



Highway Condition Report

Stopes Road, Little Lever – S278 Highway Improvements

Taylor Wimpey Manchester

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Basis of Report

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1.0 Introduction

- 1.1 SLR Consulting Ltd have been appointed by Taylor Wimpey Manchester to undertake a Highway Condition Survey in relation to the proposed residential development off Stopes Road, Bury, Lancashire.
- 1.2 The main purpose of the highway condition survey is to identify and document all defects that are present before works commence on site to enable the relevant parties to distinguish between existing damage to the highway prior to construction and any defects that may be created as a direct result of the works taking place on the site adjacent to the highway.
- 1.3 An initial site walkover was undertaken by Ian Witherington, Senior Engineer at SLR Consulting Ltd, within an agreed scope of works, on Wednesday 14th August 2024. A subsequent site walkover was undertaken on the Friday 16th August 2024
- 1.4 The initial site walkover on 14th August 2024 covered the section of Stopes Road (between the junction with the A6053 and the site entrance) when there was expected to be fewer vehicles parked on the public highway. The site walkover on 16th August 2024 covered the section of Stopes Road (between the site entrance and the gas governor) when again there was expected to be fewer vehicles parked on the public highway.
- 1.5 The report was later prepared by SLR Consulting to summarise existing defects within the walkover scope of works. This Survey Report should be forwarded on to the Bury Council Highways Department by the development team for their records. A photographic record of all existing defects was undertaken, and additional photographs of the general current condition of the area surrounding the proposed Section 278 highway works were also taken.
- 1.6 The relevant photographs are contained within the report and locations of the photographs are illustrated on drawing no P10063-SLR-HGN-XX-SK-CH-0001.



2.0 Highway Condition Survey

2.1 Comments / Observations from the condition survey

- 2.1.1 The following information provides details of the defects identified and general observations made during the site condition survey. The location of each photograph taken during the site walkover is shown on drawing P10063-SLR-HGN-XX-SK-CH-0001 within **Appendix A** and the photographs are shown within **Appendix B**.

2.2 Stopes Road – From Junction With The A6053 Up To The Development Site Entrance area

The existing carriageway and footway are generally in very poor condition with many areas of significant deterioration. It was clear during the site walkover that there have been many patchwork repairs to the road surface over the years, which have failed and are in a serious state of disrepair. As a result, the road has an irregular surface profile with holes in the top layer where the asphalt has completely worn away.

Photographs 1 to 8 show the existing highway defects within the area of the entrance to Stopes Road. Photographs 1, 2, and 3 indicate damage to the wearing course across the front of the access, where pockets of the aggregate and binder have failed to create small holes / indentations in the road surface.

Photographs 4 to 8 highlight a significant amount of damage to the existing kerbs and footways within the bellmouth area. Areas of the footway surface have completely failed, kerbs are chipped and become dislodged from the concrete foundation. There are also many kerbs which have an inadequate upstand (particularly around the entry radius), which could possibly be due to overrun by HGV's.

Photographs 9 to 14 - Moving further north along Stopes Road to the area outside the "Stopes Tavern" pub, again there is damage to the footway where the surface has deteriorated, and sections of the kerb surface are worn away (**refer to photographs 9, 11, and 11a**)

The carriageway is in a poor condition - there are sections of patch resurfacing / repair which have cracking, settlement, and failure of the surface. (**refer to photographs 10, 10a, and 13**)

There is damage to an existing manhole cover within the carriageway and gully on the east side channel. Both have been subject to settlement, with the manhole cover level and one side of the gully being significantly lower than the surrounding road surface. The CCTV drainage survey shall confirm whether these issues have been caused by damage to the existing sewer or simply failure of the cover / frame bedding arrangement. (**refer to photograph 12, and 14**)



Photographs 15 to 24 – The area between the access to GLD properties & the entrance to J O Transport Ltd is the Section of Stopes Road which is particularly in a very poor condition.

Photographs 15 and 16 illustrates the damage to the carriageway within the entrance to GLD properties, where the thin layer of Asphalt at the front of the access has broken away in parts and sections of the concrete construction surface (further into the access) has worn away to expose the aggregates of the concrete.

Photograph 17 shows what appears to be the failure of a joint within the road surface, the likely cause being water ingress and expansion during colder periods.

Photographs 18 to 22 demonstrate the extremely poor condition of the carriageway in the vicinity of the entrance to J O Transport Ltd. There are many instances where the carriageway surface has completely worn away to expose the old cobblestone construction below. There also appears to be have been various sections of patch repairs undertaken over the years, as it is evident that there are various sections of different types of surface course material across the area.

Photographs 23 & 24 have been taken to indicate the level of damage to the kerbs and footways. Both images show the poor condition of the kerbs, footways, and carriageway along the channel (which has been repaired at some stage).

Photographs 24 to 31 - Site Entrance Area. Although the condition isn't as severe as the area at the entrance to J O

Transport Ltd, it is evident that the footway and carriageway are in a very poor state of disrepair.

The images taken highlight patchwork repair and utilities trench scarring / reinstatement across the carriageway, all of which are insufficiently jointed to prevent water ingress and potentially future and more significant damage to the road structure. (refer to photographs 24 to 28).

As with other areas along Stopes Road covered thus far in this survey report, there are many areas where there are holes and cracks in the surface. (refer to photograph 26 as an example)

The kerbs in this area are in extremely poor condition where, unsurprising due this being a former industrial access, many kerbs have cracked, moved, and completely failed in some cases as a result vehicles overrunning them. There is also significant damage to the carriageway along the channel along the front of the kerb, which appears to have been repaired at some point. (refer to photographs 24, 29, 30, 31).

Stopes Road – From Site Entrance Area Up To The Gas Governor To The East

This area of Stopes Road was observed to be in a much-improved condition than that covered in 2.2, but there are clearly still many instances of failure and cracking of the road surface, scarring from utilities trench reinstatement, weed/moss growth, and damage to kerbs.



Photographs 32 to 38 illustrate the numerous areas of patch surfacing repairs to the existing carriageway, either because of utilities works or general localised failure of the road surface due to trafficking. The images presented within appendix B also demonstrate cracking and complete failure of the road surface, with weed growth along the kerb/channel and within the failed areas of the surface.

Photographs 39 to 42 show damage to the carriageway in the vicinity of the existing access to 'Aurora Foods'. The entrance area itself is in poor condition, with deterioration of the road surface along the channel / joint resulting in an uneven channel profile (which may result in poor drainage and surface ponding). The utilities trench scar across the access is showing signs deterioration and there is a section where the binder is worn down to expose the aggregates within the road surface.

Photograph 39 illustrates failure of the surface course reinstatement around a fire hydrant chamber that has been installed more recently than the surrounding carriageway. **Photographs 41 & 42** show longitudinal cracking to the road surface, surface patch repairs, and again utilities trench scars (which are present along the length of Stopes Rd from No.150 to the gas governor to the east).

Photographs 43 to 45 indicate the condition of the highway at the existing access to 'gowallpaper' business. The entrance area is in very poor condition with a range of defects evident.

- There is a significant amount of cracking to the road surface across the access.

- Complete failure of the road surface along the joint at the front of the access.
- There is a patch of concrete which has failed – with substantial cracking and settlement illustrated by the photographs.

Photographs 44 to 46 illustrate utilities trench scarring, surface patch repairs referred to earlier in this report. They also highlight the damage to the road surface course, where the asphalt binder appears to have deteriorated in places thus resulting in the aggregate being more exposed than acceptable levels. To the east of the access there is a substantial amount of weeds and grass along the kerb / channel and back of footway, which is likely to have caused damage to the footway construction. This continues further east up to a dis-used access, which has become severely overgrown with vegetation (**refer to photograph 50**).

Photographs 47 and 53 show existing gullies located on the south side of Stopes Road that are completely blocked and were not visible during the site walkover due to being covered with grass. The drainage of surface water from the highway will undoubtedly be affected. **Photograph 53** also further highlights the issue with weed and moss growth within the carriageway area along Stopes Road.

Photographs 49,52,55,57,58,60 highlight the condition of the existing kerbs and footway along the northern side of Stopes Road, from property No.98 up to the end of the road in the vicinity of the gas governor.



In these areas the kerbs generally have a very shallow upstand, many have settled / moved significantly, and some have deteriorated to a point where sections of the kerb have broken away.

The footway along this section (north side) are not in good condition and the photos indicate:

- A rough / course surface finish in parts.
- Cracking and settlement of the footway.
- An uneven surface with surface patching / scarring from trench reinstatement.
- A significant amount of grass covering the footway.
- Sections of the footway surface that have failed and broken / worn away.

Photographs 48,51,54,56,61,62,63 provide further examples of the poor condition of the carriageway resulting from the utilities trench reinstatement undertaken along along the length of Stopes Rd from No.150 to the gas governor to the east.

There are numerous instances where grass / weeds have formed either along the edge / joint of the trench reinstatement or within sections where the road surface has failed and broken away.

As can be seen in the images taken, there are also many instances where the joint / surface has failed and broken away along the edges of the utilities trench reinstatement, which will

only deteriorate further over time due to surface water ingress and winter weather conditions.

Photographs 57,59,60,63 highlight further damaged areas to the carriageway at the western end of Stopes Road, where patches of the road surface have completely failed and broken away. These areas will get worse over time and will spread over a larger area if left untreated, as surface water will penetrate beneath the surrounding road surface and resulting in further damage caused by freezing / expansion.

Photographs 64 to 68 cover the area at the western end of Stopes Road at the location of the emergency access required as part of the Section 278 highway works.

Photographs 64 to 66 show the footpath link at this location, which was seen to be in reasonable condition when compared to other areas of Stopes Road. However, there is a small section of the footpath which has failed / broken away (refer to photograph 65) and again there are areas of what appear to be utilities trench reinstatement.

Moving further along the footpath towards the dropped kerb access to the west on the A6053, there is cracking to the footway surface and there is a buildup of grass along the edges but there doesn't seem to be any signs of significant damage (though this could be covered by the grass). Refer to Photographs 66 and 67.

Photograph 68 shows the existing dropped crossing on the A6053 which provides access to adjacent farmland. The



condition of the highway at this location is generally in a good state of repair. However, there is damage to the dropped kerbs, which have cracked because of vehicle overrun. A section of the kerbs has also settled, likely to be caused by failure of the foundation, which has damaged the footway. It appears that there could possibly be a small amount of surface water ponding at this location and at the nearby utilities chamber which also appear to have been subject to settlement at some point.



3.0 Summary

The highway condition survey was undertaken strictly as a visual survey. The following areas have not been investigated in detail:

- The drainage system has not been inspected,
- Carriageway skid resistance was not tested,
- Residual life of the carriageway construction has not been established.
- Road Marking reflectivity and skid resistance has not been tested.
- No assessment was made of illuminated assets to determine if they were in working condition.
- Street lighting assessment including the structural integrity of the street lighting columns or electrical testing was not undertaken.

The highway condition survey identified there to be a substantial number of defects to the carriageway, footway, and road markings within the study area. It was also identified that several the gullies are completely blocked.

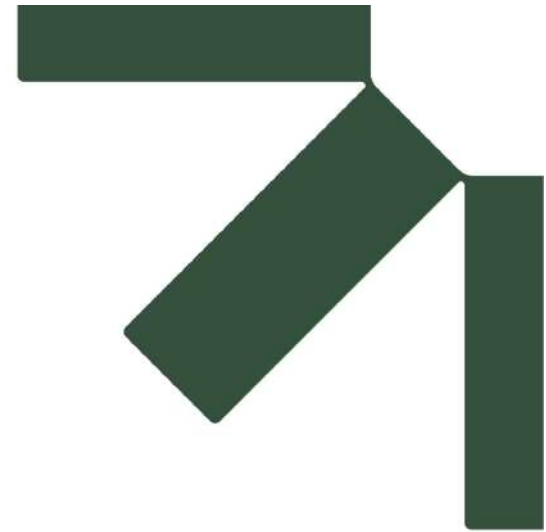
The main purpose of the survey is to identify and document all defects that are present before any works commence on site, which will enable the relevant parties to distinguish between

existing damage to the highway prior to construction and any defects that may be created as a direct result of the works taking place on the site adjacent to the highway.

The defects identified within the highway condition survey are likely to worsen with existing traffic flows without maintenance intervention.

A further highway condition survey should be undertaken when the proposed development site works are approaching completion to identify any new defects that have been created because of these works. Any new defects shall be reviewed to determine whether they have been caused by the development site activities and (where required) appropriate action taken to rectify the situation.





Appendix A Site Walkover Photograph Locations Plan

Highway Condition Report

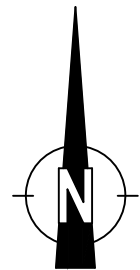
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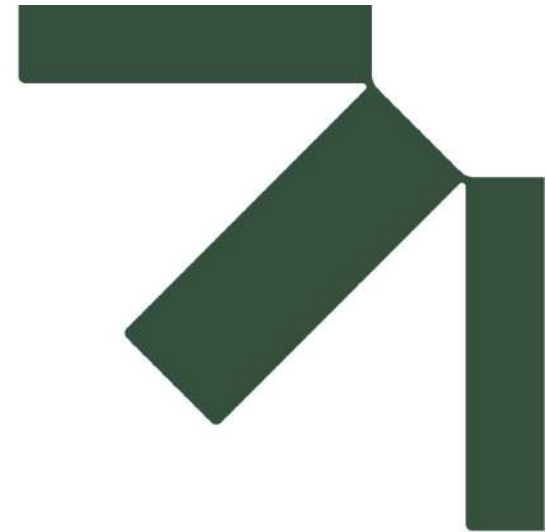




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 www.slrconsulting.com				Client TAYLOR WIMPEY (MANCHESTER)																LEGEND:  LOCATION AND DIRECTION IN WHICH PHOTOGRAPH WAS TAKEN  PHOTOGRAPH REFERENCE NO. REFER TO SLR HIGHWAY CONDITION SURVEY REPORT  TAYLOR WIMPEY DEVELOPMENT SITE BOUNDARY											
Drawing Status & Suitability Code FOR INFORMATION S2																								Project S278 HIGHWAY IMPROVEMENTS STOPES ROAD, BURY							
Designed IW		Drawn IW		Checked NM		Authorised NM																		Drawing Title HIGHWAYS CONDITION SURVEY PHOTOGRAPH LOCATIONS PLAN							
Date 20.08.2024		Date 20.08.2024		Date 20.08.2024		Date 20.08.2024																									
Drawing Number P10063-SLR-HGN-XXX-SK-CH-0001						Rev P01	Scale 1:500 @ A1		SLR Project No. 432.P10063.00001		P01 FIRST ISSUE 20.08.24 IW NM NM		Rev Amendments Date By Chk Auth																		



Appendix B Site Walkover Photographs

Highway Condition Report

Stopes Road, Little Lever – S278 Highway Improvements

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PHOTOGRAPH 1	PHOTOGRAPH 2	PHOTOGRAPH 3	PHOTOGRAPH 4
 14 August 2024 20:16	 14 August 2024 20:16	 14 August 2024 20:18	 14 August 2024 20:17



PHOTOGRAPH 5



PHOTOGRAPH 6



PHOTOGRAPH 7



PHOTOGRAPH 8



PHOTOGRAPH 9



PHOTOGRAPH 10



PHOTOGRAPH 10a	PHOTOGRAPH 11	PHOTOGRAPH 11a
		
PHOTOGRAPH 12	PHOTOGRAPH 13	PHOTOGRAPH 14
		



PHOTOGRAPH 15	PHOTOGRAPH 16	PHOTOGRAPH 17
		
PHOTOGRAPH 18	PHOTOGRAPH 18a	PHOTOGRAPH 19
		



PHOTOGRAPH 20	PHOTOGRAPH 21	PHOTOGRAPH 22
		
PHOTOGRAPH 23	PHOTOGRAPH 24	PHOTOGRAPH 25
		



PHOTOGRAPH 26 	PHOTOGRAPH 27 	PHOTOGRAPH 28 
PHOTOGRAPH 29 	PHOTOGRAPH 30 	PHOTOGRAPH 31 



PHOTOGRAPH 32	PHOTOGRAPH 33	PHOTOGRAPH 34
		
PHOTOGRAPH 35	PHOTOGRAPH 36	PHOTOGRAPH 37
		



PHOTOGRAPH 38	PHOTOGRAPH 39	PHOTOGRAPH 40
		
PHOTOGRAPH 41	PHOTOGRAPH 42	PHOTOGRAPH 43
		



PHOTOGRAPH 44	PHOTOGRAPH 45	PHOTOGRAPH 46
		
PHOTOGRAPH 47	PHOTOGRAPH 48	PHOTOGRAPH 49
		



PHOTOGRAPH 50	PHOTOGRAPH 51	PHOTOGRAPH 52
		
PHOTOGRAPH 53	PHOTOGRAPH 54	PHOTOGRAPH 55
		



PHOTOGRAPH 56	PHOTOGRAPH 57	PHOTOGRAPH 58
 16 August 2024 14:43	 16 August 2024 14:43	 16 August 2024 11:13
PHOTOGRAPH 59	PHOTOGRAPH 60	PHOTOGRAPH 61
	 16 August 2024 14:44	



PHOTOGRAPH 62	PHOTOGRAPH 63	PHOTOGRAPH 64
		
PHOTOGRAPH 65	PHOTOGRAPH 66	PHOTOGRAPH 67
		



