

Report To:	EXECUTIVE CABINET
Date:	27 March 2019
Executive Member/Reporting Officer:	Councillor Allison Gwynne – Executive Member (Neighbourhood Services) Emma Varnam - Assistant Director – Operations & Neighbourhoods
Subject:	TAMESIDE HIGHWAYS ASSET MANAGEMENT PLAN
Report Summary:	In October 2017, the Strategic Planning and Capital Monitoring Panel supported and recommended to Executive Cabinet a three year Capital Programme, which included an earmarked budget sum of £13.250m for the TAMP, from the identified sum of £20.000m over a four year investment period. Since then a total of £8m has been approved of which £5.000m has been spent to date leaving £3.000m until 31 March 2019. There remains an earmarked sum of £5.250m relating to the 2019/20 financial year, which this report is intended to set out a programme of works for approval.
Recommendations:	<p>To approve, as part of the Capital programme, road improvements to the value of £5.250m in 2019/20 for the schemes identified in Appendix 2.</p> <p>A further report will be brought to Cabinet which sets out the priorities for 2020 and beyond. This will be considered as part of the Capital Programme, with a requirement of £3.000m identified for each of the years 2020/21, 2021/22 and 2022/23, as detailed in the service area's five year capital requirements for further road improvements.</p>
Policy Implications:	The proposed programme supports the Council's Corporate Plan priorities around the Sustainable Community Strategy.
Financial Implications: (Authorised by the Section 151 Officer)	<p>The three year capital programme for 2017-2020 included a sum of £13.250m for the TAMP, funded from corporate resources (Capital Receipts or Reserves). Corporately funded investment to the value of £8m has been fully approved and included in the Capital Programme for 2017/18 and 2018/19. These figures exclude grant funded investment in the highways network.</p> <p>An amount of £5.250m has been earmarked for 2019/20. This amount and any future investment in the highways needs which is to be funded from corporate resources should be considered alongside other requests for funding as part of the prioritisation of Capital Resources.</p> <p>The current approved highways asset management capital programme 2019/20 including grant funding is £5m.</p> <p>By agreeing to fund this it will impact on the available funding for the rest of the Capital programme.</p> <p>This report is seeking the early release of £5.25m, in advance of the Capital Programme being approved in March 2019. leaving £22.4m available to fund the remaining £45.4m of</p>

earmarked schemes.

Legal Implications:

(Authorised by the Borough Solicitor)

As the local highway authority, the Council is under a statutory duty to maintain the highway in a safe condition for all users of the highway under the Highways Act, 1980 and to secure the free movement of traffic, as defined by the Traffic Management Act, 2004. That said the Council has an overriding duty to deliver a balanced budget. Additionally any expenditure must address its priorities and be delivered in the most efficient and effective manner. Members must be satisfied in approving the recommendation that it delivers accordingly.

Risk Management:

- Inclement weather preventing commencement and completion of schemes.

A comprehensive programme of works will be agreed between partners to ensure completion by approved dates. However, should the programme not be achieved it may be necessary to arrange for any outstanding financial resources to be transferred into the following financial year.

- Inability of design consultants and suppliers to deliver materials within a time frame to meet completion targets.

If the design consultants and suppliers cannot meet the demand in line with the proposed installation schedule, then approval will be sought to carry over the project into the subsequent year for completion.

- The ability of the Council's own *Operational Services* or external contractors to implement the programme.

This risk will be managed by ensuring that should Operational Services or the external contractor be unable to complete the works during the timescale, approval will be sought to carry over the project into the subsequent year for completion

Access to Information:

The background papers relating to this report can be inspected by contacting the report author, Alan Jackson



Telephone: 0161 342 2818



e-mail: alan.jackson@tameside.ogv.uk

1. INTRODUCTION

- 1.1 Tameside's roads and footways are the largest assets (in terms of value and extent) that the Council owns. We are required to submit annual data for HM Treasury's 'Whole of Government Accounts' (WGA) audit. At the last submission, 2018, the Tameside MBC highways assets were recorded as; £1.357bn.

Table 1. Tameside MBC WGA Return 2018

Highway Asset;	2018 WGA Valuation £000
Carriageway	830,980
Footways + Cycle Tracks	204,525
Structures	248,331
Lighting	49,789
Traffic Management	1,306
Street Furniture	22,484
Total	1,357,415

- 1.2 All assets deteriorate over time, and the highway network uniquely is subject to specific challenges; weather, traffic impacts, damage of opening by utility companies (water, electricity etc.). Deterioration is accelerated if, for example, road surfaces have been allowed to age over a number of years without being maintained through planned works.
- 1.3 Historically, annual allocations for the renewal and improvements to highways surfaces (carriageways and footways) have been c£1.60m per year. The annual requirement to maintain the highway network in a 'steady-state' is £5.60m per year (based on life-cycle modelling and Levels of Service).
- 1.4 Accordingly, by 2016 Tameside's maintenance backlog was c£50.00m.
- 1.5 In 2017, the Council recognised these challenges and supported the Tameside Transport Asset Management Plan (TAMP) for an investment of £20m over a four year period. This guaranteed a sustained level of investment in order to arrest the decline of the network and set specific targets for the different categories of carriageways and footways.
- 1.6 For the first time for many years, this provided the opportunity to make medium term improvement plans to the network over a set period of time to enable the delivery of a much more resilient network, vital for residents, business and visitors.
- 1.7 For the four financial years; from April 2017 to March 2021, the following allocations were determined for carriageways and footways;

Table 2. Tameside MBC Carriageway and Footway Capital Works Allocations

Year	DfT (LTP & Incentive Fund) £,000	TMBC TAMP Investment £,000	Total £,000
2017/18	1,551.60	2,750.00	4,301.60
2018/19	1,696.70	3,870.00	5,566.70
2019/20	1,696.70	6,380.00	8,076.70
2020/21	1,696.70	7,000.00	8,696.70
Total	6,641.70	20,000.00	26,641.70

Note on Department for Transport (DfT) Funding and the incentive Fund Element

- 1.8 Tameside's allocation of c £1.97m includes a 10% element for the Incentive Fund. Each Highway Authority is required to answer a series of 22 questions to demonstrate that it operates sound asset management principles and is placed in either Band1, 2 or 3 based on its operation.
- 1.9 Only those authorities in Band 3 receive the Incentive Fund element of the Local Transport Plan (LTP) settlement.
- 1.10 For the past two years, supported by the Council's to improving the highway network via investment in the TAMP, and the use of sound asset management principles, Tameside has achieved Band 3 and secured this additional funding.
- 1.11 A summary of Tameside's return for each of the questions is included at **Appendix 1**.

Highway Classifications and Condition Assessments

- 1.12 Nationally, highway assets are classified following prescribed definitions;

Table 3. Hierarchy of Carriageways

Category / Hierarchy	Definition	TMBC Example	%age of network	Length (km)
Strategic Roads (Cat 2)	Major through routes for traffic	Mottram Road, Dowson Road, Manchester Road	10%	75
Main Distributor (Cat 3a)	Routes between Strategic Roads and linking urban centres to the	Lees Road, Newmarket Road, Audenshaw Road	6%	45
Secondary Distributor (Cat 3b)	Urban bus routes carrying local traffic	Hattersley Road East, Cheetham Hill Road, Two Trees Lane	4%	30
Link roads (Cat 4a)	Roads linking between the Main and Secondary Distributor Network with frontage access and frequent junctions. In urban areas they are residential or industrial interconnecting roads	Mottram Old Road, Kings Road, Windsor Road	8%	60
Local Access roads (Cat 4b)	Roads serving limited numbers of properties carrying only access traffic In urban areas they are often residential loop roads or <i>cul de sacs</i>	All other roads	72%	540

- 1.13 As part of the TAMP Report approved in 2017, specific condition targets were set based on asset management principles; (life-cycle planning, whole life costs etc.) with regard to specific highway assets. For Carriageways, Table 4 shows the condition in 2017;

Table 4. Asset Condition (Carriageways) 2017

% Condition of Roads (Carriageways)	Green (1-3 rating)	Amber (4-6 rating)	Red (7-9 rating)
Strategic Roads (Cat 2)	64%	30%	6%
Main Distributor Roads (Cat 3a) and Secondary Distributor Roads (Cat 3b)	69%	25%	6%
Link Roads (Cat 4a) and Local Access Roads (Cat 4b)	53%	36%	11%

1.14 Following the four year TAMP investment, the expected the carriageway condition;

Table 5. Predicted Asset Condition (Carriageways) 2022

% Condition of Roads (Carriageways)	Green (1-3 rating)	Amber (4-6 rating)	Red (7-9 rating)
Strategic Roads (Cat 2)	75%	20%	5%
Main Distributor Roads (Cat 3a) and Secondary Distributor Roads (Cat 3b)	73%	22%	5%
Link Roads (Cat 4a) and Local Access Roads (Cat 4b)	68%	25%	7%

1.15 Similarly, for the footway network 2017 condition was;

Table 6, Asset Condition (Footways) 2017

% Condition of Footways	Green (1-3 rating)	Amber (4-6 rating)	Red (7-9 rating)
All Categories	39%	51%	10%

1.16 Following the TAMP investment, expected footway condition;

Table 7. Asset Condition (Footways) 2022

% Condition of Footways	Green (1-3 rating)	Amber (4-6 rating)	Red (7-9 rating)
All Categories	63%	30%	7%

1.17 On-going monitoring of progress to date has been undertaken using the national surface condition monitoring surveys and the position at November 2018 is;

Table 8. Condition of Assets (Carriageways and Footways), November 2018

% Condition of Roads (Carriageways)	Green (1-3 rating)	Amber (4-6 rating)	Red (7-9 rating)
Strategic Roads (Cat 2)	75%	20%	5%
Main Distributor Roads (Cat 3a) and Secondary Distributor Roads (Cat 3b)	72%	23%	5%
Link Roads (Cat 4a) and Local Access Roads (Cat 4b)	42%	40%	18%

% Condition of Footways	Green (1-3 rating)	Amber (4-6 rating)	Red (7-9 rating)
All Categories	46%	44%	10%

- 1.18 As can be seen significant progress has been made with regards to the strategic roads and main roads,
- 1.19 However due to the size of the local road network (carriageways and footways), the condition it was in at the start of the investment period and the weather over recent winters, this is not progressing as quickly as desired. As a consequence this is leading to greater levels of public complaints, increased need for urgent *Risk* repairs and increased claims for personal injury and vehicle damage.
- 1.20 There is a significant relationship between the highway structural maintenance programme – capital investment - and the reactive management and repair of the highway, potholes etc. – revenue spend for *Risk* purposes - to protect both the users of the highway against accidents and also the Council against third party highway claims.

Highway Risk Management

- 1.21 The Department for Transport commissioned a review and have updated a number of previous Codes of Practice with regards to the maintenance of the key assets that make up the highway network.
- 1.22 The new Code of Practice, *Well managed Highway Infrastructure* (WmHI), was published on 28 October 2016, and became the national standard on 29 October 2018.
- 1.23 The new WmHI Code of Practice recommended changing from reliance on specific guidance and recommendations in the previous codes, to a risk-based approach determined by each highway authority.
- 1.24 Across Greater Manchester a framework was produced giving due regard to all council highway duties and has adopted the guidance that reflects the recommendations from the new WmHI Code of Practice.
- 1.25 Based on the new code and the GM Highway Safety Inspection Framework, officers in the Risk Management, Highways Maintenance and Traffic sections produced and adopted a new Tameside MBC Highways Risk Management Inspection Code of Practice.
- 1.26 Under Section 41 of the Highways Act 1980, Tameside has a statutory duty with regards to highways maintainable at public expense. Neglecting this duty can lead to claims against the Council for damages resulting from a failure to maintain the highway. Under Section 58 of the Highways Act 1980, the highway authority can use a “*Special Defence*” in respect of action against it for damages for non-repair of the highway if it can prove that it has taken such care as was reasonable. Part of the defence rests upon:
- “Whether the highway authority knew, or could reasonably have been expected to know, that the condition of the part of the highway to which the action relates was likely to cause danger to users of the highway”.*
- 1.27 This means that highway authorities have to show that they carry out Highway Risk Management Inspections in accordance with their policies and national guidance. Highway Risk Management Inspection reports are part of the evidence used to show that the highway authority has acted reasonably.

- 1.28 It is important to note that reactive revenue funding for pothole repairs is required to protect the Council against claims in addition to any capital allocation to improve the highway network.

Improvements Required

- 1.29 The identification of which highways are included in the programme for improvement is undertaken by an on-going assessment of condition, using both machine and visual condition surveys.
- 1.30 Following the identification of the streets, each scheme is then assessed in terms of the most appropriate treatment and estimates drawn up.
- 1.31 A programme of works is then produced each year for final approval.
- 1.32 The programme of improvements recommended for 2019/20 are for the schemes identified in **Appendix 2** to the value of £5.25m.
- 1.33 In order to achieve the outcomes and improvements in the asset condition of both footways and carriageways identified in the Tables 5 and 7 above a continuous investment has been identified in the on-going capital requirements for years 2020/21, 2021/22 and 2022/23 of £3.000m in each year.

2.0 PROGRAMME DELIVERY, PROJECT MANAGEMENT AND MONITORING

- 2.1 The project will be procured and project managed by Operations & Neighbourhood – Head of Highways & Transport utilising our existing engineering resources and external design consultants. The majority of the work packages will be procured via existing Engineers' framework design consultants and contractors / STAR Procurement.

Table 9. Project Risks

Risk	Likelihood	Outcome/Impact	Mitigation
Delivery of Works e.g. weather interventions	Medium	Delay to overall works programme and final completion date	Ability to reschedule elements of works programme, commissioning of increased resources, ongoing reviews of progress and target dates.
Procurement of design and engineering resources	Low	Delay to overall works programme	Use of existing Engineering Services resources and framework consultants and contractors
Delivery resources to complete programme	Low	Delay to overall programme	Commission of additional resources, ability to reschedule delivery programme

- 2.2 Regular monitoring and reporting will be provided to the Capital Monitoring Group and Strategic Capital Group.
- 2.3 The main risks to this project are the availability of suitably experienced contractors to deliver the construction and risk of poor weather during construction. Accordingly regular progress reports are critical in terms of informing progress with regards timeframes and costs.

3.0 RECOMMENDATIONS

3.1 As set out at the front of the report

APPENDIX 1

Tameside Incentive Fund Bid Summary 2019

Summary of responses for TAMESIDE MBC

		Score
Asset management questions		
1	Asset Management Policy and Strategy	3
2	Communications	3
3	Performance Management Framework	3
4	Asset Data Management	3
5	Lifecycle Planning	3
6	Leadership and Commitment	3
7	Competencies and Training	3
8	Risk Management	3
Resilience questions		
9	Resilient Network	3
10	Implemented Potholes Review	3
11	Implemented the Drainage Guidance	3
Customer questions		
12	Satisfaction	3
13	Feedback	3
14	Information	3
Benchmarking and efficiency questions		
15	Benchmarking	3
16	Efficiency Monitoring	3
Operational service delivery questions		
17	Periodic Review of Operational Service Delivery	3
18	Supply Chain Collaboration	3
19	Lean Reviews	2
20	Works Programming	3
21	Collaborative Working	3
22	Procuring External Highway Maintenance Services	2
Overall score		63
Level 1		0
Level 2		2
Level 3		20
Overall band		3

When completed, please return this Excel Workbook to:

roadmaintenance@dft.gsi.gov.uk by 2nd February 2019

Overall band has been calculated as:

Band 1 – does not reach Level 2 or Level 3 in at least 15 of the 22 questions.

Band 2 – must reach Level 2 or Level 3 in at least 15 of the 22 questions.

Band 3 – must reach Level 3 in at least 18 of the 22 questions.

Also if an authority scores Level 1 in any or all of questions 1, 2 and 5, they will automatically be placed in Band 1 overall, regardless of their other scores.

APPENDIX 2

Proposed Highways Structural Maintenance Programme 2019/20

Town / No of Streets	Road	Ward	From / To	Treatment
Ashton	Alder Close	Ashton Hurst	Glendon Crescent to End	Carriageway Micro
47	Alt Road	Ashton Hurst	Broadoak Road to L/C 48	Carriageway Micro
	Brecon Crescent	Ashton Hurst	O/S 8/9 to Glendon Crescent	Carriageway Micro
	Broadoak Crescent	Ashton Hurst	Full Crescent	Carriageway Resurfacing
	Broadoak Road	Ashton Hurst	Broadoak Crescent to Oakfold Avenue	Carriageway Micro
	Gambrel Grove	Ashton Hurst	Gambrel Bank Road to End	Carriageway Resurfacing
	Glendon Crescent	Ashton Hurst	Bristol Avenue to Jct Brecon Crescent	Carriageway Micro
	Lees Road	Ashton Hurst	St Christophers Church to Greenhurst Road	Carriageway Resurfacing
	Cottingham Drive	Ashton St Michaels	Holden Street to End	Carriageway Resurfacing
	Derby Road	Ashton St Michaels	Neal Avenue to Beaufort Road	Carriageway Micro
	Garden Walk	Ashton St Michaels	Cottingham Drive to End	Carriageway Resurfacing
	Hurst Brook Close	Ashton St Michaels	Cottingham Drive to End	Carriageway Resurfacing
	Stamford Street	Ashton St Michaels	Montague Road to Mellor Road	Carriageway Resurfacing
	Stanhope Street	Ashton St Michaels	Curzon Road to Russell Street	Carriageway Resurfacing
	Burlington Street	Ashton St Peters	LC 20 to Whitecroft Lighting	Carriageway Micro
	Fitzroy Street	Ashton St Peters	Pottinger Street to South Street	Carriageway Micro
	Katherine Street	Ashton St Peters	Richmond Street to Cavendish Street	Carriageway Resurfacing
	Kelvin Street	Ashton St Peters	Pottinger Street to South Street	Carriageway Micro
	Lees Street	Ashton St Peters	Lord Street to Henrietta Street	Carriageway Micro
	Marlborough Street	Ashton St Peters	Pottinger Street to Howe Street	Carriageway Micro
	Welbeck Street South	Ashton St Peters	Hill Street to Park Parade	Carriageway Resurfacing
	Ambleside Avenue	Ashton Waterloo	Crowhill Road to Taunton Road	Footway Micro
	Bowness Road	Ashton Waterloo	Furness Avenue to Kendal Avenue	Footway Micro

Town / No of Streets	Road	Ward	From / To	Treatment
	Buttermere Road	Ashton Waterloo	Knowle Avenue to Taunton Road	Footway Micro
	Coniston Grove	Ashton Waterloo	Knowle Avenue to Buttermere Road	Footway Micro
	Crowhill Road	Ashton Waterloo	Keswick Avenue to Knowle Avenue	Footway Micro
	Croxdale Close	Ashton Waterloo	Wordsworth Crescent to End	Footway Micro
	Eaton Avenue	Ashton Waterloo	Richmond Street to End	Footway Micro
	Everest Avenue	Ashton Waterloo	Vicarage Road to End	Carriageway Micro
	Furness Avenue	Ashton Waterloo	Penrith Avenue to Bowness Road	Footway Micro
	Henley Avenue	Ashton Waterloo	Richmond Street to End	Footway Micro
	Hilton Drive	Ashton Waterloo	Wordsworth Crescent to Furness Avenue	Footway Micro
	Inglewood Close	Ashton Waterloo	Wordsworth Crescent to End	Footway Micro
	Knowle Avenue	Ashton Waterloo	Taunton Road to Oldham Road	Footway Resurfacing
	Lindisfarne Road	Ashton Waterloo	Full Length (Both Sides)	Footway Micro
	Marsden Close	Ashton Waterloo	Wordsworth Crescent to End	Footway Micro
	Newmarket Road	Ashton Waterloo	Taunton Place to Taunton Brook Lane	Carriageway Resurfacing
	Patterdale Road	Ashton Waterloo	Newmarket Road to Crowhill Road	Footway Micro
	Penrith Avenue	Ashton Waterloo	Keswick Avenue to End	Footway Micro
	Richmond Street	Ashton Waterloo	Knowl Avenue to Wordsworth Crescent	Footway Micro
	Robinson Street	Ashton Waterloo	Yorkshire Street to Turner Street	Carriageway Micro
	Springvale Close	Ashton Waterloo	Wordsworth Crescent to End	Footway Micro
	Thirlmere Avenue	Ashton Waterloo	Ullswater Avenue to End	Footway Micro
	Ullswater Avenue	Ashton Waterloo	Ambleside Avenue to Knowle Avenue	Footway Micro
	Wilshaw Grove	Ashton Waterloo	Wilshaw Lane to Downshaw Road	Carriageway Micro
	Windsor Avenue	Ashton Waterloo	Richmond Street to End	Footway Micro
	Wood Lane	Ashton Waterloo	Wilshaw Lane to Broadoak Road	Carriageway Resurfacing
Audenshaw	Cemetery Road	Audenshaw	Mini Roundabout Only	Carriageway Resurfacing
6	Denshaw Avenue	Audenshaw	Egerton Street to Hopkinson Avenue	Carriageway Micro
	Guide Lane	Audenshaw	Shepley Jct to Scott Gate	Footway Micro

Town / No of Streets	Road	Ward	From / To	Treatment
	Hibbert Avenue	Audenshaw	Denshaw Avenue to Hopkinson Avenue	Carriageway Micro
	Manshaw Road	Audenshaw	Ashton Old Road to End	Carriageway Resurfacing
	Mount Pleasant Street	Audenshaw	Bye Street to Bank Street	Footway Resurfacing
Denton	Foxhall Road	Denton North East	TBC	Footway Resurfacing
18	Hulton Street	Denton North East	Manchester Road to End	Footway Resurfacing
	Pendle Road	Denton North East	Various Lengths TBC	Footway Resurfacing
	Whittles Ave	Denton North East	St Lawrence Road to Leesway Drive	Carriageway Micro
	Alfreton Ave	Denton South	Mancunian Road to End	Footway Resurfacing
	Brecon Avenue	Denton South	Lancaster Road to End	Carriageway Micro
	Brecon Avenue	Denton South	Lancaster Road to End	Footway Resurfacing
	Heanor Ave	Denton South	Mancunian Road to End	Footway Resurfacing
	Lincoln Avenue	Denton South	Denbigh Road to End	Carriageway Micro
	Northstead Avenue	Denton South	Mill Lane to End	Footway Micro
	Stockport Road KRN	Denton South	Scott Road to Stockport Boundary	Carriageway Micro
	Wordsworth Road	Denton South	TBC	Footway Resurfacing
	Ashwood Avenue	Denton West	Hulme Road to Balmoral Drive	Carriageway Resurfacing
	Elizabeth Street	Denton West	Grey Street to Seymour Street	Carriageway Micro
	Heaton Street	Denton West	Grey Street to Manchester Road	Carriageway Micro
	Thornley Lane South	Denton West	G/E 799 Windmill Lane to Bluestone Rd	Carriageway Resurfacing
	Windmill Lane	Denton West	Oldham Street to Orbital Way	Carriageway Resurfacing
	Windmill Lane	Denton West	Dane Bank P/H to Thornley Lane South	Carriageway Micro
Droylsden	Hoppet Lane	Droylsden East	Moorside Street to Hawthorn Road	Footway Micro
33	Jack Lane	Droylsden East	Moorside Street to Richmond Street	Carriageway Micro
	Langfield Crescent	Droylsden East	Malvern Avenue to End	Footway Micro
	Malvern Avenue	Droylsden East	Jack Lane to End	Footway Micro
	Richmond Street	Droylsden East	Jack Lane to Holyoake Street	Carriageway Micro

Town / No of Streets	Road	Ward	From / To	Treatment
	Rosewood Avenue	Droylsden East	Newton Street to James Street	Carriageway Micro
	Royal Avenue	Droylsden East	St John's Avenue to End	Footway Resurfacing
	Sherwood Avenue	Droylsden East	Jack Lane to End	Footway Resurfacing
	St John's Avenue	Droylsden East	Moorside Street to End	Footway Resurfacing
	Albion Drive	Droylsden West	Sunnyside Road to Clough Road	Carriageway Micro
	Ash Road	Droylsden West	Manor Road to Tip Entrance	Carriageway Resurfacing
	Ashley Road	Droylsden West	Lynn Drive to Ansdell Drive	Footway Micro
	Ashley Road	Droylsden West	Lynn Drive to Cul De Sac	Footway Resurfacing
	Clough Road	Droylsden West	Sunnyside Road to End	Carriageway Micro
	Dawlish Avenue	Droylsden West	Manor Road to Nelson Drive	Footway Micro
	Easton Road	Droylsden West	From Water Street to Manor Road	Footway Micro
	Edge Lane	Droylsden West	Manchester Road to Bristowe Street	Footway Micro
	Greenside Lane	Droylsden West	Springfield Road to Briarwood Avenue	Carriageway Micro
	Hamnett Street	Droylsden West	Edge Lane to Manchester Road (inc. Ronald St)	Carriageway Micro
	Haven Drive	Droylsden West	Lydgate Road to End	Footway Resurfacing
	Keighley Avenue	Droylsden West	Waverley Crescent to End	Carriageway Resurfacing
	Lewis Road	Droylsden West	Davids Road to North Road	Carriageway Micro
	Masefield Road	Droylsden West	Scott Road to End	Carriageway Micro
	Parvet Ave	Droylsden West	Lowfield Avenue to Somerset Road	Carriageway Micro
	Peakdale Road	Droylsden West	Rutland Road to Haven Drive	Footway Micro
	Repton Ave	Droylsden West	Edge Lane to End	Footway Resurfacing
	Ruskin Road	Droylsden West	Shrewsbury Road to Chappell Road	Carriageway Micro
	Rutland Road	Droylsden West	Chatsworth Rd to Lydgate Rd	Footway Resurfacing
	Somerset Road	Droylsden West	Cypress Road to Cornwall Road	Carriageway Resurfacing
	Somerset Road	Droylsden West	Gloucester Road to Cornwall Road	Carriageway Micro
	Sunnyside Road	Droylsden West	Cypress Road to Leicester Road	Carriageway Resurfacing
	Vernon Road	Droylsden West	Rutland Road to Haddon Hall Road	Footway Resurfacing
	Wordsworth Avenue	Droylsden West	Manor Road to End	Carriageway Resurfacing

Town / No of Streets	Road	Ward	From / To	Treatment
Dukinfield	Astley Street	Dukinfield	King Street to Charles Street	Carriageway Resurfacing
39	Brice Street	Dukinfield	Hope Street to Chapel Street	Footway Resurfacing
	Bylands Fold	Dukinfield	Westminster Way to End	Carriageway Micro
	Charles Street	Dukinfield	Wharf Street to Astley Street	Carriageway Micro
	Clayton Street	Dukinfield	Anne Street to Meadow Lane	Footway Micro
	Dunham Road	Dukinfield	Westminster Way to Bramhall Close	Carriageway Micro
	Foundry Street	Dukinfield	Chapel Street to Oxford Road	Carriageway Resurfacing
	Glenmore Grove	Dukinfield	Full Crescent	Carriageway Micro
	Hope Street	Dukinfield	Underwood Road to Railway Street	Footway Resurfacing
	Lime Street	Dukinfield	Nicholson Square to End	Footway Resurfacing
	Meadow Lane	Dukinfield	Haughton Green Road to Mayfield Avenue	Footway Micro
	Southfield Close	Dukinfield	L/C 6-8 inc jct Westminster	Carriageway Micro
	Thorncliffe Ave	Dukinfield	King Street to Dewsnap Lane	Footway Resurfacing
	Underwood Street	Dukinfield	Chapel Street to Hope Street	Footway Resurfacing
	Westminster Way	Dukinfield	Full Crescent	Carriageway Micro
	Wharf Street	Dukinfield	Traffic Lights to Charles Street	Carriageway Micro
	Anne Street	Dukinfield/Stalybridge	Plough Street to End	Footway Micro
	Buckley Street	Dukinfield/Stalybridge	Cheetham Hill Road to Lord Street	Carriageway Micro
	Elm Tree Drive	Dukinfield/Stalybridge	Hitchen Drive to Rowan Crescent	Footway Resurfacing
	Fir Tree Crescent	Dukinfield/Stalybridge	Fir Tree Lane to Salisbury Drive	Carriageway Micro
	Fir Tree Crescent	Dukinfield/Stalybridge	Fir Tree Lane to Salisbury Drive	Footway Micro
	Highcroft Close	Dukinfield/Stalybridge	Fir Tree Crescent to End	Carriageway Micro
	Hill Mount	Dukinfield/Stalybridge	Fir Tree Crescent to End	Carriageway Micro
	Hitchen Close	Dukinfield/Stalybridge	Hitchen Drive to End	Footway Resurfacing
	Hitchen Drive	Dukinfield/Stalybridge	Oak Tree Drive to Gorse Hall Road	Footway Resurfacing
	Hollybank Rise	Dukinfield/Stalybridge	Fir Tree Crescent to End	Carriageway Micro
	Hollybank Rise	Dukinfield/Stalybridge	Lord Street to Fir Tree Crescent	Footway Micro

Town / No of Streets	Road	Ward	From / To	Treatment
	Lord Street	Dukinfield/Stalybridge	Mostyn Street to Set Street	Carriageway Micro
	Lyne Edge Crescent	Dukinfield/Stalybridge	Gorse Hall Road to Lyne Edge Road	Footway Micro
	Oak Tree Drive	Dukinfield/Stalybridge	Gorse Hall Road to Rowan Crescent	Carriageway Micro
	Oak Tree Drive	Dukinfield/Stalybridge	From Rowan to Poplar Road	Footway Micro
	Pine Grove	Dukinfield/Stalybridge	Hollybank Rise to End	Carriageway Micro
	Pine Grove	Dukinfield/Stalybridge	St Lawrence Road to End	Footway Micro
	Poplar Road	Dukinfield/Stalybridge	Fir Tree Lane to Oak Tree Drive	Footway Micro
	Salisbury Drive	Dukinfield/Stalybridge	Fir Tree Crescent to Yew Tree Lane	Footway Micro
	Sunbury Close	Dukinfield/Stalybridge	Fir Tree Crescent to End	Carriageway Micro
	Binns Street	Dukinfield/Stalybridge	Park Road to High Street	Carriageway Resurfacing
	Caroline Street	Dukinfield/Stalybridge	High Street to Water Street	Footway Micro
	Rose Hill	Dukinfield/Stalybridge	Quarry Rise to End	Carriageway Micro
Hyde	Allen Avenue	Hyde Godley	Werneth Avenue to Grange Road	Carriageway Micro
22	Hattersley Road East	Hyde Godley/Long	Sandy Bank Avenue to Fields Farm Road	Carriageway Resurfacing
	High Street	Hyde Godley	Ashton Road to Sheffield Road	Carriageway Micro
	Lilly Street	Hyde Godley	Stockport Road to Backbower Lane	Carriageway Micro
	Mottram Road	Hyde Godley	Station Road to Vinery Way	Carriageway Micro
	Mottram Old Road KRN	Hyde Godley	L/C 77 to L/C 59	Carriageway Micro
	Rowanswood Drive	Hyde Godley	Barmhouse Lane to turning head	Carriageway Micro
	Werneth Avenue	Hyde Godley	Backbower Lane to Mottram Old Road	Carriageway Micro
	Bottom Street	Hyde Newton	Commercial Brow to End	Carriageway Resurfacing
	Duke Road	Hyde Newton	Hamel Street to Hickenfield Road	Carriageway Micro
	Dukinfield Road KRN	Hyde Newton	Nursery Road to Lower Bennet Street	Carriageway Resurfacing
	Hickenfield Road	Hyde Newton	Hallbottom Street to Duke Road (inc.turning head)	Carriageway Micro
	Johnsonbrook Road	Hyde Newton	From Railway Bridge to Steps	Footway Resurfacing
	Victoria Street	Hyde Newton	Cartwright Street to Mallory Road	Carriageway Resurfacing
	Apethorn Lane	Hyde Werneth	Dowson Road for Full Length	Carriageway Micro

Town / No of Streets	Road	Ward	From / To	Treatment
	Church Avenue	Hyde Werneth	Mottram Old Road to End	Carriageway Resurfacing
	Enfield Street	Hyde Werneth	Knott Lane to Stockport Road	Carriageway Micro
	Great Norbury Street	Hyde Werneth	Railway Street to Chapel Street	Carriageway Resurfacing
	Knott Lane	Hyde Werneth	Dowson Road to Stockport Road	Carriageway Micro
	Napier Street	Hyde Werneth	Osbourne Road to Woodside Drive	Carriageway Resurfacing
	Sandringham Road	Hyde Werneth	Knott Lane to Windsor Road	Carriageway Micro
	Stockport Road KRN	Hyde Werneth	Knott Lane to Hill Street	Carriageway Resurfacing
Longdendale	Bracken Close	Longdendale	Green Lane to End	Footway Micro
9	Broadbottom Road	Longdendale	Woodlands Close to Ashworth Lane	Carriageway Micro
	Fields Crescent	Longdendale	Heather Grove to Moorfield Street	Carriageway Micro
	Fields Grove	Longdendale	Moorfield Street to King Street	Footway Micro
	Green Lane	Longdendale	Manchester Rd to Woolley Lane (inc. Meadow Bank)	Carriageway Micro
	Green Lane	Longdendale	Manchester Rd to Woolley Lane (inc. Meadow Bank)	Footway Micro
	Hattersley Road West	Longdendale	Hare Hill Road to L/C 41	Carriageway Micro
	King Street	Longdendale	Fields Grove to Market Street	Footway Micro
	Moorfield Street	Longdendale	Fields Crescent to Market Street	Footway Micro
Mossley	Alphin Square	Mossley	Full Crescent	Footway Micro
16	Brunswick Street	Mossley	Staley Road to Crown Hill	Carriageway Micro
	Cheshire Street	Mossley	Egmont Street to Crown Hill	Carriageway Micro
	Cote Lane	Mossley	Lower Hey Lane to End	Carriageway Micro
	Huddersfield Road KRN	Mossley	Micklehurst Road to Oldham Boundary	Carriageway Micro
	Lower Hey Lane	Mossley	Huddersfield Road to End	Carriageway Micro
	Manchester Road	Mossley	TBC	Carriageway Resurfacing
	Manchester Road KRN	Mossley	Tame Valley Close to Calf Lane	Carriageway Micro
	Meadow Close	Mossley	Lower Hey Lane to End	Carriageway Micro
	Mill Street	Mossley	Manchester Road to Waggon Road	Carriageway Resurfacing

Town / No of Streets	Road	Ward	From / To	Treatment
	Moorside Road	Mossley	Winterford Road to Mansfield Road	Footway Micro
	Station Road	Mossley	Micklehurst Road to End	Footway Micro
	Stockport Road	Mossley	Rising Sun PH to Carrhill Road	Carriageway Micro
	The Birches	Mossley	The Elms to G/E and Opposite 2	Footway Micro
	The Crescent	Mossley	The Highlands to Fox Platt Rd	Footway Micro
	The Elms	Mossley	Fox Platt Rd to Cherry Tree Walk	Footway Micro
Stalybridge	Arlies Lane	Stalybridge North	Springs Lane to Arlies Cottage	Carriageway Micro
29	Balmoral Drive	Stalybridge North	Buckingham Road to End	Carriageway Micro
	Bank Road	Stalybridge North	School Entrance to Buckton Vale Road	Carriageway Micro
	Buckingham Road	Stalybridge North	Staveley Avenue to Ridge Hill Lane	Carriageway Micro
	Buckton Vale Road	Stalybridge North	Huddersfield Road to Swallow Lane	Carriageway Micro
	Conway Drive	Stalybridge North	Buckingham Road to End	Carriageway Micro
	Hague Place	Stalybridge North	Hamilton Street to end	Carriageway Resurfacing
	Lake Road	Stalybridge North	Stephens Road to Springs Lane	Carriageway Micro
	Moorgate Road	Stalybridge North	Buckton Vale Road to Moorgate Drive	Carriageway Micro
	Moorland Road	Stalybridge North	Bank Road to Carrbrook Crescent	Carriageway Micro
	Sandringham Avenue	Stalybridge North	Buckingham Road to End	Carriageway Micro
	School Crescent	Stalybridge North	Full Crescent	Carriageway Micro
	Staveley Avenue	Stalybridge North	Church Street to Ridge Hill Lane	Carriageway Micro
	Stephens Road	Stalybridge North	Springs Lane to Lake Road	Carriageway Micro
	Stirling Drive	Stalybridge North	Buckingham Road to End	Carriageway Micro
	Vale Road	Stalybridge North	Bank Road to Moorland Road	Carriageway Micro
	Windsor Drive	Stalybridge North	Buckingham Road to End	Carriageway Micro
	Fern Bank	Stalybridge South	Mottram Road to Mottram Old Road	Carriageway Micro
	Fern Bank Close	Stalybridge South	Fern Bank to End	Carriageway Micro
	Fern Crescent	Stalybridge South	Fern Bank to Fern Bank	Carriageway Micro
	French Street	Stalybridge South	Stocks Lane to Grey Street	Carriageway Micro
	Hawke Street	Stalybridge South	Stocks Lane to Demesne Drive	Carriageway Resurfacing

Town / No of Streets	Road	Ward	From / To	Treatment
	Huddersfield Road KRN	Stalybridge South	Moorfield Terrace to 564	Carriageway Resurfacing
	Lower Broadacre	Stalybridge South	Broadacre to End	Carriageway Micro
	Mottram Road	Stalybridge South	Taylor Street to Fern Bank	Carriageway Resurfacing
	Mottram Road	Stalybridge South	Old Road to Mottram Old Road	Footway Micro
	Oxford Street	Stalybridge South	Stocks Lane to Demesne Drive	Carriageway Resurfacing
	Percy Street	Stalybridge South	Lindsay Street to Mottram Road	Carriageway Micro
	Tongue Green	Stalybridge South	Mottram Road to Lower Broadacre	Footway Micro
TOTAL				
SCHEMES				
219				

Note KRN = Key Route Network, as defined by Transport for Greater Manchester