

Pothole Fund Application Form



Department
for Transport

Guidance is available at: <https://www.gov.uk/government/publications/pothole-fund-2014-to-2015-application>

Only one application form should be completed per local highway authority.

Applicant Information

Local authority name: BURY METROPOLITAN BOROUGH COUNCIL

Bid Manager Name and position: Neil Long – Assistant Director (Operations)

Name and position of officer with day to day responsibility for delivering the proposed scheme.

Contact telephone number: 0161 253 5735 Email address: n.s.long@bury.gov.uk

**Postal address: Department for Communities and Wellbeing
3 Knowsley Place
Duke Street
Bury BL9 0EJ**

When authorities submit a bid for funding to the Department, as part of the Government's commitment to greater openness in the public sector under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004, they must also publish a version excluding any commercially sensitive information on their own website within two working days of submitting the final bid to the Department. The Department reserves the right to deem the business case as non-compliant if this is not adhered to.

Please specify the weblink where this bid will be published:

www.bury.gov.uk/potholefund

SECTION A – Your Highway

The Department would like to understand more about the highway assets that fall under your statutory duties.

We already collect data from your authority in regards to road lengths but we would like to understand more about the other assets you are responsible for. Please answer the following in your application:

A1: What is the number of bridges owned by your authority with span over 1.5 metres?
149

A2: What is the total number of street lighting columns under your authority's responsibility? 18,826

A3: What is the total number of street lighting columns under your authority's responsibility over 40 years old? 8,332

A4: What is the total length of footways under the responsibility of your authority (in miles)? 683 miles

A5: What is the total length of off road cycleways under the responsibility of your authority (in miles)? 9.9 miles

A6: Please provide a weblink to your authority's statement of how the flood recovery funding, awarded in March 2014, has/will be spent:

<http://www.bury.gov.uk/index.aspx?articleid=9730>

SECTION B – Potholes

B1: Which of the recommendations arising from the Pothole Review Report has your authority adopted?

The report can be viewed here:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/3995/pothole-review.pdf?

Please answer the following, including providing supporting information, where applicable:

Question	Yes/No	All 'yes' answers must be supported evidence. Please append supporting information, clearly marking the question number to which the information refers.
<p>A. Has your authority aligned its maintenance programme to the Government's highways maintenance funding years (i.e. 2011-2015 and 2015-2021)?</p>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<p>Refer to Appendix 1 - Council's Cabinet Report on Highways Capital Programme 2014/15, Page 3 Section 1.0 Background</p>
<p>B. Has your authority adopted the principle that 'prevention is better than cure' in determining the balance between structural, preventative and reactive maintenance activities in order to improve the resilience of the highway network and to minimise the occurrence of potholes in the future?</p>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<p>Refer to Appendix 1 - Council's Cabinet Report on Highways Capital Programme 2014/15, Page 6 - Appendix 1 Section 1.0 Background</p>
<p>C. Has your authority ensured that appropriate competencies have been made available to make the right choices when designing and specifying techniques and materials for the maintenance and repair of highways? Note - these competencies can be secured through training, collaboration with neighbouring authorities or external advice.</p>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<p>Refer to Appendix 2 - Highways Review Plan For Change</p> <p>The Council has ensured that it has the appropriate competent staff to deliver the service including 4 No. Chartered Engineers and 7 No. Incorporated Engineers. See attached Appendix 3 - Engineering Services Structure March 2012.</p>
<p>D. Does your authority co-ordinate with other parties working on the highway short and long term programmes of work activities for up to four years in advance?</p>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<p>Refer to Appendix 4 - Bury Council/ Statutory Undertakers NRSWA Street Works Quarterly Coordination Meeting</p>

<p>E. Has your authority considered the guidance provided in the ADEPT report Potholes and Repair Techniques for Local Highways and adopted as appropriate to your local circumstances?</p>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<p>Refer to Appendix 2 - Highways Review Plan For Change</p>
<p>F. Has your authority developed a detailed highway inspection manual and have put appropriate training in place for your Highway Inspectors?</p>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<p>Refer to Appendix 5 – Highway Streetcare Inspection and Repair Code of Practice October 2006 Council is currently updating the detailed highway inspection manual incorporating the handhelds.</p>
<p>G. Does your authority use technology and systems for the effective identification and management of potholes?</p>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<p>Confirm Handhelds – Implemented handheld devices for six Highways Inspectors in April 2014.</p>
<p>H. Does your authority have a public communications process in place that provides clarity and transparency in the policy and approach to repairing potholes? This should include a published policy and details of its implementation, including the prevention, identification, reporting, tracking and repair of potholes.</p>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<p>Refer to Appendix 2 - Highways Review Plan For Change (Not yet published).</p> <p>Refer to Appendix 6 – Delegated Powers Form DP 10782 – Approval of 4 categories of Defect Response Time</p>
<p>I. Does your authority monitor public satisfaction with road, footway and cycleway condition and report annually through the National Highways and Transport Public Satisfaction Survey or their own surveys?</p>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<p>Undertaken periodically but not annually. Refer to Appendix 7 – Plan For Change – Choices Consultation Statistical Report Nov. 2011</p>
<p>J. Does your authority adopt permanent repairs as the first choice when repairing potholes?</p>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<p>All repairs to defects are specified as permanent by default (other than 2hr emergency repairs) where it is reasonably practicable to do so.</p>
<p>K. Has your authority adopted dimensional definitions for potholes based on best practice as part of its maintenance policy?</p>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<p>Refer to Appendix 2 - Highways Review Plan For Change, Page 4 Section 2.1 Definition of Potholes.</p>

B2: Does your authority adopt any innovative methods to help repair potholes? This could include, for example, specialist pothole maintenance crews.

Yes No

Spray Injection Patching

Bury Council regularly employs specialist external spray injection patching contractors to carry out carriageway repairs throughout the borough. During the 2013/14 financial year these specialist contractors were employed for a period of 8 weeks repairing approximately 2800 defects.

Material Trials

Bury Council is currently trials proprietary cold applied pothole repair materials as they come on to the market.

Alternative Working Practices – Vehicle Options

Multihog, Bobcat S550 and GEHL R190 Skid Loader were considered for trials in the last 12 months. Business case to purchase 1 No. GEHL R190 Skid Loader complete with accessories, a full maintenance contract and training is included in the attached Appendix 8.

If yes, please provide details as an annex as part of your bid.

Refer to Appendix 2 - Highways Review Plan For Change, Page 8 Spray Injection Patching
Refer to Appendix 8 – The purchase of 1No. GEHL R190 Skid Loader

B3: Does your authority use reporting tools to identify potholes in your local area including:

CTC Fill that Hole	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Council's Own Web Reporting	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Other	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

Please specify:

Report to Council's Customer Contact Centre. All enquiries log into Council's Confirm Highway Maintenance Software

B4: Does your authority regularly consult and seek feedback on its highways maintenance regime, including potholes, with key stakeholders?

Local Member(s) of Parliament	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
District, Borough and Parish Councils	<input type="checkbox"/> Yes	<input type="checkbox"/> No	N/A
Local Residents	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
(Including neighbourhood Forums)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
Business Community	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
Emergency Services	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	

If yes, please provide details as an annex as part of your bid.

Refer to Appendix 7 - Bury Council's Plan For Change, Choices Consultation Statistical Report Nov. 2011.

Website: <http://www.bury.gov.uk/CHttpHandler.ashx?id=9040&p=0>

B5: Does your authority have an up-to-date vision and action plan to improve the walking environment and encourage walking?

Yes No

If yes, please provide a weblink:

www.tfgm.com/journey_planning/LTP3/Documents/7_Active_Travel_GMLTP3.pdf

B6: Please explain how you deliver your duty under NRSWA to 'co-ordinate the execution of works of all kinds', including for example permit schemes, noticing, co-ordination meetings?

The Council operates a Permit Scheme, being the joint Greater Manchester Road Activities Permit Scheme (GMRAPS)

The scheme website is <http://www.gmraps.org>

Roadworks information derived from the Scheme is available to view at www.gmroadworks.org. The Scheme also currently provides a data feed to the Elgin portal (www.roadworks.org).

The Council hosts quarterly co-ordination meetings with statutory undertakers – attached is the invitation letter, agenda and spreadsheet for the most recent meeting.

Refer to Appendix 4 - Bury Council/ Statutory Undertakers NRSWA Street Works Quarterly Coordination Meeting

B7: What actions does your authority take to ensure road repairs undertaken by other parties (such as utilities companies) meet the standards in the specification?

- Inspections regime
- Scoring programme
- Performance bench-marking – Greater Manchester Wide Bench Marking
- Meetings – Street Works Quarterly Coordination Meeting
- Other (please specify) – Coring Programme

SECTION C – Asset Management

C1: Has your authority adopted the recommendations arising from the Asset Management Strategy Guidance published in May 2013 –

<http://www.ukroadsliaisongroup.org/en/utilities/document-summary.cfm?docid=5C49F48E-1CE0-477F-933ACBFA169AF8CB> ?

Yes No

Please answer the following, including providing supporting information, where applicable.

Question	Yes/No	All 'yes' answers must be supported evidence. Please append supporting information, clearly marking the question number to which the information refers.
Has your authority got an up to date asset management policy and strategy?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	If yes, please provide a weblink.
Does your authority communicate relevant information associated with asset management through engagement with your relevant stakeholders when you set requirements, make decisions and report performance?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Refer to Appendix 9 – Motion to Council 3 rd April 2013
Does your authority have an asset management register?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	The Council utilises MARCH UKPMS and Pitney Bowes Confirm. We used the DfT funding received in 2009 for Element 1 Transport Asset Management to procure a full inventory collection including individual spatial polygons for Carriageway, Footway and Verges; Linear data for kerbs and guardrails; and point data for all gullies, highway trees, street lights and signs. These inventory items are stored in our Confirm inventory database, such that maintenance activities can be recorded against them individually in accordance with recommendations in the

		CIPFA Code of Practice on transport infrastructure assets.
Does your authority follow lifecycle planning principles which are used to review the level of funding and which will help support investment decisions including long term investment in your assets?.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	As a Greater Manchester Combined Authority collaborative initiative, we have developed lifecycle plans for carriageway assets.

C2: As part of your last L-Pack return for Whole Government Accounting requirements for the accounting period 2012/13, can you confirm you submitted the following return:

Carriageway and Footways Yes No

Lighting Yes No

Structures Yes No

Street Furniture Yes No

SECTION D – Efficiencies

D1: Is your authority actively engaged with securing efficiencies for highways maintenance?

Yes No

If yes, please provide additional information on what your authority has done since 2011 including what % efficiency savings (where efficiency savings are defined as delivering a similar or a better outcome at a lower cost) your authority has achieved year on year and what savings you hope to achieve by end of 2014/15.

The Council have recently introduced the use of skid steer loaders to assist with the planing out of potholes. This has the ability for a three fold increase in productivity. However, rather than a direct cost saving, this allows extra work to be carried out within the restraints of existing budgets.

In seeking to improve efficiencies, it was identified that the existing manual time recording system for highway operation staff involved multiple handling of the same data. In order to streamline the process, an in-house electronic time recording system has been developed and is currently beginning trials.

Refer to Appendix 2 - Highways Review Plan For Change – Page No. 7 to 15

Refer to Appendix 8 - The purchase of 1No. GEHL R190 Skid Loader (or equivalent) complete with accessories, a full maintenance contract and training and the short term hire of a second GEHL R190 (Report attached- Ref No. LS103)

D2: Is your authority exploring or has it already joined with neighbouring local highway authorities or a Highways Maintenance Alliance to achieve economies of scale?

Yes No

If yes, please provide additional information. For example the names of other authorities or the Alliance.

Under the auspices of the Greater Manchester Combined Authority and in conjunction with the ten GM districts, Transport for Greater Manchester are currently carrying out a review of highways services across Greater Manchester, with a view to seeking appropriate initiatives for further joint working and increased economies of scale.

D3: Is your authority sharing its efficiency experience and/or case studies with other local highway authorities via the Highways Maintenance Efficiency Programme or other good practice networks?

Yes No

If yes, please provide state where.

The Council participates fully in the work of the Greater Manchester Highways Asset Management Partnership (HAMP) and its various sub-groups:-

Bridges and Structures

Flooding

Drainage

Rights of Way

Winter Service

Street Lighting

Asset Management and Highway Maintenance

Highway Claims Benchmarking Group

Streetworks

Amongst the Partnership's Terms of Reference are the delivery of collaborative working arrangements, development of strategies, maintenance policies and standards and the recommendation of service level standards to ensure the alignment of strategic highway asset management objectives across Greater Manchester.

Refer to Appendix 10 – Findings of Visit to Wigan MBC Operations Depot

Refer to Appendix 11 – AGMA Highway Claims Benchmarking Group Agenda and Minutes

SECTION E – Other

E1: Please provide details on which of the following good practice activities your authority is undertaking for its highways management activities.

Invest to save

Yes No

Refer to Appendix 12 -Street Lighting LED Lantern Replacement Invest to Save report

Refer to Appendix 8 – Delegated Powers Form LS103 to purchase GHSL R190 Skid Loader

Cross boundary collaboration Yes No

Winter Maintenance Collaboration with Bolton Council – Sharing use of Salt Barns in Bolton and deliveries from this facility.

Other (please specify):

E2: Do you consider your authority to be an exemplar authority in tackling potholes and undertaking highway maintenance?

Yes No

If yes, please explain why.

If yes, would your authority be willing to share its experiences more widely with other authorities / organisations?

Yes No

SECTION F: Declarations

F1. Senior Responsible Owner Declaration

As Senior Responsible Owner for [*scheme name*] I hereby submit this request for approval to DfT on behalf of [*name of authority*] and confirm that I have the necessary authority to do so.

I confirm that [*name of authority*] will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.

Name: Neil S Long

Signed:

Position: Assistant Director (Operations)



Department For Transport Pothole Fund Bid 2014
Supporting Documents (22/05/14)

Appendix 1

Title: Council's Cabinet Report dated 9th April 2014 - Capital Project Stage 2 Brief - Highways Capital Maintenance and Bridge Strengthening Programmes 2014/15

Status: This paper is exempt pursuant to Paragraph 3 Schedule 12A Local Government Act 1972 (as amended)

Extracts from Page 3

1.0 BACKGROUND

The 2014/15 Capital Programme was approved by Council in February 2014. The Council's Medium Term Financial Strategy recommended that the Capital Programme be restricted to fully funded schemes and schemes which are self financing based upon a proven Business Case. The Department for Transport allocates capital grant to councils for highways maintenance work; Bury's grant for 2014/15 is £1,686,000. It should also be noted that the Department for Transport expects the capital monies allocated to be used to keep the Principal Roads and Primary Routes in a safe, serviceable and sustainable condition. It does not expect it to be used in maintaining the unclassified network and this is reflected in the proposed schemes. As part of the Local Transport Plan 3 – 2011 to 2015 a Local Area Implementation Plan for Bury has had to be prepared and within that plan an indicative 4 year programme of works has had to be proposed. This year's Capital Programme reflects what is proposed in the LTP3 Bury Local Area Implementation Plan.

The Council approved an additional £500,000 from revenue reserves at its budget meeting in February 2014 to undertake a highways scheme on the A56 in Prestwich.

The Chancellor's Autumn Statement on the 5th December 2012 announced an additional £1.5 billion of Government investment to improve the highway network and reduce congestion. Of this, £215 million of Government capital funds are to be given to local authorities to renew, repair and extend life of the highway network in England. Bury Council was granted £501,000, split over the next two years ie £326,000 (2013/14) and £175,000 (2014/15). This report sets out the proposal for spending the funds in accordance with the stipulated conditions.

Extracts from page 6

Appendix 1 – Highways Capital Maintenance

1.0 BACKGROUND

Through the Greater Manchester Local Transport Plan 3 (LTP3) and the council's approved Capital Programme an amount of £1,241,000 has been allocated for highway maintenance in the 2014/15 financial year. This report sets out the recommended programme of works to be funded from that allocation, together with information supporting the proposals.

In recent years, the Government has introduced a requirement for local authorities to transition from a historic cost basis of accounting for highway assets, to a depreciated replacement cost method, which will provide the basis for accounting disclosures that are necessary for Whole of Government Accounts.

This new method of accounting incorporated into a Highway Asset Management Strategy is thought to assist in making more efficient investment choices. The Government announced in June 2013 that it would be making available £5.8 billion capital - £976 million each year – over the course of the 2015-2021 parliament to tackle highway maintenance on the UK local highway network.

The Department for Transport (DfT), in partnership with the Highway Maintenance Efficiency Programme (HMEP) is currently consulting Authorities on proposals to link some amount over and above a baseline settlement for that future capital funding, to Authorities demonstrating that they have taken up highway asset management principles and adopted highway maintenance efficiencies. The Highway Infrastructure Asset Management Guidance (2013) and HMEP website provide support for these practices. Initial indications were that as much as 20% of the overall available amount would depend on these principles.

It is recognised that in a highway context, such principles are very complex and lead to investment choices that are not necessarily based on a 'worst first' prioritisation. It has been noted that intervention treatments of roads that are not yet in the worst condition can deliver longer term savings over simply targeting the worst parts of a deteriorating network.

Whilst final scheme designs have not yet been prepared for the recommended sites in this programme, we propose to use intervention type treatments such as surface dressing and micro asphaltting where they are found to be viable in engineering terms, in order to maximise the amount of highway network we can maintain with reduced funding and engender some element of these asset management principles in our investment choices.



Highways Review

Plan For Change

30/10/2013

This report is a cut down version excluding any commercial sensitive information

1. Background

1.1. Size of the Asset

Engineering Services is a section of the Operations Division (which, in turn, sits within the Department of Communities and Neighbourhoods) and consists of six discrete groups;-

- Engineering Design & Construction Group
- Highway Asset Management Group
- Highway Network Management Group
- Highway Operations Group
- Street Lighting Operations Group
- Traffic & Road Safety Group

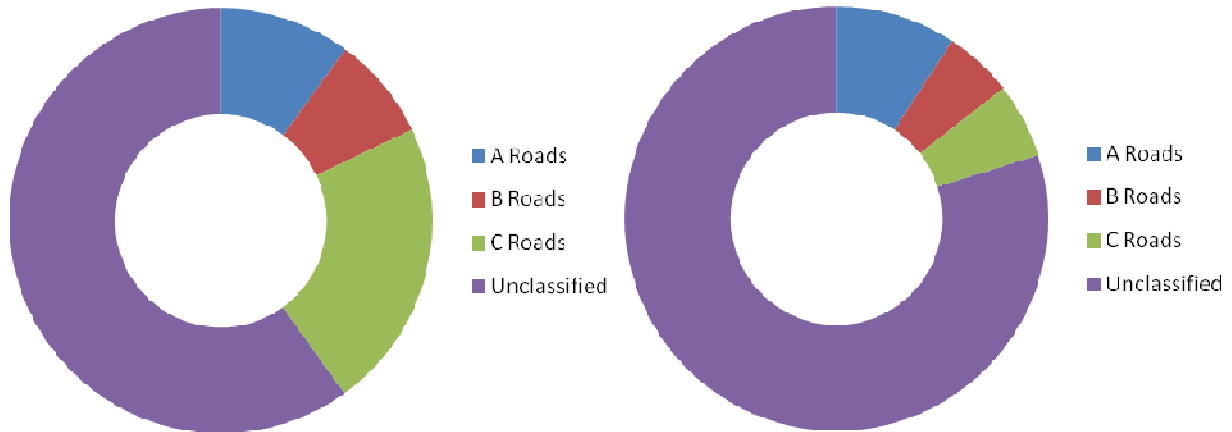
The six groups of Engineering Services undertake the stewardship of the highway infrastructure within the Borough in the capacity of Highway Authority as defined in the Highways Act, 1980. This infrastructure comprises the following assets;-

- 650 km of highways,
- 310 km of Rights of Way,
- 1,300 km of footways,
- 20,000 street lights,
- 40,000 gullies,
- 15,000 signs,
- 228 bridges and other structures,
- 47 bridges and other structures looked after on behalf of the East Lancashire Railway,
- 59 car parks (totalling 3067 off street spaces),
- 2.2 km of bus lanes (8 in number),
- 10 residents only parking zones (equating to around 3,000 permits),
- 379 on-street pay and display spaces in Bury Town Centre.

The current valuation of the Bury's highway network assets stands at £925 million. A figure over 40% higher than **ALL** other assets held by the Authority combined i.e. land, property etc. (Car parking related assets are not included in this figure as they belong to Bury in its capacity as a Council NOT as a Highway Authority.)

The carriageways alone have been currently valued at £715m. Each year, due to ageing and deterioration, the network loses around £5.5m in value. The consequence of this is that at least the same amount of money has to be put into the network each year in order to maintain steady state.

Neglecting motorways and trunk roads (as these are not the responsibility of Bury Council to maintain as a Highway Authority) the distribution of the different classes of roads in Great Britain¹ versus those in Bury² is illustrated below;-



Great Britain Road Classification Profile **Bury Council Road Classification Profile**

It can be seen that proportionally, Bury’s highway network has about the same ratio of Principal roads (A roads) as that nationally. However, by contrast, there are smaller proportions of minor B and C roads but a much larger proportion of unclassified roads.

In comparative terms, Bury is well below the average for road length. It is important to bear in mind that the length of the road network in Bury (650 km) is approximately a quarter of the national average (2,635 km).

2. Highway Maintenance Efficiency Programme (HMEP)

HMEP was formed to transform and improve the condition of our roads and highways for every local community. It is a sector-led transformation programme designed to maximise returns from highways investment and deliver efficient and effective services. Aimed at the local highways sector, the programme runs to 2018 and is sponsored by the Department for Transport who are providing £6 million funding.

HMEP is a partnership between public and private sectors, and the programme team consists of representatives from local and highway authorities, companies and central government.

Its aims are to

- provide practical guidance on highway maintenance efficiencies that will be of interest to local authorities, supplier organisations and representative bodies,
- develop new efficiencies initiatives and options, to help deliver opportunities for efficiencies.
- hold a repository of tools and case studies on efficiencies in highway maintenance.
- provide a diagnostic framework (the Strategic Review) to help local highway authorities identify and prioritise ways to improve their services.

HMEP made 17 recommendations in their potholes review document, "Prevention and a Better Cure". These are listed below.

1. Strengthen Well-maintained Highways
2. Public Opinion Surveys
3. Public Communications
4. Economic Benefits of Highway Maintenance
5. Commitment of Highway Maintenance Budgets
6. Prevention is Better than Cure
7. Informed Choices
- 8. Guidance on Materials**
- 9. Definition of Potholes**
10. Permanent Repairs Policy
- 11. Inspection and Training**
- 12. Technology**
- 13. Guidance on Repair Techniques**
14. Quality of Repairs and Reinstatements
- 15. Coordinating Streetworks**
16. Minimising Highway Openings
17. Research and Innovation

It is the ultimate aim of Bury Council's Engineering Services to be able to adopt/implement each and every one of these recommendations where ever possible. Those recommendations highlighted in bold type are those that can be adopted / implemented in a short timeframe and are covered in this document.

2.1 Definition of Potholes

Changing Public Perception of the Highway Network

Through a public-facing highway maintenance policy, it is possible to make the public aware that a highway network free of defects is unrealistic. It is necessary to give the public reasonable expectations as to what Bury can provide as Highway Authority with the budgets it has at its disposal.

Although this number is small in relation to the size of the overall network, potholes and poor road condition represent a major issue for all road users and always appears towards the top of the list of transport related public concerns in surveys and opinion polls.

Most roads in Bury are evolved roads. This means that they have not been designed and constructed from scratch as new roads but have developed over decades or perhaps even centuries. For example, roads which were constructed in the 1800's using setts/cobbles may have had tramlines built into them early 1900's and since then have been overlaid with bituminous binder courses and surface courses. As a consequence, different roads differ in their response to pothole formation - the construction of some roads may be resistant to a pothole becoming larger whereas other road constructions may deteriorate rapidly once an initial pothole forms.

This variability in pothole sensitivity makes it difficult to arrive at a "one size fits all" definition. Ultimately, the decision to repair a pothole should be based on the threat the defect poses to highway users.

The AA's Streetwatch 3 survey undertaken in October 2011 attempted to "count" the number of potholes in the streets local to approximately 1,000 AA members' homes. For the purpose of this survey, the AA defined a pothole's dimensions to be approximately 150mm (6") diameter and around 50mm (2in) or more, deep.

"Prevention and a Better Cure" reports that... *"Defects on footways and cycleways are usually considered separately to roads by local highway authorities. Footway defect thresholds vary between 15 mm and 25 mm depth and for roads between 40 mm and 50 mm depth. The majority of consultees defined a pothole in a road as 40 mm deep. The 2012 ALARM survey (Ref. 14) reported that the majority of respondents used 40 mm."*

Using information contained within HMEP's "Prevention and a Better Cure" and ADEPT's "Potholes and Repair Techniques for Local Highways", the following is to be Bury Council's public facing definition of a pothole;-

"A pothole is a localised defect within the highway (carriageway, footway or cycle lane) which is surrounded on all sides by existing road pavement materials.

For carriageway it will have dimensions greater than 150 mm in diameter and 40 mm in depth.

For footways and cycle lanes it will have dimensions greater than 50 mm in diameter and 20 mm in depth."

There is the risk that the public may continue perceive some minor defects as potholes even though they do not meet the above definitions.

2.2 Inspection and Training

Part of the highway inspection process is linked to technology which is covered later in this document.

Bury Council's Response Times to Reported Highway Defects

Recommended response times for the treatment of highway defects are covered to a restricted extent within Section 9 of the Code of Practice for Highway Maintenance Management, "Well-maintained Highways" based on the Category definition of the defect.

In order to meet these requirements as a minimum AND to attempt to increase efficiencies in attending to highway defects within Bury (currently there is either an emergency 2 hour response or a 28 day response) the following response categories are proposed...

Table of Risk Factors based on Probability and Impact

Probability Impact	Very Low (1)	Low (2)	Medium (3)	High (4)
Negligible (1)	1	2	3	4
Minor(2)	2	4	6	8
Noticeable (3)	3	6	9	12
Major (4)	4	8	12	16

(Risk Factor = Probability x Impact)

Table of Defect Categories and Associated Response Times

Code of Practice Category	Bury Defect Category	Bury Response Time	Risk Factor
1	1	2 hrs	16
2(H)	2	7 days (for routes ¹ of local strategic importance)	9-15
2(H)	3	28 days (for all other routes ¹)	9-15
2(M)	4	60 days(for all routes ¹)	6-8
2(L)	5	Next available maintenance programme ²	1-5

1. Routes in this context refer to all adopted carriageways and footways
2. Category for a defect may change if a review of that defect's condition is undertaken at the next inspection.

Notes:

Days referred to in the above table are calendar days, **NOT** working days.

The **probability** is quantified by assessing the likelihood of users, passing by or over the defect, encountering the risk. As the probability is likely to increase with increasing vehicular or pedestrian flow, the network hierarchy and defect location are, consequently, important considerations in the assessment.

The **impact** is quantified by assessing the extent of damage likely to be caused should the risk become an incident. As the impact is likely to increase with increasing speed, the amount of traffic and type of road are clearly important considerations in the assessment as should possible further short term structural deterioration of the highway because of the defect.

Implementation

In order to be able to implement the use of these proposed defect categories and response times, more work will be required to develop the necessary operational working practices e.g. the ability of Highway Inspectors to be able to correctly place defects in the correct categories / assess risks correctly and the ability of the Highway Operations Group to be able to meet the response times.

Currently, there are issues with the efficiency of the whole pothole process (identification, reporting, tracking, repairing, raising tickets, recharging, feeding information about repairs back into the Asset GIS etc.) and it is recommended that a Lean Management review be undertaken to document and streamline the process. In addition to this, it is anticipated that the adoption of handheld device technology also has great potential for efficiency savings and should be incorporated into a Lean review.

Once this has been done, the necessary training (if required) can be identified, procured and completed with a view to full implementation.

2.3 Materials and Techniques

HMEP is also attempting to push a standard specification. In their own words...

"From the HMEP survey in October 2011, it was identified that many local highway authorities had developed their own specifications over a number of years as deviations from the DfT Specification for Highway Works. Of those responding, 97% supported the development of a specification more suited to the work that local highway authorities undertake and for it to be hosted centrally."

Bury will attempt to adopt and utilise this standard specification where ever it can. It is now available and covers the following areas where local authorities spend most of their highway maintenance budgets:

- Series 500 – Drainage & service Ducts
- Series 700 – Road Pavements – general
- Series 900 – Road pavements – Bituminous bound materials
- Series 1100 – Footways and paved areas
- Series 1300 – Road Lighting
- Series 1700 – Structural concrete
- Series 1800 – Structural steelwork
- Winter Maintenance

Change in Traditional Pothole Repair Techniques

All repairs undertaken should be permanent unless logistic/compliance issues dictate a temporary repair is the only viable option. In the event of a temporary repair being undertaken a replacement permanent repair should be ordered.

Hot boxes will be required for all matrix dominated materials to ensure appropriate temperatures are maintained.

There is a short term financial implication associated with this approach due to a decrease in output, increased materials costs and initial outlay for new plant. In the longer term a financial benefit will be achieved due to the increased longevity of the repairs undertaken.

2.4 Spray Injection Patching

Spray injection patching is a generic term: it is a highway defect repair method that is quick, cheap and has a good working life.

In essence, a spray injection patching machine looks somewhat like a gully cleaning machine. The differences being that the spray injection patching machine holds a mixture of aggregate and bitumen binder and that the hose is used for blowing out air, sealant and the repair mixture.

Velocity patching is a proprietary name belonging to a company that provides jet patching services for many local authorities. The terms jet patching and velocity patching seem to be used on an interchangeable basis.

Typically, an "average" pothole can be repaired in around 2 minutes from the time the machine arrives at the defect. The defect is cleaned by the hose blowing out compressed air which cleans and dries it and then a tack-coat is sprayed on which both seals the surfaces of the defect from water as well as making it more adhesive to the material to follow. The repair material is blown into the defect under pressure which allows for a good level of self compaction. The result of this process is a good, longstanding repair that will last in the region of 5 years. In addition, some operators have vehicles with GPS which allows for the accurate recording of the position of the defect which can be fed back to the client so the necessary records can be updated.

Bury Council has trialled the use of spray injection patching on several sites and Engineers are more than satisfied with its cost, suitability and performance. However, there are issues with loose chippings (which can be swept using road sweepers) and the over-spray of bituminous material.

Spray injection patching is most effective when a programme or batch of works have been pre-identified. This allows any repairs undertaken by contractors to be coordinated on an area basis in an efficient way rather than being too peripatetic and wasting time traversing the Borough in going from job to job.

It is recommended that more work be identified as suitable for spray injection patching by the Highway Inspectors and a framework contract be let (for any period up to 4 years) so that contractors can be called in several times a year whenever the number of identified suitable defects warrants attention.

Highway repair gangs will then be able to concentrate their efforts in attending to emergency repairs, traditional HRA patching (in the way recommended in HMEP's "Prevention and a Better Cure" document) and those defects not suitable to spray injection patching techniques.

As new methods of spray injection patching come to the market, these can be tested in an effort to understand their strengths, weaknesses and efficiency.

2.5 Work Processes and Procedures

Handheld Technology

Scope

Functions that can be made more efficient using hand held devices in the field include:

1. Highway Safety Inspection
2. Streetwork Inspection
3. Highway Enquiry/Complaint Inspection
4. Internal Operational Gangs Works Recording
5. External Contractors Works Recording

The hand held software offered by Pitney Bowes, our asset management computer system supplier has been designed primarily for 1, 2 & 3 and could be used for some elements of 4 and 5.

In the development of 1,2 & 3, it is apparent that 4 & 5 may be better handled with an interface to the Confirm system and sourcing another solution that is written from a contractors perspective, with additional functionality not currently provided by the Confirm Connect mobile solution.

A significant amount of data punching and paperwork transactions that currently delay processes and use administrative resources will no longer be required when devices are ready to use live in the field.

Gully Cleansing Operations

1. Introduction

As part of the Plan for Change process, and to comply with the Authority's changing responsibilities under new legislation, a review of the Gully Cleansing Service has become necessary.

The Service was last reviewed in 2003 when systems were structured to provide Best Value, with rates still loosely derived from competitive CCT rates

2. Current Performance

The current budget for gully cleansing which is sufficient to fund the cleaning of 30,000 gullies per annum whilst allowing capacity to deal with reactive issues. Records indicate that there are currently approximately 41,000 gullies in the Borough. The Code of Practice recommends that "In lower risk situations, by default all gullies should be cleansed annually and arrangements made for non-functioning gullies to be recorded for more frequent or detailed attention." In line with other AGMA authorities, a reasonable target for a single gully crew under normal conditions would be around 100 gullies per day. Allowing 20% reduction for ad-hoc reactive works, a target of 30,000 gullies per annum is achievable. In order to update the cyclic rounds to clean all of the 41,000 (approx.) gullies in the Borough on an annual basis would require both gully wagons operating 100% on cyclic rounds.

3. Changing Responsibilities

Under the Flood and Water Management Act, 2010 the Council has additional statutory responsibilities in relation to flood risk management and flooding investigation in its role as Lead Local Flood Authority. This is likely to lead to an increasing percentage of gully wagon time spent reacting to one-off incidents. These works are fairly unproductive as they primarily comprise investigation works to help identify parties responsible for flooding. Although these works may be charged to a different part of the budget, any increase in this part of the workload will reduce the amount of time spent undertaking the cyclic gully cleansing activities. In 2012/13, the percentage of time spent on one-off reactive issues increased to 34% compared to 21% and 22% in the two preceding financial years. This is likely to increase further as the public become more aware of the Council's role in flood risk management and investigation. The imminent implementation of additional SuDS approval and adoption requirements will potentially place a further strain on resources as the Council will be faced with a steadily increasing list of drainage assets due to adoption and maintenance of sustainable drainage systems.

4. Conclusions

Measures to improve efficiency of the billing process by using tablets which will record activity of the gully wagons and automatically generate work tickets is due to be implemented shortly. The equipment is on order and will be fitted in the gully wagons for immediate use on receipt. This system will also connect directly with Confirm to allow more accurate asset data collection and aid performance monitoring.

The increasing demands on the drainage crews, combined with existing capacity being insufficient to meet the Code of Practice requirement to clean all gullies at least annually, means that a review of the policy on gully cleansing will be essential in order to assess the Council's risk. The implementation of the tablets will provide more meaningful data on current performance. This will allow a review of the policy in order to balance achievable targets within budget constraints against the risks associated with non-compliance with the Code of Practice.

Alternative Working Practices

Operational Services have been looking into alternative working practices, in order to increase the efficiency and productivity of crews carrying out highway repairs.

Area Based Working

Area Based Working to comprise of 2 areas ie North and South with welfare facilities at Barnfield, Prestwich (installation completed) for manual workers to reduce travelling time and increase productivity.

3.0 ALARM STATISTICS

Table of Comparative Statistics³

	England (ex. London)	London	Wales
Average shortfall per Authority	£5.3m	£2.7m	£3.3m
Percentage of required budget received	62%	51%	53%
Percentage of budget used on reactive maintenance	23%	30%	34%
Estimated one time catch up cost per authority	£73m	£20m	£23m
Frequency of road surfacing (all classes)	58 yrs	32 yrs	72 yrs
Number of potholes filled over past year per authority	12,392	3,083	4,880
Average cost to fill one pothole	£55	£55	£35
Total spent filling pothole per authority last year	£682k	£167k	£171k
Average number of utility trenches over past year per authority	13,408	9,947	5,318

³ Annual Local Authority Road Maintenance (ALARM) Survey 2012

3.1 Table of National Statistics⁴

	England (ex. London)	London	Wales
Shortfall in road structural budget	£627m	£89m	£72m
Estimated time to clear carriageway maintenance backlog	11 yrs	9 yrs	17 yrs
Number of potholes filled over past year	1,475,000	102,000	107,000
Total spent filling potholes last year	£80.6m	£5.6m	£3.7m
Percentage of authorities who believe there is a threat to road users' safety from maintenance under-funding	92%	84%	100%
Amount paid in user compensation claims	£16.7m	£3.2m	£1.4m
Staff time working on compensation claims (per year)	37,300 days	7,100 days	4,700 days
Cost of additional damage from severe Winter 2010/11 (average per authority)	£4,354,625	£1,075,929	£1,369,500
Total cost of damage due to severe winter weather 2010/11 (based on average per authority)	£518m	£36m	£30m

⁴ Annual Local Authority Road Maintenance (ALARM) Survey 2012

Appendix 3

Title : **Engineering Services Structure March 2012**

Status: **Not for publication**

Bury Council

**Department of Communities
and Neighbourhoods**



.....

NEW ROADS AND STREET WORKS ACT 1991

CO-ORDINATION MEETING 11th March 2014

AGENDA

1. Apologies for Absence
2. Programmed Works
3. Events
4. Any other business
5. Date of next meeting 11th March 2014

Graham Atkinson BA DMS MISPAL
Executive Director of
Communities and Neighbourhoods

Our ref
Your ref
Date
Please ask for
Direct line
Direct fax
E-mail

Operations Division

Neil Long DMS
Assistant Director
(Operations)

Dear Sir / Madam

NEW ROADS AND STREET WORKS ACT 1991 QUARTERLEY CO-ORDINATION MEETING

I enclose for your attention an agenda for the next Co-ordination meeting, New Roads and Street Works Act 1991 to be held on Tuesday 11th March 2014 at 3 Knowsley Place, Duke Street, Bury commencing at 9.45am. Coffee / Tea will be available from 9.30am

Please note that Section 59 (1) and 60 of The New Roads and Street Works Act 1991 imposes a statutory obligation on street authorities and undertakers to have regard to it in the steps they take to coordinate their works.

Please ensure that a representative from your organization attends.

Note: Future MAJOR works notices may not be accepted if program works are NOT presented at previous coordination meetings.

If you have any additional items to include on the agenda, please contact Mrs S Hardman on 0161 253 5836 as soon as possible.

Yours faithfully

Street Works Co-ordinator



Electronic service of legal
documents accepted only at:
Email: legal.services@bury.gov.uk
Fax: 0161 253 5119

Highway Network Services
PO Box 567, 3 Knowsley Place
Duke Street, Bury, BL8 9JD
www.bury.gov.uk

Appendix 5

Title : Highway Streetcare Inspection and Repair Code of Practice
October 2006


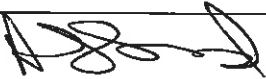
Status: Not for publication

OFFICER DELEGATION SCHEME RECORD OF OPERATIONAL DECISION

Bury

COUNCIL

TO BE UPLOADED TO THE E-MEETINGS MANAGER

Date: 05/11/13	Ref No: 10782	
Type of Operational Decision:		
Executive Decision <input checked="" type="checkbox"/>	Council Decision <input type="checkbox"/>	
Status: For Publication		
Title/Subject matter: REVIEW OF HIGHWAY DEFECT RESPONSE TIMES		
Budget/Strategy/Policy/Compliance – Is the decision:		
(i) within an Approved Budget	Yes	
(ii) not in conflict with Council Policy	Yes	
(iii) not raising new issues of Policy	Yes	
Equality Impact Assessment [Does this decision change policy, procedure or working practice or negatively impact on a group of people? If yes – complete EIA and summarise issues identified and recommendations – forward EIA to Corporate HR]	No	
Details of Operational Decision Taken [with reasons]:		
Approve 4 categories of defect response time of 2 hour, 7 day, 28 day and 60 day, replacing the current 2 hour and 28 day categories, using risk factors to determine the appropriate defect response time, as detailed in section 9 of the Code of Practice for Highway Maintenance Management (see attached).		
Decision taken by:	Signature:	Date:
Graham Atkinson Executive Director		13/11/13
Members Consulted [see note 1 below]		
Cllr T Isherwood Cabinet Member - Environment		13.11.13
Lead Member		
Opposition Spokesperson		

Notes

1. It is not generally a requirement to consult with any Members on Operational Decisions but where a Chief Officer considers it necessary to consult with the appropriate Executive Member and/or Lead Member, they must sign the form so as to confirm that they have been consulted and that they agree with the proposed action. The signature of the Opposition Spokesperson should be obtained to confirm that he/she has been consulted.
2. **This form must not be used for urgent decisions.**

Bury Council's Response Times to Reported Highway Defects

Recommended response times for the treatment of highway defects are covered to a restricted extent within Section 9 of the Code of Practice for Highway Maintenance Management, "Well-maintained Highways" based on the Category definition of the defect.

In order to meet these requirements as a minimum AND to attempt to increase efficiencies in attending to highway defects within Bury (currently there is either an emergency 2 hour response or a 28 day response) the following response categories are proposed...

Table of Defect Categories and Associated Response Times

Code of Practice Category	Bury Defect Category	Bury Response Time	Risk Factor
1	1	2 hrs	16
2(H)	2	7 days (for routes ¹ of local strategic importance)	9-15
2(H)	3	28 days (for all other routes ¹)	9-15
2(M)	4	60 days(for all routes ¹)	6-8
2(L)	5	Next available maintenance programme ²	1-5

1. Routes in this context refer to all adopted carriageways and footways
2. Category for a defect may change if a review of that defect's condition is undertaken at the next inspection.

Table of Risk Factors based on Probability and Impact

Probability Impact	Very Low (1)	Low (2)	Medium (3)	High (4)
Negligible (1)	1	2	3	4
Minor(2)	2	4	6	8
Noticeable (3)	3	6	9	12
Major (4)	4	8	12	16

3. (Risk Factor = Probability x Impact)

Notes:

Days referred to in the above table are calendar days, **NOT** working days.

The **probability** is quantified by assessing the likelihood of users, passing by or over the defect, encountering the risk. As the probability is likely to increase with increasing vehicular or pedestrian

flow, the network hierarchy and defect location are, consequently, important considerations in the assessment.

*The **impact** is quantified by assessing the extent of damage likely to be caused should the risk become an incident. As the impact is likely to increase with increasing speed, the amount of traffic and type of road are clearly important considerations in the assessment as should possible further short term structural deterioration of the highway because of the defect.*

Plan for Change - Choices Consultation

Statistical Report



November 2011

Contents

Consultation Methodology	2
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Consultation Methodology

In August 2011 the Choices consultation was launched to enable residents of the borough, and those who study, work and visit here, to have a say in the future plans of the council. The consultation period ran until 30 September 2011. In order to allow as many people as possible to have a say the consultation was varied and wide reaching.

Paper copies of the survey were available in the receptions of all council buildings and an online version was available on the council's website and the websites of both colleges. It was promoted to all council staff. In addition various existing email distribution lists, for example Club Mark sports clubs and faith groups, were used to promote the consultation. Members of Community Voice who had requested to be consulted via email were also invited to take part.

Within the two month period many locations/ events were visited across the borough to enable as many people as possible to take part. The events/ locations attended are listed below:

- Adult care user panel
- All council building receptions
- Bury College
- Bury Football Club
- Bury Market
- Children's centres
- Connect and Direct
- Connexions centre
- Holy Cross College
- Leisure centres
- Libraries
- Mill Gate shopping centre
- Prestwich Longfield centre
- Radcliffe Piazza
- Ramsbottom Farmers' Market
- The Rock
- Township Forums
- Youth Cabinet
- Young carers group
- Young parents group

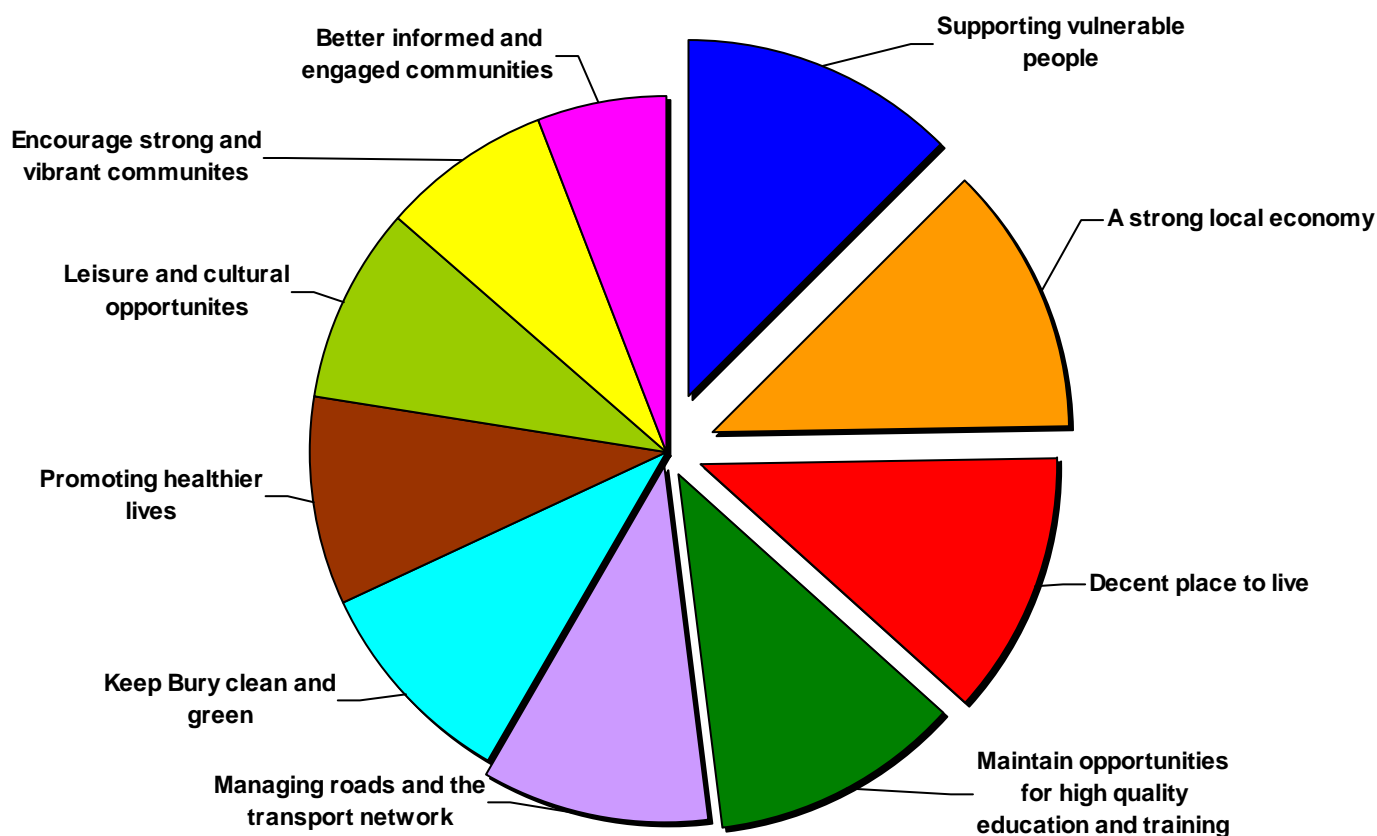
The consultation involved ranking the statements listed below from 1st to 10th (with 1st being the most important and 10th being the least important):

- Supporting vulnerable people
- Keep Bury clean and green
- Promoting healthier lives
- A strong local economy
- Managing roads and the transport network
- Encourage strong and vibrant communities
- Leisure and cultural opportunities
- Decent place to live
- Maintain opportunities for high quality education and training
- Better informed and engaged communities.

Final Results

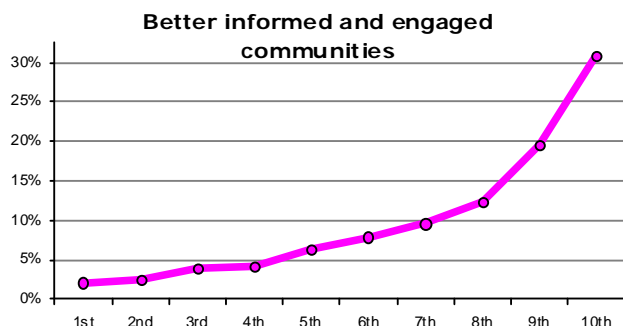
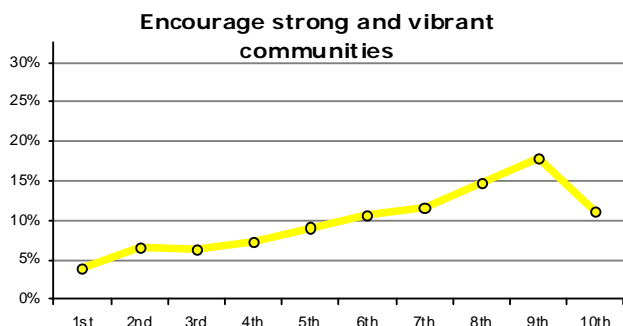
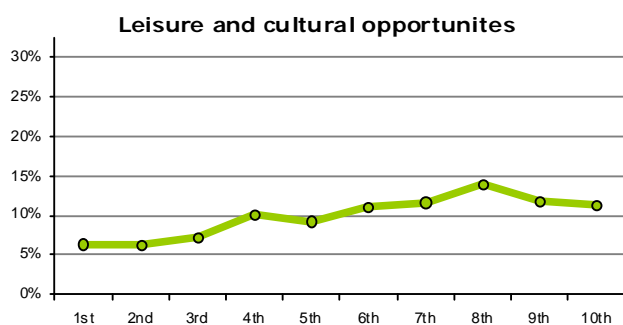
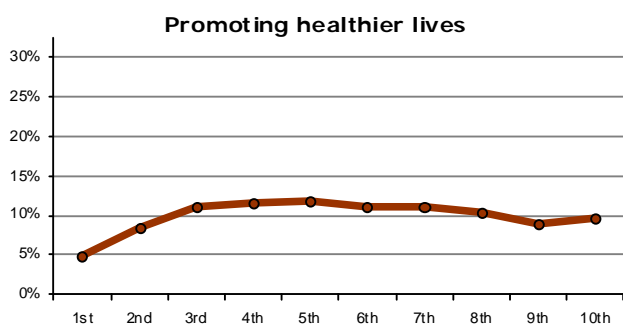
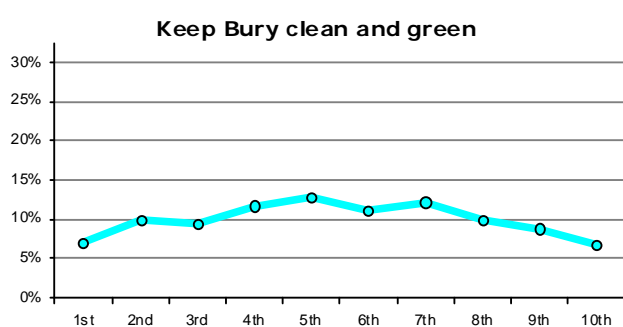
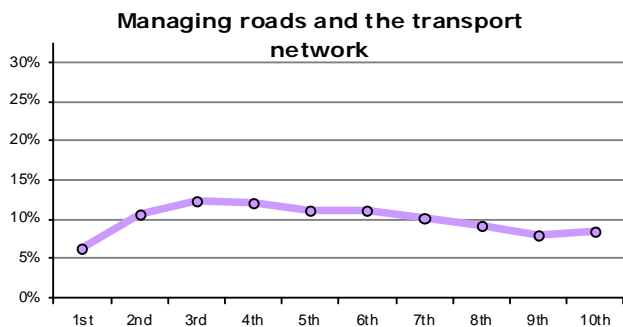
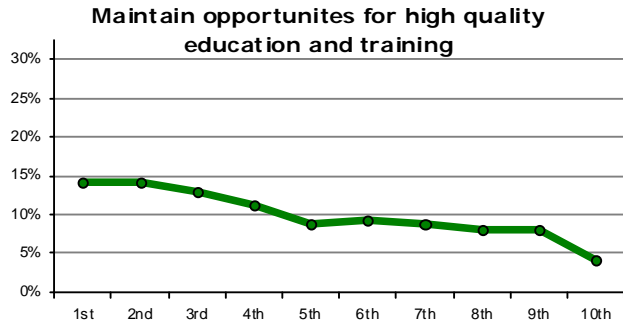
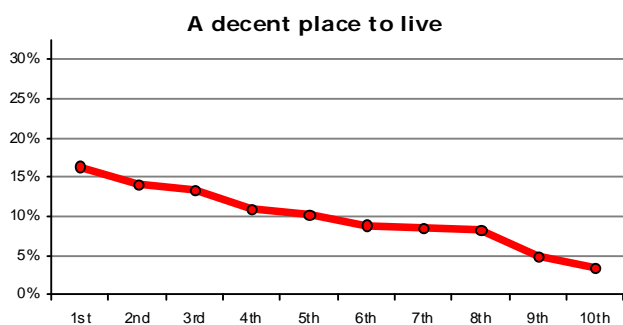
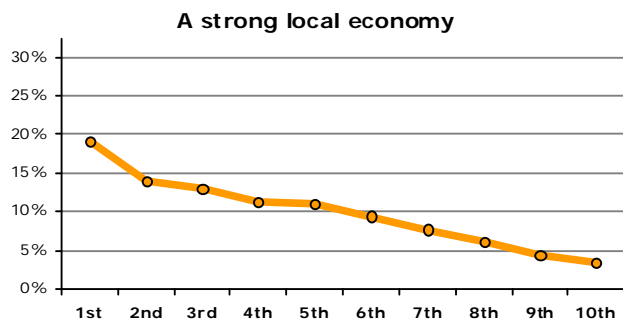
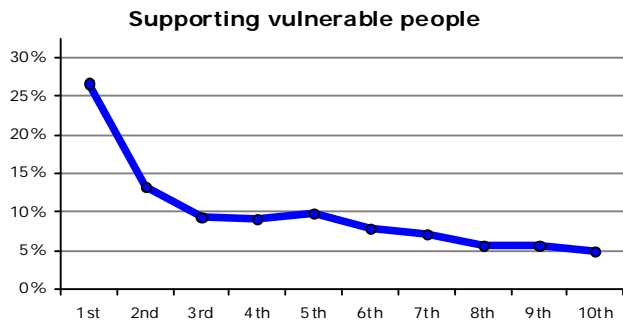
	Total Received	Number Spoilt	Percentage Spoilt	Number usable
Surveys/token exercise	2,257	250	11.1%	2,007
Community Voice	727	47	6.5%	680
Online Application	694	70	10.1%	624
Total	3,678	367	10.0%	3,311

Each choice was ranked 1st – 10th. These rankings were then converted into points, where 1st = 10 points, 2nd = 9 points ... 10th = 1 point. The points were then added up to provide the final score for each Choice. These scores have been converted into pie charts which illustrate the results.



Trend Lines for each Choice

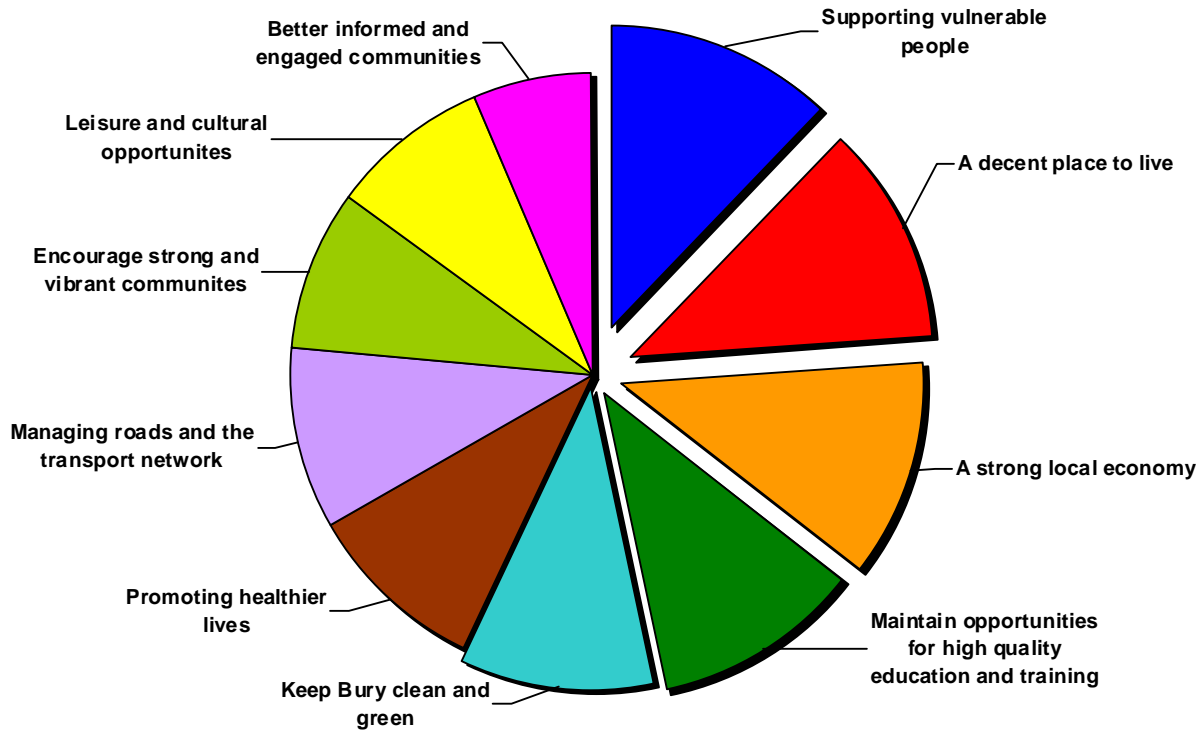
These graphs display the number of 1st, 2nd ... 10th rankings that each Choice received as a percentage of the total number of valid responses (please see Appendix 1 for an explanation of a valid response)



Community Voice

Community Voice is a panel of local residents whose views are sought on a range of issues on a quarterly basis. They are a representative sample of the residents of Bury.

680 out of 727 (93.5%) viable responses were received from Community Voice.



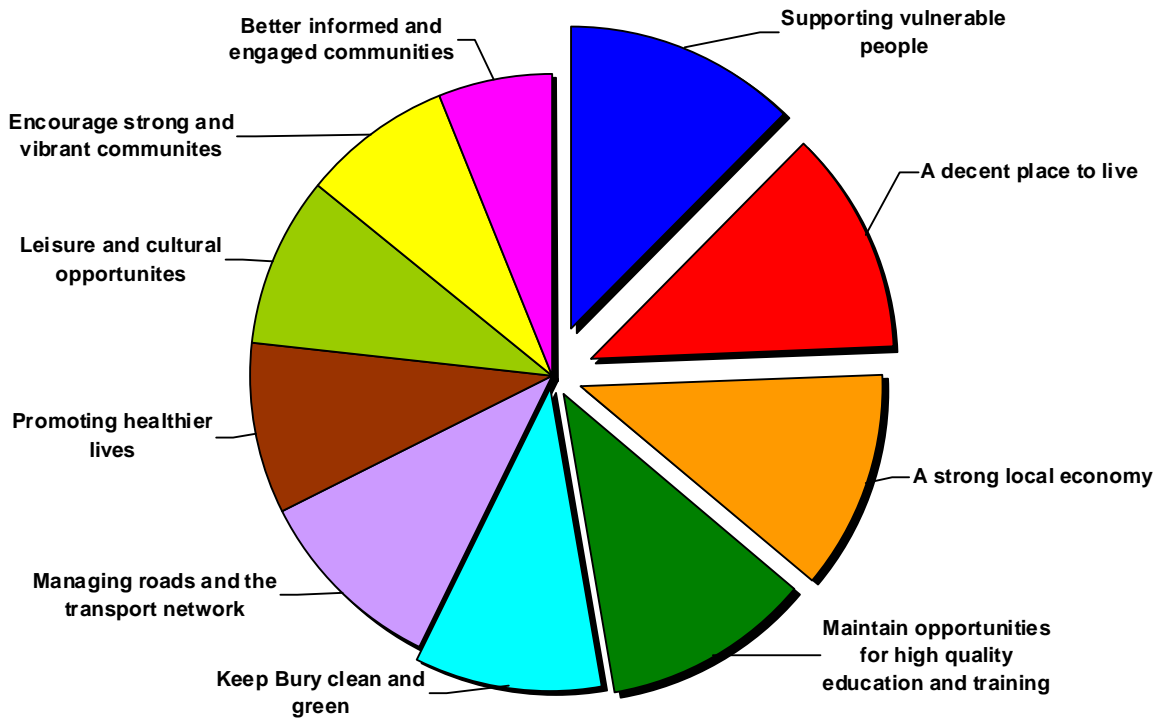
Breakdown Analysis

The breakdown analysis is based upon the 2,631 valid consultation responses from the web application, the paper surveys and the token exercise.

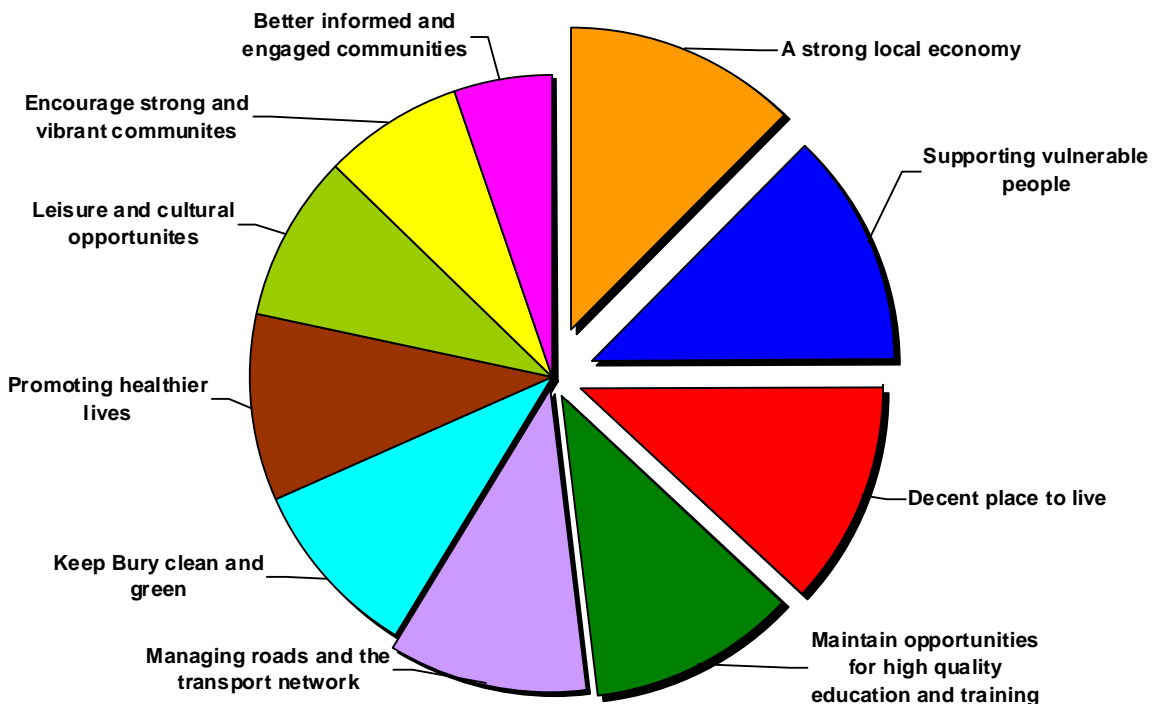
Township Analysis

2,476 out of 2,631 (94.1%) viable consultation responses had completed this demographic question. 15.9% did not live in the borough of Bury.

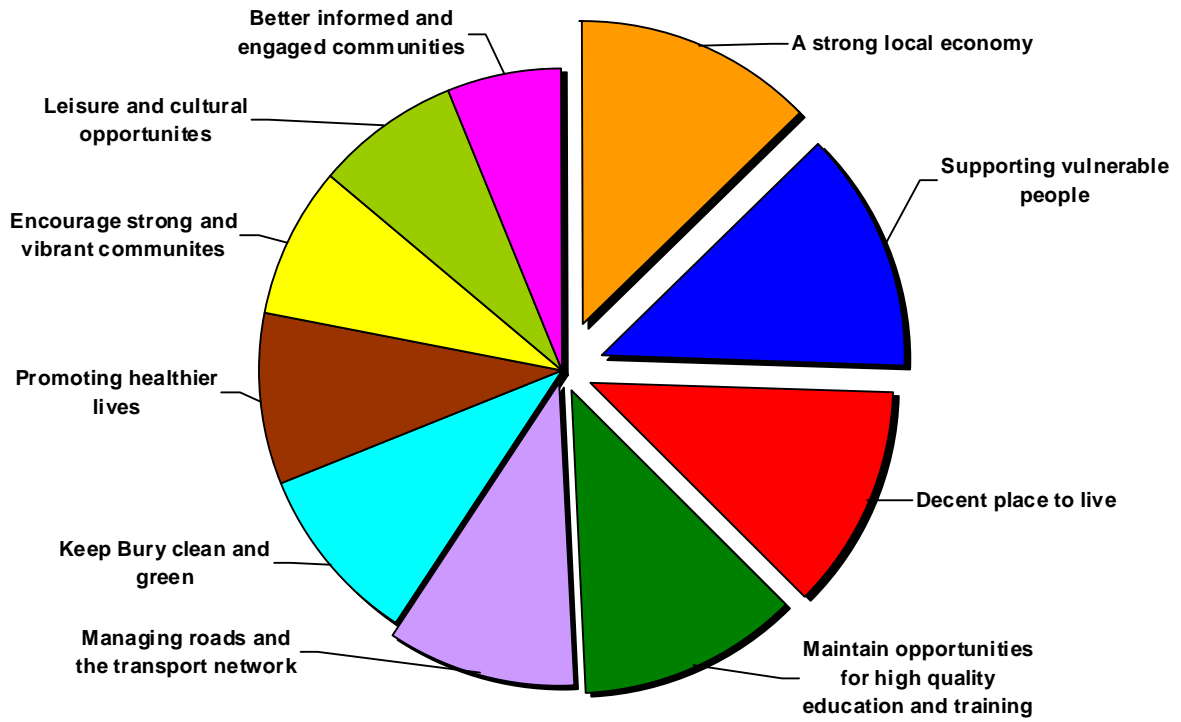
Bury East



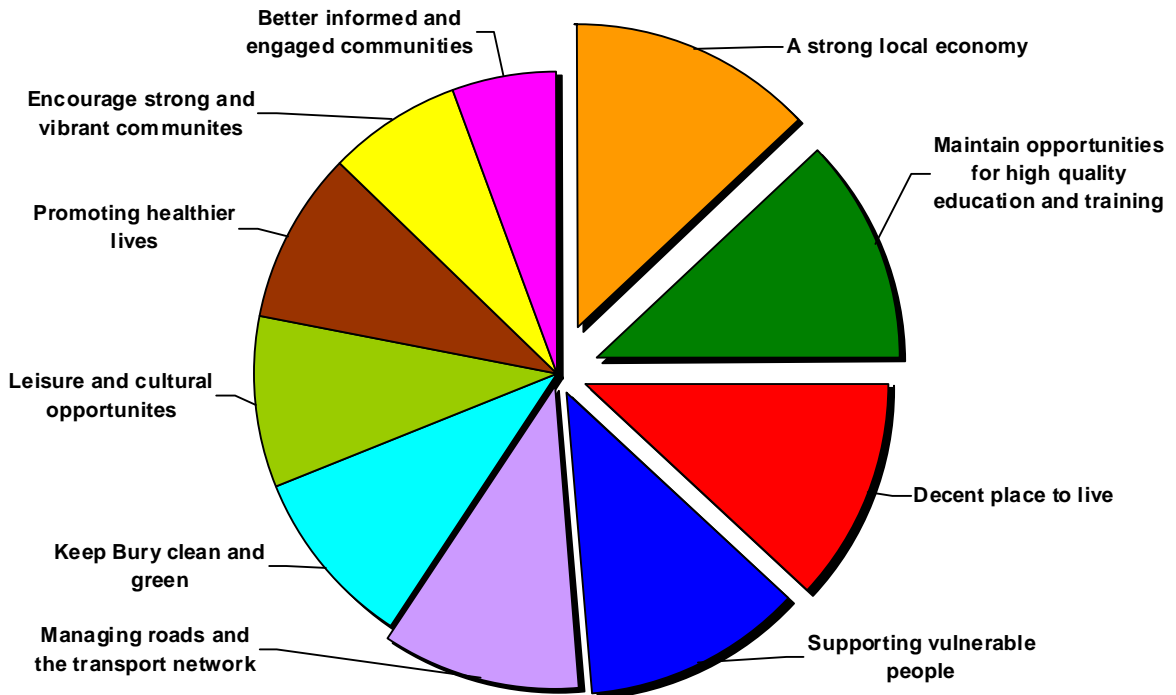
Bury West



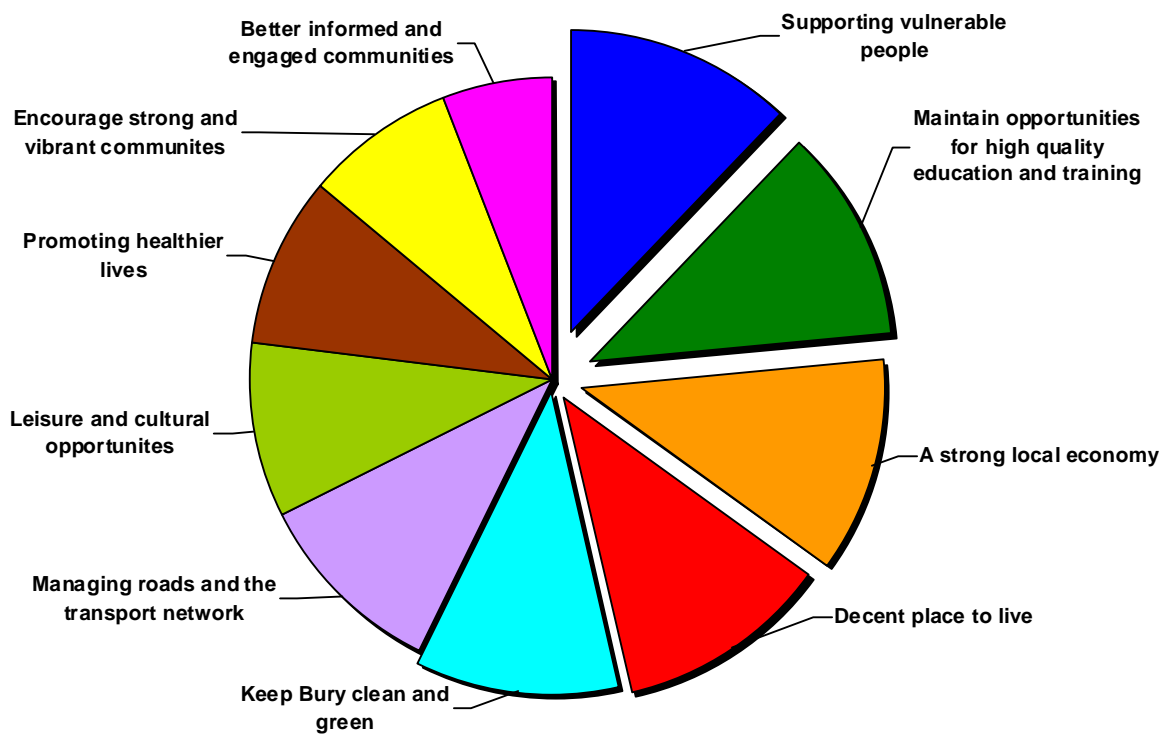
Radcliffe



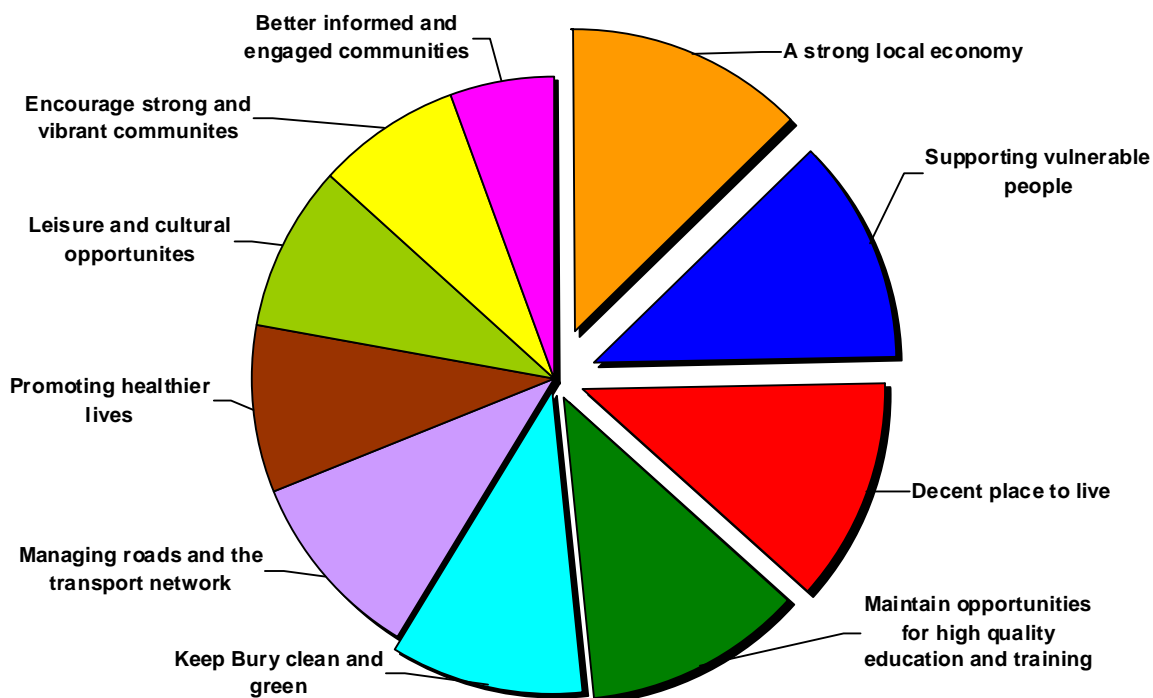
Ramsbottom, Tottington and North Manor



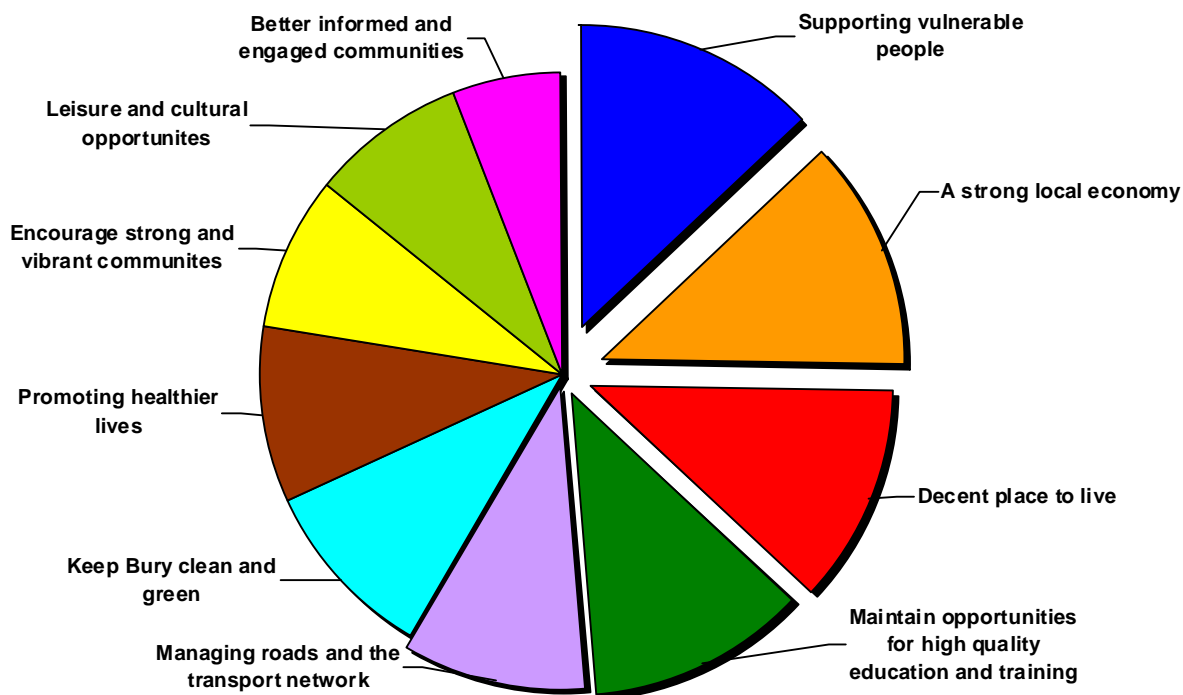
Prestwich



Whitefield and Unsworth



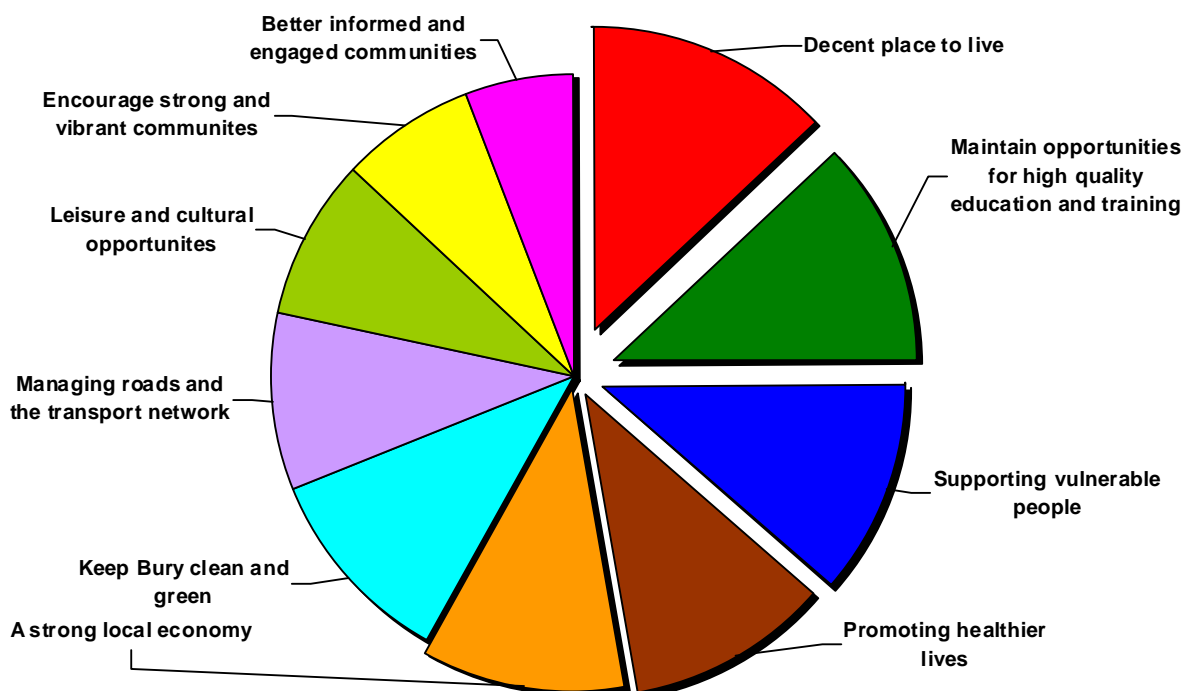
Live outside the borough



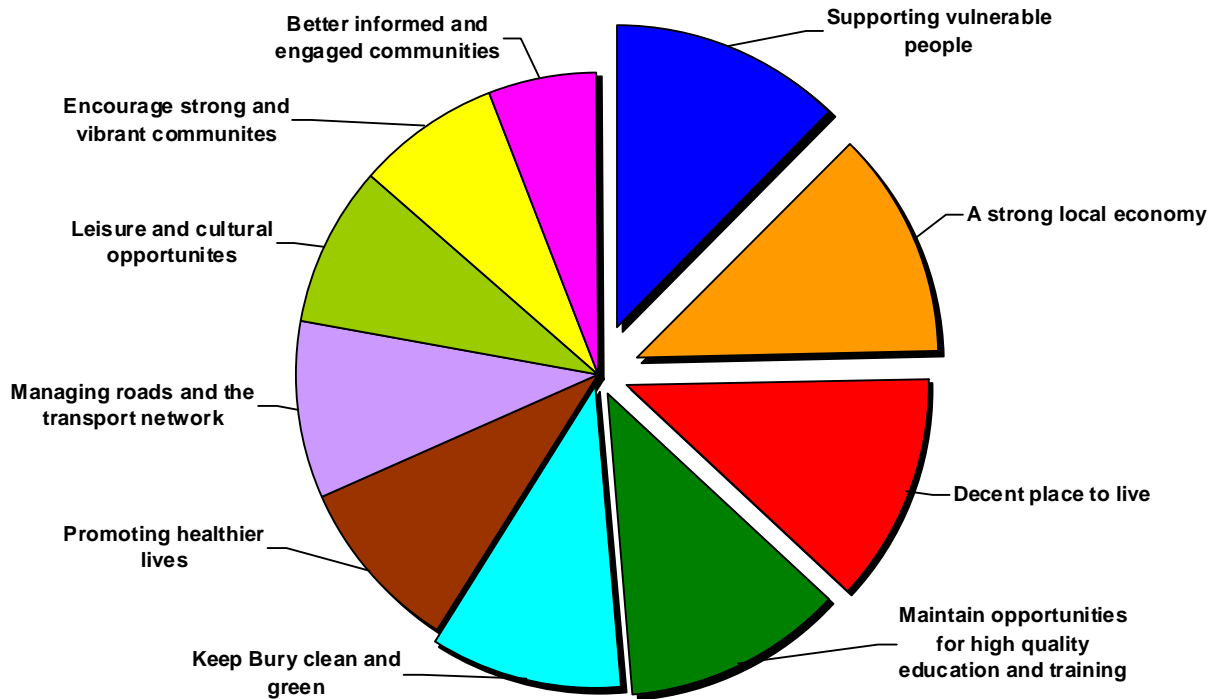
Age Group Analysis

2,494 out of 2,631 (94.8%) valid consultation responses had completed this demographic question.

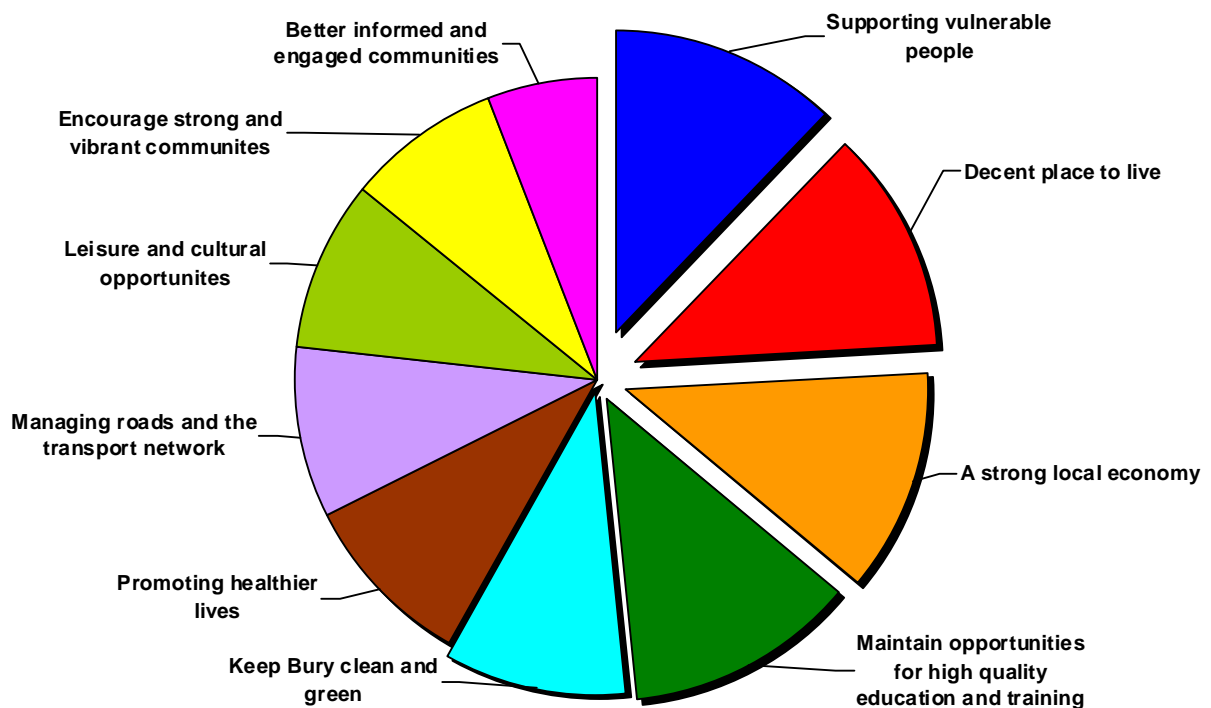
Under 18 year olds



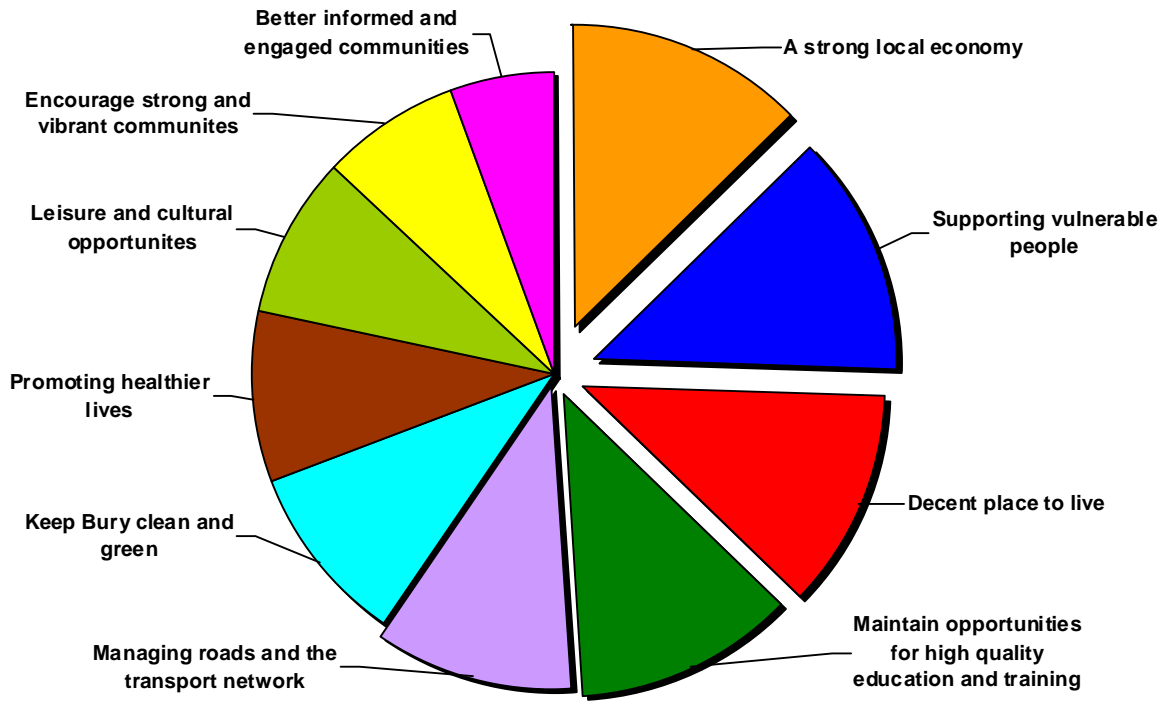
18 – 25 year olds



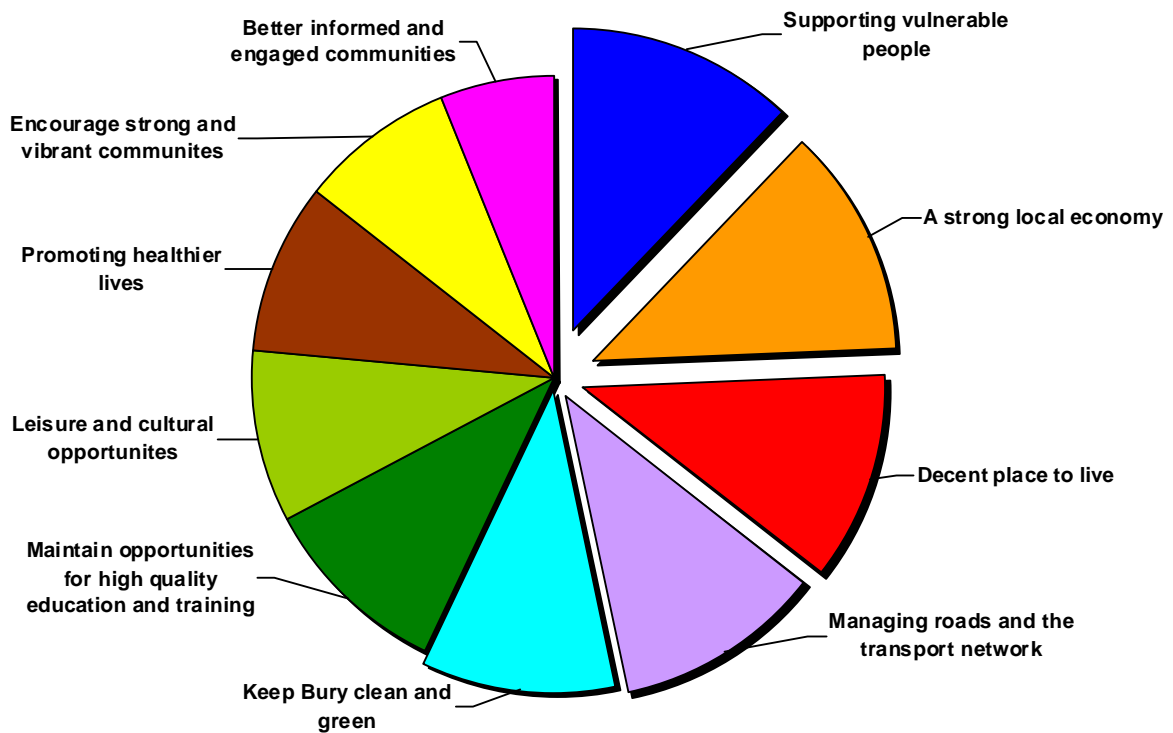
26 – 39 year olds



40 - 64 year olds



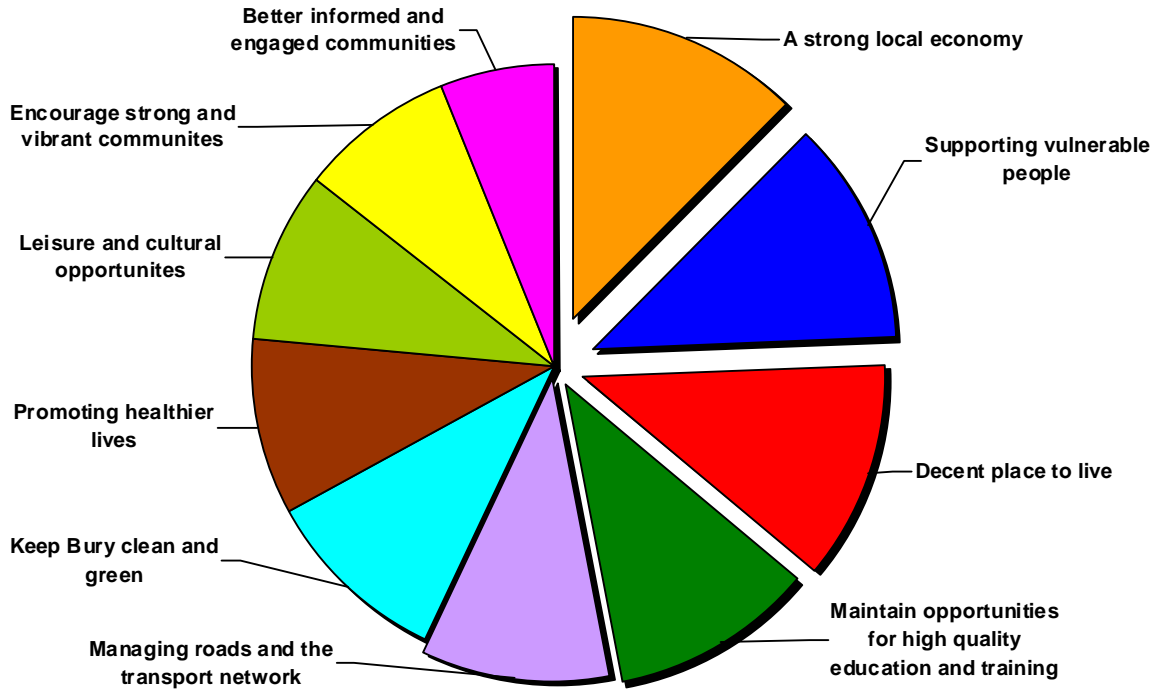
65 years of age and older



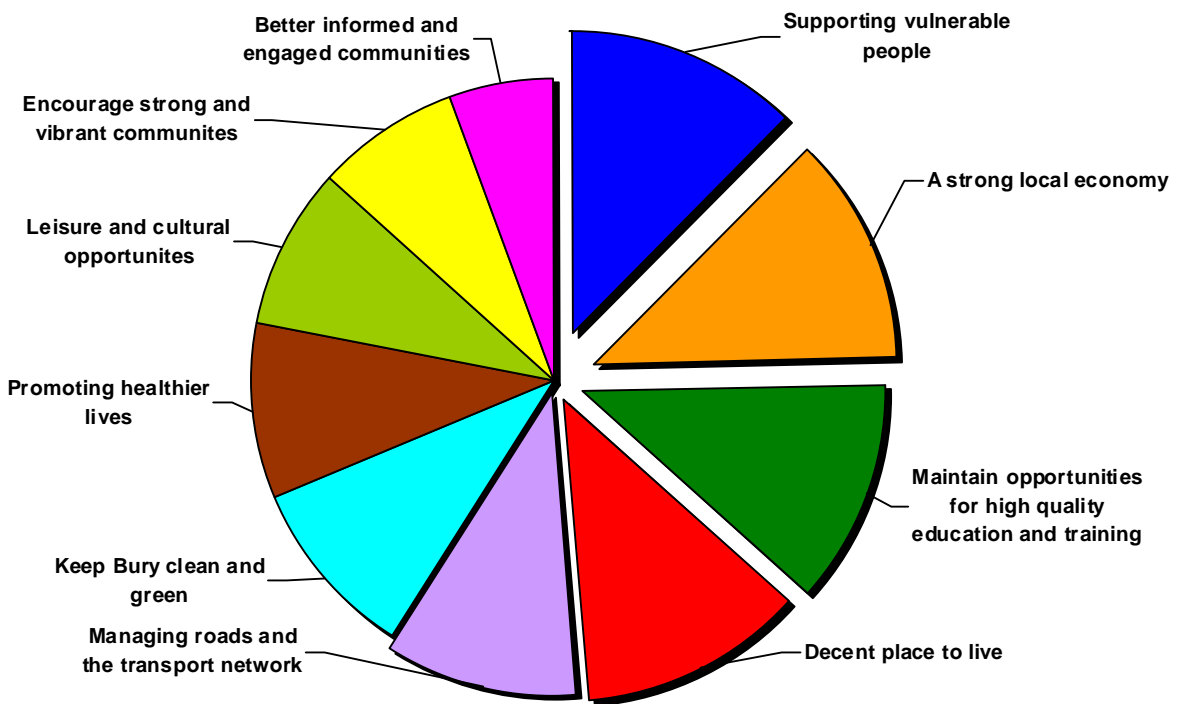
Gender Analysis

2,438 out of 2,631 (92.7%) valid consultation responses had completed this demographic question.

Male

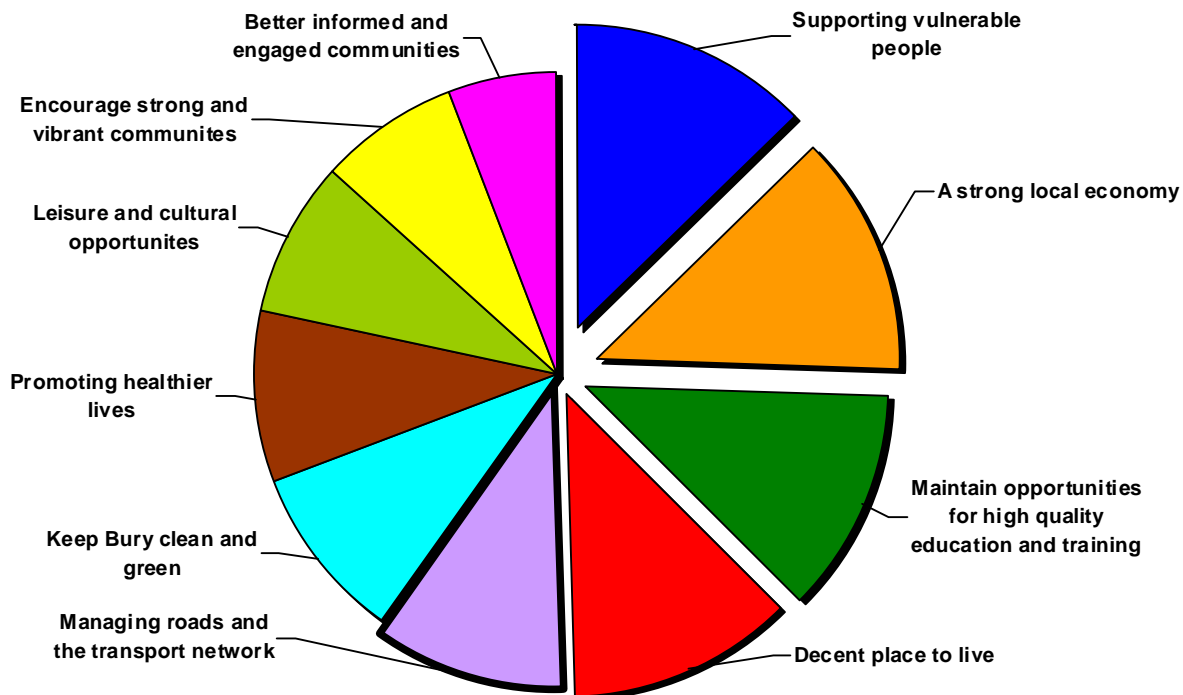


Female

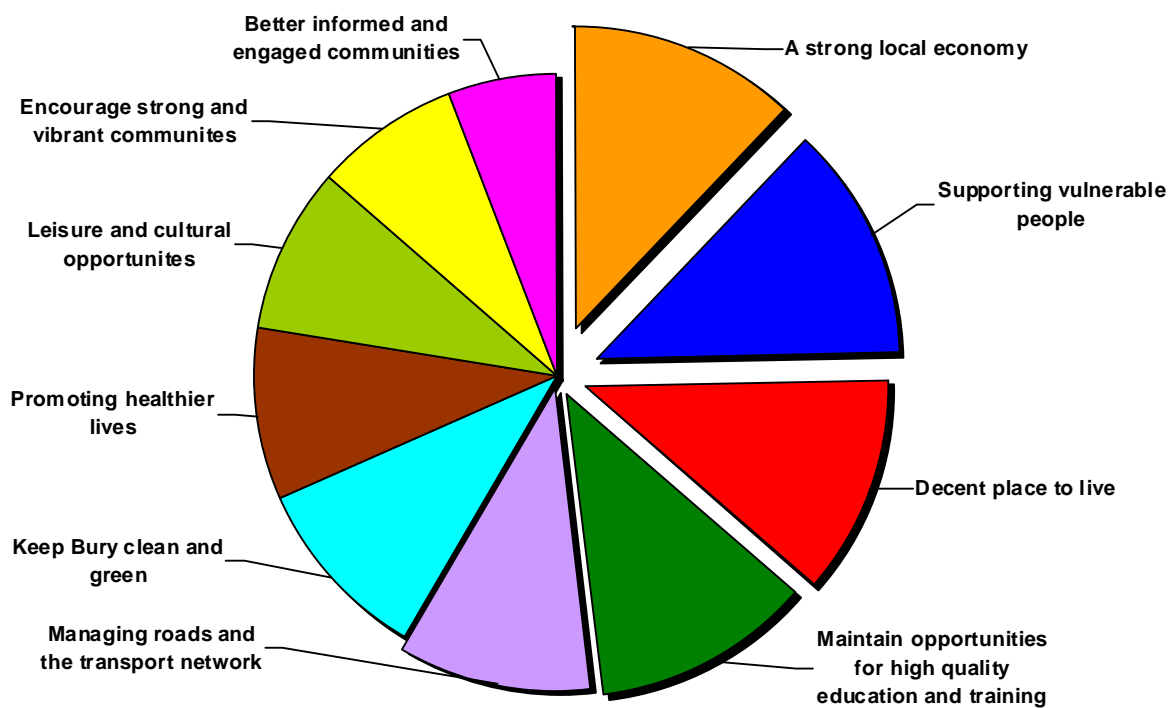


Activity Analysis

Work in the borough of Bury



Live in the borough of Bury

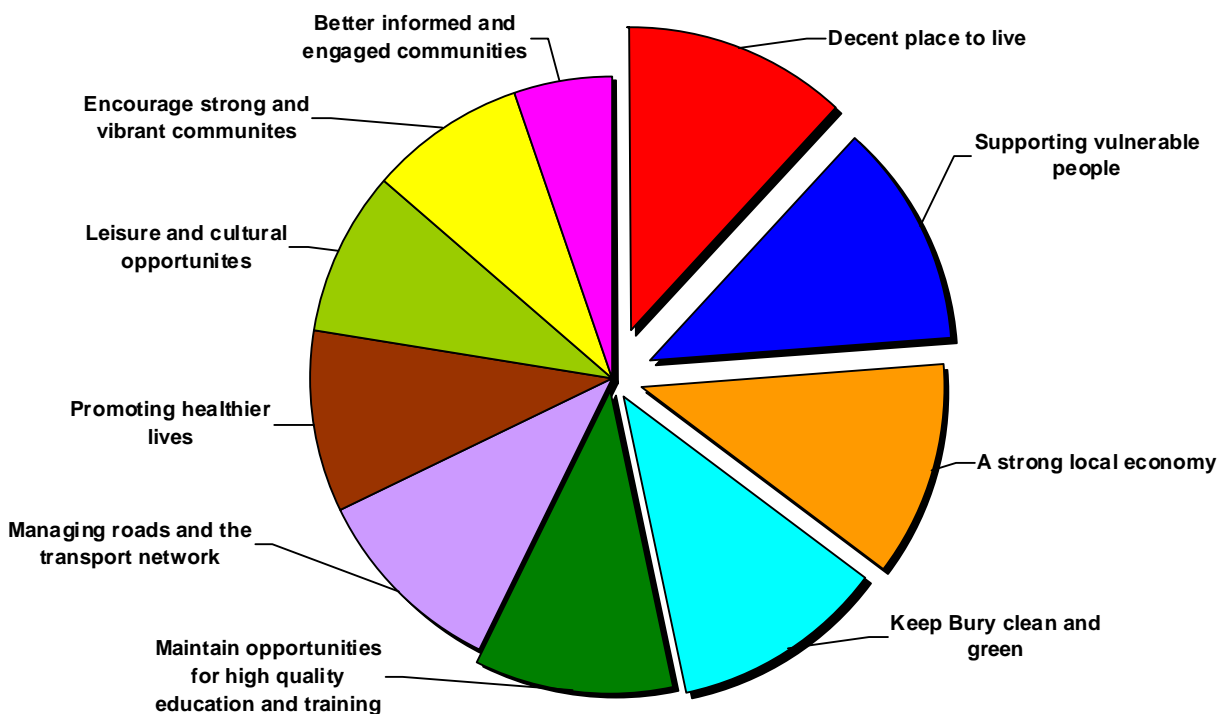


Study in the borough of Bury



Visit the borough of Bury

(Results only include those from outside the borough, who do not work or study in the borough)



Appendix 1 – Explanation of spoilt consultation responses

The paper survey and **Community Voice** responses are considered spoilt when they are returned with:

- ticks only
- a mixture of ticks and numbers
- words only
- Five or more boxes with the same number.

Some surveys have been returned with the choices scored out of ten, instead of ranked.

Provided it was possible to ascertain with certainty whether the respondent was using 1 or 10 as the highest scoring choice, the scores were then used to determine priority. If two choices received the same score, they would receive the same ranking and then the ranking would skip a place. For example if there were two choices ranked 3rd, there would be no 4th place and the next choice would be ranked 5th.

When two tokens from the same respondent are placed in the same box, the higher ranking position is used.

The consultation exercise is considered spoilt when:

- All the tokens are placed in the same box

The web application is considered spoilt when:

- The choices are ranked 1st, 2nd, 3rd, 4th to 10th in the order that they are listed and no demographic information is given.

There is only one case when demographic information is given and the choices are ranked in the order that they are listed. This occurs in the middle of 25 survey submissions, made on the same day, from the same Internet Protocol (IP) address which all rank the choices in listed order. These are considered spoilt despite the demographic information being present.

Although there are some individual occurrences where choices are ranked in the order they are listed and no demographic information is given, the majority of these incidents occur in blocks, submitted on the same day from a single IP address.

Appendix 2 – Analysis of Choice Order

50 surveys were printed with the order of the Choices reversed to determine if the positioning on the survey affected the outcome. The results were scored and ranked in the same way where 1st = 10 points, 2nd = 9 points, 3rd = 8 points etc.

Choice	Score	Sample Rank	Total Rank
Supporting vulnerable people	279	↓ 6th	1st
Keep Bury clean and green	289	↑ 5th	6th
Promoting healthier lives	274	→ 7th	7th
A strong local economy	348	→ 2nd	2nd
Managing roads and the transport network	293	↑ 4th	5th
Encourage strong and vibrant communities	218	↑ 8th	9th
Leisure and cultural opportunities	209	↓ 9th	8th
Decent place to live	352	↑ 1st	3rd
Maintain opportunities for high quality education and training	333	↑ 3rd	4th
Better informed and engaged communities	161	→ 10th	10th

Supporting vulnerable people, which swapped position from top to bottom on the survey, dropped down from 1st to 6th in the scores. *A decent place to live* has increased to 1st, but it is very close to *strong local economy* which is still in 2nd place. *Encourage strong and vibrant communities* and *leisure and cultural opportunities* have swapped places.

While *supporting vulnerable people* has dropped significantly down the table, this could be attributed to the sample consulted. The sample had more males aged between 40–64 years old than the overall consultation and significantly less people aged 65 and over. Positioning does not seem to have had a significant effect on any of the other choices. Notably *better informed and engaged communities* remains ranked at 10th and has a very low score, despite the new prominent position at the top of the survey.

Sample Details

The locations where the reversed order consultation was conducted were:

- Bury Football Club at Gigg Lane
- Radcliffe town centre
- Ramsbottom Farmers' Market
- The Rock.

Demographics of the sample consulted:

Township	Percentage consulted
Bury East	16%
Bury west	20%
Radcliffe	10%
Ramsbottom	14%
Prestwich	4%
Whitefield	8%
Out of borough	18%
Not answered	10%

Gender	Percentage consulted
Male	50%
Female	40%
Not answered	10%

Age Group	Percentage consulted
Under 18	0%
18 - 25	12%
26 - 39	24%
40 - 64	42%
65 and over	8%
Not answered	14%

42% of all consulted 'work in the borough'
 80% of all consulted 'live in the borough'
 41% of all consulted 'visit the borough'
 9% of all consulted 'study in the borough'.
 N.B The sample could pick more than one option.

Appendix 3 - Population Demographics

These demographics are based on 2,951 valid and spoilt consultation responses from the web application, paper-based surveys and the token exercise. They do not include the Community Voice consultation responses.

Residence

Township	% of responses from each Township
Bury East	15.4
Bury west	13.1
Radcliffe	11.8
Ramsbottom	15.7
Prestwich	10.8
Whitefield	10.5
Out of borough	14.4
Not answered	8.3

Age Group

Age Group	% of responses from each age group
Under 18	4.4
18 - 25	8.8
26 - 39	19.1
40 - 64	41.9
65 and over	18.3
Not answered	7.5

Gender

Gender	% of responses from each gender
Male	35.3
Female	55.0
Not answered	9.7

Appendix 4 - Data Tables

	Total Received	Number Spoilt	Percentage Spoilt	Number usable
Surveys/token exercise	2,257	250	11.1%	2,007
Community Voice	727	47	6.5%	680
Online Application	694	70	10.1%	624
Total	3,678	367	10.0%	3,311

Summary of the number of 1st, 2nd, 3rd etc received for each choice.

Choice	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
Supporting vulnerable people	885	440	311	297	328	258	237	186	190	164
Keep Bury clean and green	229	329	312	388	427	366	404	328	291	224
Promoting healthier lives	161	278	371	384	391	370	368	345	297	318
A strong local economy	637	463	429	371	364	311	254	199	145	111
Managing roads and the transport network	208	351	408	401	370	369	336	306	262	280
Encourage strong and vibrant communities	128	217	208	242	300	350	389	488	588	370
Leisure and cultural opportunities	213	204	239	333	307	364	388	464	390	373
Decent place to live	542	467	441	360	338	295	283	274	164	113
Maintain opportunities for high quality education and training	470	467	428	373	292	305	289	265	265	140
Better informed and engaged communities	69	82	130	135	209	261	319	411	645	1021

Scoring the results where 1st = 10 points, 2nd = 9 points, 3rd = 8 points etc.

Choice	Score	Percentage	Rank
Supporting vulnerable people	18,004	12.43%	1 st
Keep Bury clean and green	14,431	9.96%	6th
Promoting healthier lives	13,599	9.39%	7th
A strong local economy	17,903	12.36%	2nd
Managing roads and the transport network	14,747	10.18%	5th
Encourage strong and vibrant communities	11,414	7.88%	9th
Leisure and cultural opportunities	12,750	8.80%	8th
Decent place to live	17,116	11.82%	3rd
Maintain opportunities for high quality education and training	16,561	11.43%	4th
Better informed and engaged communities	8,334	5.75%	10th

Breakdown of results

Community Voice (680 valid consultation responses)

	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
Supporting vulnerable people	160	117	60	65	72	51	51	33	32	39
Keep Bury clean and green	65	65	60	71	88	76	88	65	60	43
Promoting healthier lives	40	60	87	89	97	67	56	72	56	56
A strong local economy	120	88	77	72	80	68	64	40	37	34
Managing roads and the transport network	52	64	84	76	53	82	70	64	59	76
Encourage strong and vibrant communities	35	64	43	58	62	72	73	108	104	61
Leisure and cultural opportunities	30	52	43	66	71	64	73	108	109	64
Decent place to live	141	93	82	68	63	54	49	47	30	29
Maintain opportunities for high quality education and training	108	90	84	78	53	58	62	53	58	36
Better informed and engaged communities	17	17	36	31	55	63	75	86	127	173

Scoring the results where 1st = 10 points, 2nd = 9, 3rd – 8 points etc.

Choice	Community Voice	
	Score	Rank
Supporting vulnerable people	4,681	1st
Keep Bury clean and green	3,830	5th
Promoting healthier lives	3,784	6th
A strong local economy	4,416	3rd
Managing roads and the transport network	3,694	7th
Encourage strong and vibrant communities	3,293	8th
Leisure and cultural opportunities	3,218	9th
Decent place to live	4,453	2nd
Maintain opportunities for high quality education and training	4,275	4th
Better informed and engaged communities	2,458	10th

Townships

Summary of the number of 1st, 2nd, 3rd etc for each priority by Township

Bury East (400 valid consultation responses)

	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
Supporting vulnerable people	107	60	34	43	35	26	23	26	26	16
Keep Bury clean and green	33	50	35	37	50	41	59	31	30	31
Promoting healthier lives	13	38	51	47	41	45	47	30	35	46
A strong local economy	72	46	54	42	49	33	32	34	15	13
Managing roads and the transport network	20	39	53	45	61	43	39	33	23	39
Encourage strong and vibrant communities	21	17	21	31	37	45	46	65	62	52
Leisure and cultural opportunities	27	23	41	41	33	49	43	50	47	37
Decent place to live	69	62	57	33	34	29	34	44	21	15
Maintain opportunities for high quality education and training	51	57	39	46	33	42	33	35	44	15
Better informed and engaged communities	9	7	18	21	31	29	52	41	73	112

Bury West (362 valid consultation responses)

	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
Supporting vulnerable people	101	48	34	29	41	31	17	16	23	20
Keep Bury clean and green	19	44	24	55	50	32	45	32	33	25
Promoting healthier lives	20	28	51	47	37	40	40	36	33	27
A strong local economy	65	56	46	47	49	38	23	20	10	7
Managing roads and the transport network	27	41	45	39	47	39	31	40	27	22
Encourage strong and vibrant communities	12	17	28	20	22	38	43	54	80	45
Leisure and cultural opportunities	35	19	23	28	29	45	51	55	31	43
Decent place to live	62	50	44	45	26	34	38	33	16	12
Maintain opportunities for high quality education and training	55	38	50	34	39	40	34	29	31	9
Better informed and engaged communities	5	8	10	15	19	26	30	42	72	131

Radcliffe (306 valid consultation responses)

	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
Supporting vulnerable people	89	35	32	29	30	25	20	17	14	13
Keep Bury clean and green	21	32	25	31	38	38	34	38	26	22
Promoting healthier lives	14	19	25	37	38	36	39	33	30	30
A strong local economy	66	45	45	29	44	18	26	7	15	10
Managing roads and the transport network	12	33	42	42	30	41	28	25	26	23
Encourage strong and vibrant communities	12	19	27	26	23	27	37	45	48	37
Leisure and cultural opportunities	15	11	19	23	23	32	45	47	44	42
Decent place to live	50	44	34	43	37	25	28	23	15	7
Maintain opportunities for high quality education and training	40	51	39	30	27	37	21	20	23	15
Better informed and engaged communities	9	7	11	14	18	25	17	53	57	91

Ramsbottom, Tottington and North Manor (444 valid consultation responses)

	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
Supporting vulnerable people	105	49	42	32	44	34	46	30	35	27
Keep Bury clean and green	19	39	42	57	59	53	55	45	33	40
Promoting healthier lives	20	22	44	46	59	59	60	45	47	40
A strong local economy	106	73	60	49	35	40	25	24	18	12
Managing roads and the transport network	31	52	57	68	45	40	47	46	30	27
Encourage strong and vibrant communities	12	21	25	22	45	39	51	74	96	55
Leisure and cultural opportunities	27	32	43	50	42	55	46	56	41	45
Decent place to live	63	64	64	41	57	48	37	33	22	15
Maintain opportunities for high quality education and training	69	76	56	62	36	35	38	26	33	13
Better informed and engaged communities	4	13	15	17	20	34	37	62	82	155

Prestwich (283 valid consultation responses)

	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
Supporting vulnerable people	81	26	31	25	26	19	23	24	14	13
Keep Bury clean and green	23	23	42	36	36	36	22	30	28	7
Promoting healthier lives	14	26	22	35	19	37	31	38	20	39
A strong local economy	47	38	32	28	28	28	24	21	17	16
Managing roads and the transport network	19	37	30	30	34	36	32	25	19	19
Encourage strong and vibrant communities	12	16	14	18	33	36	34	34	54	27
Leisure and cultural opportunities	18	30	19	33	34	33	34	25	27	26
Decent place to live	41	32	43	29	27	26	26	31	19	6
Maintain opportunities for high quality education and training	33	41	45	38	22	23	25	20	17	16
Better informed and engaged communities	8	10	12	13	15	13	26	30	60	94

Whitefield (287 valid consultation responses)

	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
Supporting vulnerable people	77	28	28	20	32	29	20	21	17	13
Keep Bury clean and green	17	23	34	40	42	33	31	31	24	10
Promoting healthier lives	16	19	32	25	36	27	31	35	28	33
A strong local economy	60	45	37	40	20	27	21	14	11	6
Managing roads and the transport network	13	30	40	33	35	32	31	28	26	18
Encourage strong and vibrant communities	7	28	9	20	22	36	32	39	51	37
Leisure and cultural opportunities	20	15	22	33	21	29	38	35	31	39
Decent place to live	41	46	38	34	34	21	27	21	13	9
Maintain opportunities for high quality education and training	41	37	36	36	26	27	27	27	22	7
Better informed and engaged communities	5	10	10	6	19	21	26	28	56	105

Outside the borough (394 valid consultation responses)

	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
Supporting vulnerable people	121	54	39	38	33	29	26	17	20	17
Keep Bury clean and green	25	36	35	51	45	48	47	35	40	32
Promoting healthier lives	17	42	40	37	49	38	51	38	41	39
A strong local economy	73	56	48	50	41	43	29	27	17	9
Managing roads and the transport network	26	41	43	49	47	36	42	33	32	44
Encourage strong and vibrant communities	10	28	32	31	41	40	53	53	64	41
Leisure and cultural opportunities	25	16	18	46	37	39	41	69	50	52
Decent place to live	54	54	58	42	42	48	34	29	19	14
Maintain opportunities for high quality education and training	54	58	61	34	42	30	33	33	26	22
Better informed and engaged communities	8	3	14	17	23	37	41	52	84	112

Scoring the results where 1st = 10 points, 2nd = 9, 3rd = 8 points etc.

Residence	Bury East		Bury West		Radcliffe		Ramsbottom, Tottington and North Manor		Prestwich		Whitefield		Outside the Borough of Bury	
	Score	Rank	Score	Rank	Score	Rank	Score	Rank	Score	Rank	Score	Rank	Score	Rank
Supporting vulnerable people	2,761	1 st	2,500	2 nd	2,141	2 nd	2,856	4 th	1,923	1 st	1,913	2 nd	2,829	1 st
Keep Bury clean and green	2,244	5 th	1,990	6 th	1,657	6 th	2,356	6 th	1,662	5 th	1,621	5 th	2,126	6 th
Promoting healthier lives	2,074	7 th	1,972	7 th	1,523	7 th	2,230	8 th	1,411	8 th	1,431	7 th	2,050	7 th
A strong local economy	2,592	3 rd	2,514	1 st	2,147	1 st	3,170	1 st	1,781	3 rd	1,990	1 st	2,669	2 nd
Managing roads and the transport network	2,211	6 th	2,069	5 th	1,694	5 th	2,593	5 th	1,617	6 th	1,599	6 th	2,153	5 th
Encourage strong and vibrant communities	1,750	9 th	1,498	9 th	1,378	8 th	1,801	9 th	1,253	9 th	1,230	9 th	1,811	8 th
Leisure and cultural opportunities	1,988	8 th	1,774	8 th	1,311	9 th	2,258	7 th	1,493	7 th	1,371	8 th	1,800	9 th
Decent place to live	2,609	2 nd	2,358	3 rd	2,034	3 rd	2,893	3 rd	1,778	4 th	1,881	3 rd	2,551	3 rd
Maintain opportunities for high quality education and training	2,405	4 th	2,258	4 th	1,933	4 th	2,956	2 nd	1,782	2 nd	1,814	4 th	2,495	4 th
Better informed and engaged communities	1,364	10 th	1,072	10 th	1,004	10 th	1,339	10 th	920	10 th	886	10 th	1,261	10 th

Age group

Summary of the number of 1st, 2nd, 3rd etc for each priority by age group

Under 18 (125 valid consultation responses)

	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
Supporting vulnerable people	14	15	6	14	6	1	12	33	23	1
Keep Bury clean and green	23	16	17	19	5	4	8	18	15	5
Promoting healthier lives	11	13	23	11	14	6	3	17	21	4
A strong local economy	13	11	22	11	16	7	13	10	13	2
Managing roads and the transport network	18	10	10	16	19	13	9	10	9	8
Encourage strong and vibrant communities	7	16	8	9	21	18	15	11	5	13
Leisure and cultural opportunities	15	12	11	16	7	16	13	9	12	10
Decent place to live	9	10	8	8	13	19	13	10	9	19
Maintain opportunities for high quality education and training	5	11	9	7	10	22	22	4	6	23
Better informed and engaged communities	6	8	7	7	13	13	14	3	6	34

18-25 (246 valid consultation responses)

	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
Supporting vulnerable people	55	38	32	26	27	16	12	17	8	14
Keep Bury clean and green	17	25	20	36	38	33	24	23	18	11
Promoting healthier lives	17	17	25	29	28	27	30	22	21	26
A strong local economy	48	36	35	26	21	18	25	18	8	8
Managing roads and the transport network	12	20	28	27	33	27	23	21	27	26
Encourage strong and vibrant communities	2	12	19	15	17	30	43	37	41	26
Leisure and cultural opportunities	18	16	19	21	21	20	19	47	30	32
Decent place to live	46	34	30	25	29	29	15	22	9	7
Maintain opportunities for high quality education and training	36	38	30	24	21	24	23	15	23	10
Better informed and engaged communities	6	3	12	10	18	19	23	25	53	76

26-39 (528 valid consultation responses)

	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
Supporting vulnerable people	153	57	44	39	51	40	37	41	36	28
Keep Bury clean and green	25	55	56	75	53	73	51	56	56	28
Promoting healthier lives	23	51	57	47	61	54	73	48	60	52
A strong local economy	86	75	65	70	58	57	42	33	21	19
Managing roads and the transport network	22	40	69	55	51	58	66	61	42	60
Encourage strong and vibrant communities	13	38	37	46	65	46	59	73	91	56
Leisure and cultural opportunities	50	31	28	68	49	61	54	64	55	65
Decent place to live	79	80	87	58	50	42	52	36	32	12
Maintain opportunities for high quality education and training	103	75	62	55	48	46	47	33	41	18
Better informed and engaged communities	14	10	16	24	29	49	50	69	89	176

40-64 (1,151 valid consultation responses)

	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
Supporting vulnerable people	351	126	107	107	110	100	74	56	74	45
Keep Bury clean and green	65	101	106	140	156	109	167	113	99	91
Promoting healthier lives	43	85	117	132	125	148	138	127	108	122
A strong local economy	232	187	156	132	140	108	65	56	42	28
Managing roads and the transport network	75	142	146	155	152	115	110	102	74	74
Encourage strong and vibrant communities	44	61	65	72	84	127	122	182	230	158
Leisure and cultural opportunities	57	68	91	100	98	138	161	163	124	136
Decent place to live	168	156	157	127	128	108	109	95	59	40
Maintain opportunities for high quality education and training	150	188	154	133	104	114	91	97	79	35
Better informed and engaged communities	16	22	48	42	68	74	101	151	246	375

Over 65 (444 valid consultation responses)

	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
Supporting vulnerable people	119	61	44	36	37	31	38	26	23	26
Keep Bury clean and green	36	54	40	45	65	50	41	45	35	30
Promoting healthier lives	23	27	47	46	55	48	50	53	38	47
A strong local economy	108	43	59	46	36	40	34	34	26	12
Managing roads and the transport network	37	67	56	54	46	49	42	33	33	23
Encourage strong and vibrant communities	25	31	34	32	45	42	54	54	76	44
Leisure and cultural opportunities	35	21	45	54	47	48	55	52	39	39
Decent place to live	58	67	49	45	45	40	41	50	23	20
Maintain opportunities for high quality education and training	30	45	61	57	45	46	41	40	49	29
Better informed and engaged communities	11	19	10	24	24	33	50	46	78	140

Scoring the results where 1st = 10 points, 2nd = 9 points etc.

Age Group	Under 18		18-25		26-39		40-64		65 and over	
Choice	Score	Rank	Score	Rank	Score	Rank	Score	Rank	Score	Rank
Supporting vulnerable people	772	3 rd	1,701	1 st	3,545	1 st	8,066	2 nd	3,022	1 st
Keep Bury clean and green	723	6 th	1,412	5 th	2,913	5 th	6,164	6 th	2,520	5 th
Promoting healthier lives	744	4 th	1,283	6 th	2,718	6 th	5,816	7 th	2,223	8 th
A strong local economy	726	5 th	1,660	2 nd	3,506	3 rd	8,095	1 st	2,979	2 nd
Managing roads and the transport network	648	7 th	1,281	7 th	2,704	7 th	6,736	5 th	2,676	4 th
Encourage strong and vibrant communities	489	9 th	1,028	9 th	2,403	9 th	4,804	9 th	2,079	9 th
Leisure and cultural opportunities	585	8 th	1,158	8 th	2,661	8 th	5,405	8 th	2,292	7 th
Decent place to live	890	1 st	1,651	3 rd	3,514	2 nd	7,416	3 rd	2,740	3 rd
Maintain opportunities for high quality education and training	796	2 nd	1,549	4 th	3,491	4 th	7,397	4 th	2,503	6 th
Better informed and engaged communities	391	10 th	805	10 th	1,706	10 th	3,538	10 th	1,472	10 th

Gender

Summary of the number of 1st, 2nd, 3rd etc for each priority by gender

Male (968 valid consultation responses)

	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
Supporting vulnerable people	252	111	88	86	107	68	61	69	61	58
Keep Bury clean and green	65	104	90	122	121	114	101	97	87	61
Promoting healthier lives	43	83	98	106	109	105	117	98	93	102
A strong local economy	205	147	124	103	102	89	70	44	48	23
Managing roads and the transport network	71	110	122	109	100	97	101	88	74	89
Encourage strong and vibrant communities	38	60	62	81	99	98	127	120	158	109
Leisure and cultural opportunities	89	61	71	96	77	99	109	130	99	122
Decent place to live	152	147	125	89	102	89	82	96	47	33
Maintain opportunities for high quality education and training	90	111	144	106	96	123	87	77	87	39
Better informed and engaged communities	26	25	31	48	57	73	104	126	187	277

Female (1,470 valid consultation responses)

	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
Supporting vulnerable people	420	185	143	126	134	123	112	80	87	56
Keep Bury clean and green	90	142	136	179	193	162	188	144	127	104
Promoting healthier lives	68	108	159	165	166	174	179	151	138	150
A strong local economy	273	205	195	172	161	138	108	104	56	49
Managing roads and the transport network	78	160	188	187	192	166	145	136	106	104
Encourage strong and vibrant communities	47	85	94	88	118	161	161	235	291	179
Leisure and cultural opportunities	71	83	113	160	144	172	182	200	165	163
Decent place to live	231	193	209	169	153	136	139	111	78	47
Maintain opportunities for high quality education and training	245	242	174	174	128	109	119	112	103	57
Better informed and engaged communities	21	34	59	52	86	111	122	184	291	499

Scoring the results where 1st = 10 points, 2nd = 9 points etc.

Gender	Male		Female	
Choice	Score	Rank	Score	Rank
Supporting vulnerable people	6,526	2 nd	10,228	1 st
Keep Bury clean and green	5,463	6 th	8,029	6 th
Promoting healthier lives	5,097	7 th	7,540	7 th
A strong local economy	6,828	1 st	9,900	2 nd
Managing roads and the transport network	5,517	5 th	8,319	5 th
Encourage strong and vibrant communities	4,547	9 th	6,226	9 th
Leisure and cultural opportunities	4,958	8 th	7,026	8 th
Decent place to live	6,343	3 rd	9,592	4 th
Maintain opportunities for high quality education and training	5,875	4 th	9,626	3 rd
Better informed and engaged communities	3,386	10 th	4,544	10 th

Activity

Summary of the number of 1st, 2nd, 3rd etc for each priority by activity within the borough of Bury

Work in the borough of Bury (1,115 valid consultation responses)

	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
Supporting vulnerable people	354	125	112	87	105	88	73	54	67	48
Keep Bury clean and green	47	91	94	135	155	139	146	115	101	88
Promoting healthier lives	44	87	114	115	121	136	145	124	99	123
A strong local economy	217	196	147	131	122	100	74	61	33	27
Managing roads and the transport network	70	114	139	147	122	107	112	125	82	90
Encourage strong and vibrant communities	32	60	78	80	89	111	131	158	225	142
Leisure and cultural opportunities	75	45	69	103	100	124	137	166	138	147
Decent place to live	152	164	167	128	129	106	103	77	59	26
Maintain opportunities for high quality education and training	166	188	143	141	100	105	84	90	65	28
Better informed and engaged communities	22	19	44	44	74	81	100	136	231	357

Live in the borough of Bury (2,106 valid consultation responses)

	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
Supporting vulnerable people	571	252	201	180	209	166	151	134	129	102
Keep Bury clean and green	133	215	204	257	278	234	249	212	177	136
Promoting healthier lives	97	155	229	240	233	247	250	219	195	216
A strong local economy	417	304	278	236	230	188	153	122	89	65
Managing roads and the transport network	127	234	271	260	253	233	208	198	154	151
Encourage strong and vibrant communities	77	118	128	140	182	226	243	312	398	256
Leisure and cultural opportunities	147	130	168	211	187	244	260	271	221	235
Decent place to live	329	302	281	227	222	184	190	187	107	67
Maintain opportunities for high quality education and training	290	302	267	248	185	208	183	161	171	76
Better informed and engaged communities	41	56	76	86	124	149	193	260	405	693

Study in the borough of Bury (224 valid consultation responses)

	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
Supporting vulnerable people	53	35	22	16	22	17	26	14	10	9
Keep Bury clean and green	16	22	24	27	24	34	25	19	19	12
Promoting healthier lives	10	22	32	30	23	19	22	18	24	19
A strong local economy	37	30	26	23	24	11	28	25	11	5
Managing roads and the transport network	11	14	18	29	31	36	18	28	17	21
Encourage strong and vibrant communities	5	13	19	19	21	23	27	27	40	25
Leisure and cultural opportunities	26	10	14	27	16	31	23	28	25	22
Decent place to live	35	41	27	16	30	18	17	20	11	9
Maintain opportunities for high quality education and training	35	30	35	23	17	19	18	20	11	13
Better informed and engaged communities	3	1	10	7	18	17	15	24	46	79

Visit the borough of Bury (123 valid consultation responses)

(results only include those from outside the borough, who do not work or study in the borough)

	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
Supporting vulnerable people	22	19	14	14	14	10	8	5	8	9
Keep Bury clean and green	15	16	15	17	14	11	11	11	8	5
Promoting healthier lives	6	13	10	14	18	13	16	9	12	11
A strong local economy	22	14	11	13	14	17	9	9	11	2
Managing roads and the transport network	8	16	19	14	13	11	14	8	11	8
Encourage strong and vibrant communities	6	3	10	8	16	14	19	18	18	10
Leisure and cultural opportunities	12	6	8	17	11	9	12	17	17	13
Decent place to live	23	19	17	10	10	12	12	11	5	4
Maintain opportunities for high quality education and training	19	14	13	11	13	5	13	11	13	11
Better informed and engaged communities	2	0	3	2	5	15	16	18	19	42

Scoring the results where 1st = 10 points, 2nd = 9 points, 3rd = 8 points etc.

Activity in the borough	Work		Live		Study		Visit	
Choice	Score	Rank	Score	Rank	Score	Rank	Score	Rank
Supporting vulnerable people	7,876	1 st	14,296	2 nd	1,525	1 st	807	2 nd
Keep Bury clean and green	5,830	6 th	11,656	6 th	1,260	5 th	770	4 th
Promoting healthier lives	5,619	7 th	10,773	7 th	1,206	6 th	654	7 th
A strong local economy	7,831	2 nd	14,323	1 st	1,422	4 th	781	3 rd
Managing roads and the transport network	6,211	5 th	11,932	5 th	1,160	7 th	717	6 th
Encourage strong and vibrant communities	4,723	9 th	9,018	9 th	987	9 th	565	9 th
Leisure and cultural opportunities	5,117	8 th	10,333	8 th	1,150	8 th	614	8 th
Decent place to live	7,319	4 th	13,699	3 rd	1,476	2 nd	822	1 st
Maintain opportunities for high quality education and training	7,372	3 rd	13,273	4 th	1,425	3 rd	722	5 th
Better informed and engaged communities	3,527	10 th	6,668	10 th	664	10 th	361	10 th

Appendix 8

Title : Council's Delegated Powers Form Ref LS103 dated 15th April 2014
– The Purchase of 1 No GEHL R190 Skid Loader (or equivalent)
complete with accessories, a full maintenance contract and
training.

Status: Not for publication

Appendix 9

Motion to Council 3rd April 2013

2. Condition of Roads in the Borough

“This Council notes the effect of the continuing adverse wintery weather on the state of the Borough’s highways.

This Council also notes the healthy level of usable reserves that is currently held on behalf of the people of Bury.

Therefore, this Council resolves to take immediate action to help address the dreadful state of our highways and agree to transfer 2 million pounds from useable balances into the roads maintenance and repair budget for 2013/14.”

In the names of Councillors I Bevan, R Caserta, J Daly, I Gartside, D Gunther, M Hankey, K Hussain, S Nuttall, B Vincent, R Walker, J Walton, M Wiseman and Y Wright

Bury’s 2011/12 WGA figures submitted last year

Bury supplies various information to the DfT for Whole of Government Accounts (WGA), based on valuations of the highway asset. Notably a Gross Replacement Cost (GRC) and a Depreciated Replacement Cost (DRC).

GRC is a valuation of highway assets based on a modern day equivalent replacement of all physical assets.

DRC is GRC less a valuation of the physical assets requiring replacement, based on average replacement rates.

WGA for highway assets has been introduced over a three year lead in period which started in 2009/10. It is expected that the sufficiency of data held by LA’s will continually improve, as well the methods of evaluating accountancy figures from condition data.

Asset Group	GRC (£ M)	DRC (£ M)	Depreciation (£ M)
Carriageways	715.5	670.9	44.6
Footways/Cycletracks	148.7	119.0	29.7
Structures	103.4	N/A	N/A
Lighting	21.9	12.5	9.4
Traffic Management	3.3	1.7	1.6
Street Furniture	2.6	1.3	1.3
	995.5	805.4	86.6

For carriageway and footway assets, deterioration is measured nationally using standardised condition surveys and the UK Pavement Management System computer package, which evaluates the network condition from these surveys and calculates depreciation.

Early work has focused on Carriageways as they are by far the largest group, and could derive larger benefits economically from an asset management approach to maintenance. In deriving depreciation for these assets the GM Combined Authority Asset Management sub group has derived rudimentary optimal lifecycle plans. **From this information, an annual optimal carriageway structural maintenance requirement for Bury has been calculated as £5.5M.**

Asphalt Industry Alliance ALARM survey 2013

From DfT road length statistics, Bury's total network is the 95th smallest of 119 in England at 665km (Excluding Trunk roads not administered by Bury). The largest being Devon at 12,800km, the lowest being Isles of Scilly at 36.7 km

The ALARM survey is not absolutely defined in terms of what should be included in the figures requested and therefore open to interpretation to a certain extent.

Notable questions in the ALARM survey:

Question	Average per Authority			
	Wales	London	England (Exc. London)	Bury
Overall Road Maintenance Budget 2012/13 Note 1	£ 11.1M	£ 7.0M	£ 20.1M	£ 4.9 M
What carriageway maintenance budget would you require to maintain the roads adequately in your area? Note 2	£ 5.9M	£ 6.1M	£16.0M	£5.5M
Amount paid on Insurance claims in the past year	£ 82.4k	£ 191.0k	£ 200.0k	£ 857.4 k ****

**** I have not had this figure first hand and it is an average from several years total. Would suggest verification.

Note 1 – This is revenue and capital budget including structures, street lighting.

Note 2 – I used the annual depreciation amount for this, that would typically be the capital structural maintenance funding, though it may well be that other Authorities are also including a reactive or revenue amount.

Annual Structural Maintenance

Financial Year	Budget
2007/08	£ 2.2M
2008/09	£ 1.7M
2009/10	£ 1.2M
2010/11	£ 1.5M
2011/12	£ 1.4M
2012/13	£ 1.4M
2013/14	£ 1.3M
2014/15	£ 1.2M

This budget in the last three years has primarily been prioritised to the Classified carriageways, with amounts of approximately £250k for surface dressing/microasphalt treatments of unclassified local roads.

For 2014/15, the following non carriageway works will be funded by this budget: Street Lighting L.E.D. replacement £ 160k, Fernhill Depot relocation £ 88k, Footway only works £ 72.5k and Rights of Way £ 23k. For comparison with the Carriageway Annual Depreciation value of £ 5.5M, this will result in approximately £ 0.85M being spent on carriageways, less any footway works included at those locations. i.e a shortfall of approximately £ 4.65M for carriageways alone.

Network	Area (m2)	2011/12 Surfaced (m2)	Years/Surface	2012/13 Surfaced (m2)	Years/Surface
Classified	1,190,655	30,000	40	25,455	47
Unclassified	2,903,000	32,000	91	N/A	N/A

Other Annual Works of Note

In house (Fernhill) completed measurements of pothole repairs.

Financial Year	Area (m2)
2007/08	7267
2008/09	10558
2009/10	9040
2010/11	8708
2011/12	6070
2012/13	5076 ***

*** completed to date

These figures are based on jobs recorded in Confirm using schedule of rates codes normally used for pothole repairs by Fernhill staff. That is only as accurate though as works being booked to the correct schedule codes. The consultancy has also employed external contractors to do this type of work and I don't have access to any data on the amounts they have conducted.

In the last year, in order to take note of the DfT sponsored Highway Maintenance Efficiency Programme (HMEP) recommendations, we have trialled a new method of 'Velocity Patching' pothole repair to carry out 1309 defect repairs at a works cost of £32,750.

We also carried out 5450 lin.m of joint repairs at a works cost of £32,250. Notably the Bury ring road has had this treatment, which is intended to arrest failure of the carriageway surface from an opening joint.

In 2013/14 we will continue to employ these methods were they are deemed suitable, as they appear to deliver very good value for money.

Highway Maintenance Enquiries/Complaints

Financial Year	Type	Total
0607	Carriageway	760
	Footway	1168
		1928
0708	Carriageway	1247
	Footway	1199
		2446
0809	Carriageway	1443
	Footway	1181
		2624
0910	Carriageway	1489
	Footway	1006
		2495
1011	Carriageway	1690
	Footway	859
		2549
1112	Carriageway	1592
	Footway	901
		2493
1213	Carriageway	2347
	Footway	1191
		3538

1213 figures as at run time of the report.

Appendix 10

Title : **Briefing Note – Findings of Visit to Wigan MBC Operations Depot
September 2013**

Status: **Not for publication**

Appendix 11

Title : AGMA Highway Claims Benchmarking Group Agenda and Minutes

Status: Not for publication

Appendix 12

Title : Council's Cabinet Report - LED Lantern Replacement, Invest to Save (Incorporating Lighting Level Reduction, Through Replacement Control Gear) dated 7th November 2012

Status: This paper is exempt pursuant to Paragraph 3 Schedule 12A Local Government Act 1972 (as amended)