

## **TRAFFORD COUNCIL**

**Report to:** Executive  
**Date:** 27 November 2017  
**Report for:** Decision  
**Report of:** Executive Member for Highways, Parks and Environmental Services

### **Report Title**

**Highway Infrastructure Asset Management Plan (HIAMP) 2017 & Indicative Highways Maintenance Capital Programme 2018/19 to 2022/23**

### **Summary**

- 1. The Highway Infrastructure Asset Management Plan (HIAMP) 2017, is the new strategy document for asset management of highway infrastructure for which Trafford Council is responsible. The HIAMP has been developed to align with the Government's recommended best asset management practice for the efficient use of limited resources. The HIAMP will be considered as a live document and reviewed annually.**
- 2. The HIAMP strategy states that a longer term five year maintenance programme shall be developed. This report therefore also sets out the indicative Highways Maintenance Capital Works Programme for 2017/18 to 2022/23 for consultation. As an indicative programme, it will be subject to ongoing review and revision, with separate annual approval still required for each year's final programme.**
- 3. The HIAMP provides a framework including policy, strategy and plans for the delivery of highway infrastructure maintenance around lifecycle planning principles. It recommends that lifecycle planning principles are used to review the level of funding, support investment decisions and substantiate the need for appropriate and long term investment.**

### **Recommendation(s)**

**The Executive is recommended to :**

- a) Approve the HIAMP 2017 as the guiding plan for highway infrastructure asset management for which Trafford Council is responsible.**
- b) Publish the indicative five year highway maintenance programme for consultation.**

Contact person for access to background papers and further information:

Name: Darren Findley  
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Background Papers: None

Implications:

Relationship to Policy Framework/Corporate Priorities	This report relates to the corporate priority for economic growth and development
Financial	The estimated annual level of highways maintenance capital investment over the next five years from 2018/19 will range between £2.438m £3.188m dependent on available levels of capital grant from Dept for Transport and capital receipts.
Legal Implications:	The HIAMP framework of documents has been developed to ensure the Council continues to meet its statutory obligations. There are no specific legal implications associated with the HIAMP other than contributing to the council's statutory requirements under the relevant highways legislation.
Equality/Diversity Implications	No direct implications
Sustainability Implications	Through longer term planning of highway maintenance taking into account the whole life and deterioration rates of infrastructure assets the HIAMP & five year indicative programme seeks to support delivery of 'the right treatment, at the right time, in the right place, for the right price.
Resource Implications e.g. Staffing / ICT / Assets	No direct implications.
Risk Management Implications	No direct implications
Health & Wellbeing Implications	No direct implications.
Health and Safety Implications	The HIAMP strategy and five year maintenance programme supports the provision of a safe, well managed, maintained and more resilient highway network for all who use it.

## **Background**

### **Why asset management?**

1. Asset management has been widely accepted by central and local government as a means to deliver a more efficient and effective approach to management of highway infrastructure assets through longer term planning, ensuring that standards are defined and achievable for available budgets. It also supports making the case for funding and better communication with stakeholders, facilitating a greater understanding of the contribution highway infrastructure assets make to economic growth and the needs of local communities. The highway asset provides a universal

service to every resident across Trafford and is central to a place where business can grow and prosper.

2. Trafford Council has calculated the value of the highway infrastructure asset for which it is responsible in accordance with the requirements for Whole of Government Accounts at £1.916 Billion<sup>1</sup>. The highway infrastructure asset is, therefore, the most valuable asset maintained by Trafford Council. In recognition of this, it is vital that the highway infrastructure asset is maintained in accordance with the most up to date asset management guidance and practice.

## **Highways Infrastructure Asset Management Plan (HIAMP) 2017**

### **Updated asset management approach**

3. This report presents the new HIAMP 2017 for Trafford Council; see Appendix A of this report. The HIAMP has been developed around the latest guidance on asset management and follows the Highway Maintenance Efficiency Programme (HMEP) which has been developed by the UK Roads Liaison Group (UKRLG). As part of this efficiency programme, the Department for Transport, in partnership with the Local Government Association, has developed its Highway Infrastructure Asset Management Guidance, which recommends what should be included in a highways asset management plan. Trafford's HIAMP 2017 takes in to account local needs whilst also recognising the most up-to-date standards set out in the highway codes of practice and recent national and international guidance documents on asset management and asset valuation. It replaces the Council's previous strategy; Transport Asset Management Plan (TAMP), 2007.
4. The framework for Trafford's HIAMP 2017 links the plan directly to the 14 recommendations in the UKRLG Highway Infrastructure Asset Management guidance document, which are recognised as the cornerstone to good asset management practice. These are:
  1. Asset Management Framework
  2. Communications
  3. Asset Management Policy and Strategy
  4. Performance Management Framework
  5. Asset Data Management
  6. Lifecycle Plans
  7. Works Programme
  8. Leadership and Commitment
  9. Making the Case for Asset Management
  10. Competencies and Training.
  11. Risk management
  12. Asset Management Systems
  13. Performance Monitoring
  14. Benchmarking
5. These UKRLG recommendations form the HIAMP chapter headings after which an extract from the guidance document is given, followed by 'Our Approach' which outlines what is being done to meet them. Also key to the HIAMP is the principle of Policy, Strategy & Plan, whereby the HIAMP follows a clear line of sight from the

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<sup>1</sup> Based on Gross Replacement Cost (GRC)

local and national policies that shape the future direction of the Council, to the strategies employed to meet these policies and the resultant plans for the management highway infrastructure assets.

6. The HIAMP Appendices A-E contain the Asset Management Plans for specific assets namely: Carriageways, Footways, Structures, Highway Lighting and Drainage. These final chapters show in greater detail how Trafford will manage these assets to not only meet the 14 recommendations in the UKRLG guidance, but also to make best use of the resources available to provide a safe and efficient working highway network for those who travel within or through Trafford. The HIAMP Appendix F contains the highway infrastructure inventory summary. The HIAMP Appendix G contains the communication strategy for highway infrastructure asset management.
7. The HIAMP is supplemented by a HIAMP Action Plan which identifies actions required to progress the development of good asset management practice and supports recognition of lessons learned for on-going continuous improvement.
8. By managing Trafford's highway infrastructure asset in accordance with the asset management approach in the new HIAMP, a better understanding of the impact of investment strategies can be gained and longer term works programmes developed, helping to prolong and protect the life of Trafford's highway infrastructure. Over time, through managed and timely intervention, a reduction in the need for unplanned maintenance could be achieved. Instead, resource can be re-focussed in to interventions that protect and preserve a high quality network.
9. Using this HIAMP as an overarching document and basing all decisions on this up to date asset management approach will ensure that the Plan will become a live and working document and encourage this asset management approach to become embedded as normal practice.

### **Local Highway Maintenance Capital Funding, Incentive Element**

10. The Department for Transport (DfT) introduced an Incentive Element of the Local Highway Maintenance Capital Funding. In order to avoid financial penalties to the existing highway maintenance allocation, Local Authorities must demonstrate that efficiency measures are being pursued through good practice highway infrastructure asset management. This is to be evidenced by achieving Band 3 status in an annual DfT self-assessment questionnaire return.
11. Table 1 below outlines the percentage of the incentive element of the funding available that is dependent on the assessment Band score achieved. The remaining larger element of the Local Highway Maintenance Capital funding is still needs based.

**Table 1**

Assessment Band	% of Incentive Fund Budget					
	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21
1	100	90	60	30	10	0
2	100	100	90	70	50	30
3	100	100	100	100	100	100

12. Table 2 below outlines Trafford's indicative funding, based on Band status achieved. It should be noted that Trafford was at Band 2 status for 2017/18, along with other GM Local Authorities. However, for that one year only, Trafford was not penalised as a result of becoming part of the Devolved Authority and awarded Band 3 funding.

**Table 2**

Year	Total Needs Formula	Incentive Funding Element		
		Band 3 100% max	Band 2	Band 1
2017/18	2,064,000	194,000	174,000	116,000
2018/19	1,873,000	390,000	273,000	117,000
2019/20	1,873,000	390,000	195,000	39,000
2020/21	1,873,000	390,000	117,000	-

The worst case scenario is that £1,014,000 is at risk over the next 3 financial years if Band 3 status is not achieved.

13. The on-going development of good asset management practice at Trafford will achieve the many requirements of the self-assessment for Band 3. Council endorsement of the up-to-date policies, strategy and plan contained within the HIAMP 2017, is an essential part of that process.

### **Indicative Highway Maintenance Capital Programme 2018/19 to 2022/23**

#### **Funding**

14. The HIAMP presents the plans for each element of major highway infrastructure. It identifies the engineering data and analysis used to assess asset condition, which is the basis for the development of the indicative programme. This data allows the deterioration of these assets to be understood, enabling the prediction of relative asset condition in future years. This then enables decisions to be made on how to best use funding at the optimum time to treat the network, in the most cost effective way, and thus, provide the greatest benefit. The right treatment, at the right time, for the right cost is the key objective. The indicative five-year programme included within this report in Appendix B is based on the assumption that the levels of funding for each of the five years will be broadly the same as the current level of funding, which does assume a Council contribution of £750k p.a. financed from capital receipts

15. This level is used for planning only and cannot be guaranteed due to the limited supply of surplus assets. The final budget level will be determined annually as part of the usual budget setting process and based on available resources.

16. The DfT funding levels are assumed to be as per their published indicative future funding allocations. A summary of all assumed funding is given in Table 3 below.

**Table 3: Assumed Funding**

Financial Year	DfT Needs Funding*	DfT Incentive Funding*	Council Contribution	DfT Pothole Action Fund	Total
2018-19	£ 1,873,000	£ 390,000	£ 750,000	£ 175,000	£ 3,188,000
2019-20	£ 1,873,000	£ 390,000	£ 750,000	£ 175,000	£ 3,188,000
2020-21	£ 1,873,000	£ 390,000	£ 750,000	£ 175,000	£ 3,188,000
2021-22	£ 1,873,000	£ 390,000	£ 750,000	£ 175,000	£ 3,188,000
2022-23	£ 1,873,000	£ 390,000	£ 750,000	£ 175,000	£ 3,188,000

\* Assumes that Band 3 status will be achieved each year and 2021-23 DfT Needs funding will remain as per previous years

17. With the exception of the Pothole Action Fund, which is ring-fenced for roads (specifically potholes), all funding has been allocated between the various highway infrastructure elements in line with the proportions used by the DfT for determining the levels of funding to be provided (rounded to the nearest £1,000). These proportions are the result of the DfT's 2014 consultation on local highways maintenance block funding, which saw the majority of authorities either agree with them, or else remain neutral. A breakdown of this funding allocation is provided in Table 4 below.

**Table 4: Overall Funding Allocation**

Financial Year	Roads	Bridges	Cycleways & footways*	Street lighting	Total
All	75% (+ Pothole Action Fund)	14%	9%	2%	100% (+ Pothole Action Fund)
2018-19	£ 2,435,000	£ 422,000	£ 271,000	£ 60,000	£ 3,188,000
2019-20	£ 2,435,000	£ 422,000	£ 271,000	£ 60,000	£ 3,188,000
2020-21	£ 2,435,000	£ 422,000	£ 271,000	£ 60,000	£ 3,188,000
2021-22	£ 2,435,000	£ 422,000	£ 271,000	£ 60,000	£ 3,188,000
2022-23	£ 2,435,000	£ 422,000	£ 271,000	£ 60,000	£ 3,188,000

\* Public Rights of Way are assumed to be included in the 'Cycleways & footways' category.

18. The Roads allocation is sub-divided by road classification. The DfT's assumed allocations have been modified for Trafford, to reflect the amount of each type of road that Trafford has, relative to the national average for all local authorities. The breakdown is given in Table 5 below. These proposed allocation splits are for

indicative guidance purposes only, and so can be considered as being relatively flexible when finalising programmes.

**Table 5: Roads Funding Allocation**

<b>Element</b>	<b>DfT assumed allocation</b>	<b>Trafford's Roads Split</b>	<b>Proposed Allocation Ranges*</b>
<b>Roads</b>	<b>75%</b>	<b>75%</b>	<b>75%</b>
<i>A roads</i>	<i>25%</i>	<i>18.4%</i>	<i>15 – 20%</i>
<i>B &amp; C roads</i>	<i>25%</i>	<i>24.3%</i>	<i>20 – 25%</i>
<i>U roads</i>	<i>25%</i>	<i>32.3%</i>	<i>30-35%</i>

\* Used as guidelines rather than rigid constraints, so some flexibility can be afforded when selecting schemes.

### **Scheme Selection**

19. The indicative programme has been formulated based on the principles and plans defined in the Council's Highway Infrastructure Asset Management Plan (HIAMP). In accordance with the HIAMP and current highway asset management guidance, the preventative maintenance of roads (i.e. preventing roads that are nearing poor condition from becoming poor condition) has currently been prioritised above structural maintenance (i.e. improving roads that are already in poor condition) on the basis that this provides best long-term value. However, an element of funding is still required for some structural maintenance works, in order to ensure public safety and improve user experience and public perception. For the purpose of formulating this indicative five-year programme, 70% of the budget has, therefore, been allocated to preventative maintenance, and 30% to structural maintenance. This will be reviewed annually, and if necessary refreshed, along with the indicative five-year programme. The indicative five-year programmes for Roads, Bridges, Footways & Cycleways, and Street Lighting are included in Appendix B of this report.

### **Other Options**

20. The alternative option would be not to adopt the HIAMP 2017, and continue to follow the TAMP 2007 policy. If that was the case, then opportunities would be lost for improved efficiencies and more effective use of council maintenance funding. In addition, the Council would be likely to suffer financial penalty through the loss of the Incentive Element of the Local Highway Maintenance Capital Funding, by not achieving Band 3 status, as identified in 13 of this report.

### **Consultation**

21. Presentations regarding the HIAMP have been given to the Trafford Council Members at briefings held during October 2017. Consultation on the approach and programme has taken place with TFGM and other GM authorities through the GM Highway Infrastructure Maintenance Group. Consultation on the approach and programme with customers and businesses will be through publication of the HIAMP and five-year indicative programme on the Trafford Council web site. Feedback will be invited and taken into account in the annual review and revision of the HIAMP and programme.

**Reasons for Recommendation**

22. Approval to the report is recommended, in order that Trafford Council can benefit from the improved efficiency that the implementation of good asset management practice offers, and which must be evidenced to the DfT via the Incentive Funding self-assessment each year. This will help the Council to avoid penalty reductions in the DfT's Incentive Fund allocations of up to £1,014,000 (worst case scenario) over the next three years.

**Key Decision** Yes

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

**Finance Officer Clearance** (type in initials).....GB.....

**Legal Officer Clearance** (type in initials).....JK.....

**[CORPORATE] DIRECTOR'S SIGNATURE** (electronic)

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



**Appendix A**    *See documents attached*

- **Highway Infrastructure Asset Management Plan (HIAMP) 2017-2027**
- **HIAMP Action Plan 2017**

**Appendix B – Indicative Five-Year Highway Infrastructure Programmes**

**2018-19 Roads Programme**

<b>Item</b>	<b>Ward</b>	<b>Expected Treatment</b>
<u>A-roads</u>		
Mosley Road	Gorse Hill	Structural maintenance
Carrington Lane	Ashton upon Mersey / St. Mary's	Preventative maintenance
<u>B&amp;C roads</u>		
Navigation Road	Altrincham	Preventative maintenance
Glebelands Road	Ashton upon Mersey	Preventative maintenance
<u>U roads</u>		
Ellaston Drive	Urmston	Structural maintenance
Bexley Close	Davyhulme East	Structural maintenance
Grange Road	Ashton upon Mersey	Structural maintenance
Thornton Avenue	Flixton	Structural maintenance
Colwick Avenue	Altrincham	Structural maintenance
Westwood Road	Stretford	Preventative maintenance
Oak Road	Bucklow-St. Martins	Preventative maintenance
Tulip Road	Bucklow-St. Martins	Preventative maintenance
Belgrave Road	Priory	Preventative maintenance
Basford Road	Longford	Preventative maintenance

Abbotsford Grove	Broadheath	Preventative maintenance
Northenden Road	Sale Moor	Preventative maintenance

## 2019-20 Roads Programme

Item	Ward	Expected Treatment
<u>A-roads</u>		
Carrington Lane	Bucklow-St. Martins	Preventative maintenance
Old Hall Road	Sale Moor	Preventative maintenance
<u>B&amp;C roads</u>		
Bow Green Road	Bowdon	Structural maintenance
Delamer Road	Bowdon	Preventative maintenance
Lostock Road	Davyhulme East	Preventative maintenance
Ashley Road	Bowdon	Preventative maintenance
<u>U roads</u>		
Barkway Road	Stretford	Structural maintenance
Fairfield Road	Hale Barns	Preventative maintenance
Westmorland Road	Urmston	Preventative maintenance
Brookheys Road	Bowdon	Preventative maintenance
Nuttall Street	Clifford	Preventative maintenance
Trafford Place	Clifford	Preventative maintenance
Westminster Road	Davyhulme East	Preventative maintenance
Cranbourne Road	Clifford	Preventative maintenance
Moseley Road	Gorse Hill	Preventative maintenance

## 2020-21 Roads Programme

Item	Ward	Expected Treatment
<u>A-roads</u>		
Cross Street	Ashton upon Mersey / Priory	Structural maintenance
Harboro Road	Ashton upon Mersey / St. Mary's	Preventative maintenance
Park Road	Stretford	Preventative maintenance
<u>B&amp;C roads</u>		
School Lane	Bowdon	Preventative maintenance
<u>U roads</u>		
Princes Road	Sale Moor	Structural maintenance
Princes Drive	Brooklands	Structural maintenance
Dargle Road	Priory	Preventative maintenance
Oaklea Road	St. Mary's	Preventative maintenance
Green Walk	Stretford	Preventative maintenance
Thorpe Street	Clifford	Preventative maintenance
Dovedale Avenue	Urmston	Preventative maintenance
Forbes Close	Brooklands	Preventative maintenance
Baslow Road	Gorse Hill	Preventative maintenance
Boundary Grove	Sale Moor	Preventative maintenance
Woodbourne Road	Brooklands	Preventative maintenance
Knutsford View	Hale Barns	Preventative maintenance
Woodhead Drive	Hale Barns	Preventative maintenance
Hazel Grove	Urmston	Preventative maintenance

## 2021-22 Roads Programme

Item	Ward	Expected Treatment
<u>A-roads</u>		
Stretford Road	Clifford	Preventative maintenance
Marsland Road	Brooklands / Sale Moor	Preventative maintenance
<u>B&amp;C roads</u>		
Bowfell Road	Flixton / Urmston	Preventative maintenance
Thorley Lane	Village	Preventative maintenance
Station Road	Bowdon	Structural maintenance
<u>U roads</u>		
Roseneath Road Passage	Urmston	Structural maintenance
Moss Park Road	Stretford	Structural maintenance
Cressingham Road	Stretford	Structural maintenance
Ashton Avenue	Altrincham	Structural maintenance
Booth Road	Altrincham	Preventative maintenance
Meadow Close	Longford	Preventative maintenance
Lytham Road	Davyhulme West	Preventative maintenance
Poplar Avenue	Altrincham	Preventative maintenance
Nields Brow	Bowdon	Preventative maintenance
Polo Road	Gorse Hill	Preventative maintenance
Melbourne Avenue	Stretford	Preventative maintenance
Stanmore Avenue	Stretford	Preventative maintenance
Norton Street	Clifford	Preventative maintenance
Wharf Road	Altrincham	Preventative maintenance

## 2022-23 Programme

Item	Ward	Expected Treatment
<u>A-roads</u>		
Manchester New Road	Bucklow-St. Martins	Preventative maintenance
White City Way	Longford	Preventative maintenance
Hale Road	Hale Barns	Preventative maintenance
Trafford Road	Gorse Hill	Preventative maintenance
<u>B&amp;C roads</u>		
Carrington Lane	Ashton upon Mersey	Preventative maintenance
South Downs Road	Bowdon	Preventative maintenance
<u>U roads</u>		
Devon Road	Flixton	Structural maintenance
De Quincey Road	Broadheath	Structural maintenance
Cyprus Street	Stretford	Structural maintenance
Oldfield Lane	Bowdon	Preventative maintenance
Stamford Avenue	Altrincham	Preventative maintenance
Rotherwood Avenue	Longford	Preventative maintenance
Holmefield	Priory	Preventative maintenance
Auburn Drive	Urmston	Preventative maintenance
Cedar Road	Bucklow-St. Martins	Preventative maintenance
Raglan Road	Brooklands	Preventative maintenance
Park Drive	Hale Central	Preventative maintenance
Mottram Drive	Timperley	Structural maintenance
Plane Tree Road	Bucklow-St. Martins	Preventative maintenance
Kingley Avenue	Urmston	Preventative maintenance
Boxgrove Road	Ashton upon Mersey	Preventative maintenance
Magnolia Close	Bucklow-St. Martins	Preventative maintenance
Kingsway Park	Davyhulme East	Preventative maintenance

## Indicative Five-Year Bridges Programme

### 2018-19 Bridges Programme

Item	Ward	Expected Treatment
<u>Inspections</u>	-	
Principal Inspections	All	Mandatory 6-yearly inspections
General Inspections	All	Mandatory 2-yearly inspections
<u>Maintenance</u>		
Cornbrook Culvert	Clifford	Continuation of 17-18 works, scoping inspection for 2019-20 works
Barton Dock Road Bridge	Davyhulme East / Gorse Hill	Pigeon spikes, concrete repairs, replace VRS, sealant replacement
Kingsway Subway	Stretford / Longford	Concrete repairs, general refurbishment
Crossford Old Bridge	Ashton upon Mersey / Stretford	Concrete repairs
Transpennine Footbridge	Bucklow-St. Martins / Urmston	Embankment reprofiling works and steelwork painting
<u>Other</u>		
Road rail incursion plan	All	Risk assessment and action plan to manage road-rail incursion risk.
<b>Total</b>		

### 2019-20 Bridges Programme

Item	Ward	Expected Treatment
<u>Inspections</u>	-	
Principal Inspections	All	Mandatory 6-yearly inspections
General Inspections	All	Mandatory 2-yearly inspections
<u>Maintenance</u>		
Cornbrook Culvert	Clifford	Complete 18-19 works.
Graythwaite West Footbridge	Hale Barns	New bridge
Warburton Bridge	Bowdon	Masonry and approach pedestrian fencing repairs
Park Road Canal Bridge	Broadheath	Vegetation and graffiti removal, brickwork repairs
<u>Other</u>		
Flixton Bridge	Bucklow-St. Martins / Flixton	Structure Review and Assessment.
<b>Total</b>		

## 2020-21 Bridges Programme

Item	Ward	Expected Treatment
<u>Inspections</u>	-	
Principal Inspections	All	Mandatory 6-yearly inspections
General Inspections	All	Mandatory 2-yearly inspections
<u>Maintenance</u>		
Warburton Mill Bridge	Bowdon	Concrete repairs, sealant replacement
Bunker Culvert	Hale Barns	Scour repair
Cerester Access Ramp	Gorse Hill	Various remedial work
Pomona Bridge	Clifford / Gorse Hill	Steelwork repainting
Woodcote Road Footbridge	Broadheath	Scour repair, embankment protection
Churchgate Footbridge	Hale Barns / Hale Central	Earthworks for approach (embankment reprofiling)
Flixton Bridge	Bucklow-St. Martins / Flixton	Strengthening and crack repair
Crofts Bank Bridge	Davyhulme East	Masonry and concrete repairs.
<b>Total</b>		

## 2021-22 Bridges Programme

Item	Ward	Expected Treatment
<u>Inspections</u>	-	
Principal Inspections	All	Mandatory 6-yearly inspections
General Inspections	All	Mandatory 2-yearly inspections
<u>Maintenance</u>		
Longford Old Bridge	Gorse Hill	Concrete Repairs
Crossford New Bridge	Stretford / Priory	Embankment and scour protection
Siddals Bridge	Brooklands / Broadheath	Waterproofing, detail works
Trafford Moss Canal Bridge	Gorse Hill / Davyhulme East	Vehicle restraint barriers
Dane Road Canal Bridge	Priory	Crack repair and waterproofing
<b>Total</b>		



## 2022-23 Bridges Programme

Item	Ward	Expected Treatment
<u>Inspections</u>	-	
Principal Inspections	All	Mandatory 6-yearly inspections
General Inspections	All	Mandatory 2-yearly inspections
<u>Maintenance</u>		
Moss Vale Road Bridge	Urmston / Davyhulme East	Waterproofing
Denmark Street Bridge	Altrincham / Hale Central	New bridge
<b>Total</b>		

## Indicative Five-Year Footways & Cycleways Programme

2018-19 Programme (subsequent years' programmes are the same)

Item	Ward	Expected Treatment
<u>Public Rights of Way</u>	-	
TBC	TBC	Minor improvement works - specific schemes TBC.
<u>Footways</u>		
TBC	TBC	Specific maintenance scheme(s) TBC, as currently awaiting up-to-date condition data from recent surveys.
<u>Cycleways</u>		
TBC	TBC	Specific maintenance scheme(s) TBC, pending consultation with Trafford Cycle Forum.
<b>Total</b>		

## Indicative Five-Year Street Lighting Programme

2018-19 Programme (subsequent years' programmes are the same)

Item	Ward	Expected Treatment
<u>Cast-iron column replacement</u>	-	
Specific locations TBC	All	Due to recent LED upgrade programme, routine maintenance need is minimal, so budget to be used for replacement of old / sub-standard cast-iron columns.
<b>Total</b>		