falling broadly under the headings listed above.