

**Manchester City Council
Report for Resolution**

Report to: Neighbourhoods and Environment Scrutiny Committee – 11
October 2017
Executive – 18 October 2017

Subject: Highways Planned Maintenance Programme 2017 - 2018

Report of: Strategic Director Transport, Highways and Engineering

Summary

This report is seeking approval for the Highways Planned Maintenance 2017 – 2018 Programme.

Recommendations

It is recommended that the programme of works in Appendices 1, 2 and 3 are approved and that allocations are also made for drainage works and large patch repairs as detailed within this report.

Wards Affected: All

Manchester Strategy outcomes	Summary of the contribution to the strategy
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	A well maintained highway infrastructure will encourage business growth, creating jobs and opportunities
A highly skilled city: world class and home grown talent sustaining the city's economic success	The Highways Investment Strategy will provide opportunities for the development of skills.
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	The improvements to the roads in the Community Network will contribute towards this strategy.
A liveable and low carbon city: a destination of choice to live, visit, work	Safe and improved highways will encourage people to visit, live and work within the City.
A connected city: world class infrastructure and connectivity to drive growth	The maintenance of highways is a major contribution to this strategy.

Full details are in the body of the report, along with any implications for

- Equal Opportunities Policy

- Risk Management
- Legal Considerations

Financial Consequences – Revenue

There is no increased revenue expenditure resulting from carrying out the proposed programme of works included within Appendices 1, 2, and 3. It is anticipated that by undertaking more programmed works across the Highways assets it will reduce the need for reactive repairs in future years, and this will help reduce the pressures on highways budgets.

Financial Consequences – Capital

The estimated cost of the proposed programme of works is £15.559m, this is made up of:-

1. Footway resurfacing / reconstruction / treatments	£1.771m,
2. Carriageway resurfacing	£8.638m
3. Preventative treatment to carriageways	£2.650m.
4. Drainage repairs	£1.5m
5. Large patch repairs to carriageways	£1m

The works will be phased over the remaining months of 2017/2018 and into the 2018/19 financial year. The funding for the proposed programme of works will come from the £80m, five year Highways Investment Programme that was approved as part of the 2017/18 budget process. The proposed works will be subject to gateway approvals.

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Background documents (available for public inspection):

The following documents disclose important facts on which the report is based and have been relied upon in preparing the report. Copies of the background documents

are available up to 4 years after the date of the meeting. If you would like a copy please contact one of the contact officers above.

- Report to Executive 2nd December 2015 - Highways Asset Management Policy and Strategy
- Report to Executive 8th February 2017 – Capital Programme (Budget 2017/18 – 2021/22)

1.0 Introduction

- 1.1 In December 2015 the Council's Executive adopted a Highway Management Policy and Strategy setting out the principles by which any future investment will be prioritised. This strategy was used to draft a 5 year investment strategy (from 2017 to 2022) which was approved by Executive as part of the 2017/22 budget setting. The 5 year strategy sets out how £80 million investment in Highways would lead to an improvement in the condition of the city's highways.
- 1.2 The purpose of this report is to obtain approval for the Year 1 programme of works. This programme of works was informed by extensive technical assessment during 2016 and early 2017 to identify the worst roads. During the summer Neighbourhood Teams and ward Members were asked to review the programme to check that the proposals made by Highways meet local priorities via a desktop review of all the streets on the microasphalt programme and resurfacing programme and they were advised to visit those roads programmed for resurfacing that were not familiar to them. Neighbourhoods were asked to make Highways aware of any local priorities / concerns not reflected within the programmes, for example identifying any areas where roads nearby are in similar condition to those in the programme or to indicate where any development is planned on one of the programmed roads in the near future. Feedback from members was subsequently sought on the draft proposals that further shaped the development of the programmes. Resident's views that came from 'Our Manchester' Highways week were also considered.
- 1.3 Development of the programme for year 2 and year 3 (2018-19 and 2019-20) is already advanced and will be subject to the same consultation as described in paragraph 1.2, above, during October 2017. Forward planning will help to secure better value for money, recognising that each year the programme will require a review based on up-to date condition data and any relevant changes to investment plans/neighbourhood priorities.

2.0 Background

- 2.1 The Highway Investment Strategy states that future highway maintenance programmes should seek to prioritise interventions according to:
- The importance of any road in supporting economic growth;
 - Condition rating; and
 - Value for money.
- 2.2 The Strategy also stated that:-
- A programme of preventative works will be adopted as this will deliver the best value for money and will be prioritised for delivery;
 - Investment in resurfacing will be targeted in the following priority order - the Key Route Network (KRN), roads of local strategic importance in accessing

employment (described as the Community Network in the Strategy) and finally local roads.

- Maintenance works may also be programmed to coordinate with other capital projects being carried out in Manchester, which will be cost effective in terms of delivery and additional value to the project.

2.3 The KRN includes the main routes in Manchester and totals approximately 143 km, which is about 10% of the total road network length. Providing a degree of focus on these routes will have the most strategic impact, particularly in supporting Manchester's growth priorities. The Community Network comprises a total road length of approximately 464 km. This makes up about 34% of the local road network and includes roads that are important to the local Neighbourhoods.

2.4 The capital funding available is £80m over 5 years. The work to be undertaken includes:-

- Carriageway structural resurfacing schemes which comprises removing the existing surface to a depth between 30mm and 100mm, depending on the existing construction and condition of the road. A new tarmac surface is laid that should last for between 15 and 20 years. New road markings are then added.
- Preventative maintenance is used on roads that are in mid-life condition to extend the life by up to an additional ten years. This involves laying a new layer of material over the existing surfacing which re-seals the surface from water ingress and fills in any small holes.
- Footway schemes comprise reconstruction of the existing footway, with kerb replacement where required.
- Repairs to highway drains
- Large patch repairs on roads that are largely in a good condition but localised structural repairs of between 30mm and 100mm are required to improve the condition of the asset.

2.5 As advised in the 2015 Executive report on Highways Asset Management Policy and Strategy, the current network is not in a good condition due to budget cuts that Local Government has faced since 2010. It is recognised that in order to bring all roads up to a satisfactory standard an investment in the region of £160m is required. So the £80m over 5 years (some of which will be spent on repairing drainage) will improve the condition of the network, but will not resolve all issues.

2.6 In order to maximise economies of scale and ensure value for money it is proposed to concentrate works in several wards each year and this approach also ensures that the funding is spread across the city to reduce the traffic management impact of such a large programme of work. However, due to repeatedly raised priorities in the last few years, this year there is a resurfacing or footway scheme in each ward. A programme of preventative works has already commenced in some wards across the city and the remaining wards will be prioritised over the remaining years of the programme.

2.7 Based on the available funds and the principles of the Asset Management Strategy, it is proposed that the annual highway investment programme is prioritised as follows:-

- a. Carriageway resurfacing programme approximately £6m, prioritised by:
 - Roads that are already included in the 2017/18 programme;
 - Worst condition roads on the KRN*;
 - Worst condition roads on the Community network*; and
 - Member previous requests/priorities identified on the local road network.
- b. Preventative programme approximately £6m:
 - All suitable roads within the prioritised wards, based on condition and surface type. This treatment will have a high impact visually, as numerous roads will be treated in the same area at the same time.
- c. Footway programme approximately £2m, prioritised by:
 - Footways that were already included in the 2017/18 programme;
 - Worst condition footways on the KRN*;
 - Worst condition footways on the Community network*; and
 - Member previous requests/priorities identified on the local road network.

* Worst Condition is defined as greater than 50% of the section is in particularly poor condition (i.e. Grade 4 (failing) or Grade 5 (failed)).

d. £1.5m has been allocated for a programme of interventions for highway drainage based on neighbourhood intelligence and outstanding repairs, but until detailed investigatory work has been undertaken it is not possible to estimate whether this sum is sufficient for these works. A weekly update on progress will be reported to the Strategic Director of Highways to ensure that spend is kept within budget.

e. £1m has been allocated for a programme of localised large patch structural repairs to otherwise sound roads based. This will be based on local intelligence and reports from Highway Inspectors and residents.

2.8 The project will be developed and managed internally by the Council's Highway Service and the works will be delivered through the existing framework contracts to ensure best value is delivered for the city. Progress will be reported through the Highway Maintenance Board.

3. Proposals

3.1 Appendix 1 details the proposed resurfacing programme for 2017/18, Appendix 2 details the proposed footway resurfacing / reconstruction programme for 2017/18 and Appendix 3 details the proposed Tranche 2 of the preventative treatments programme. Tranche 1 was approved by means of a previous report.

3.2 During 2016 and early 2017 extensive technical assessment was undertaken to identify the worst roads and draft proposals for works to be carried out during

2017 – 2018 were formulated. The Neighbourhood teams and ward members were consulted on the draft proposals, as described in paragraph 1.2, and some asked for additional works and / or omissions to the original proposals. The programmes shown in Appendices 1, 2 and 3 reflect these wishes.

- 3.3 The drainage works will incorporate known defects, but also reflect Ward Member feedback and feedback from Neighbourhoods. They will involve repairing broken or defective drainage gullies and pipework will help prevent future damage such as potholes, and reduce the amount of maintenance that is required.
- 3.4 The large patch repair programme will reflect the nature of the road and its conditions tackling clusters of potholes where a small area repair represents better value for money.
- 3.5 Works will be delivered through our existing framework contracts, to obtain best value and ensure that works can commence as soon as possible.
- 3.6 Before starting any planned work on the highway, contractors will contact all local residents and businesses and Ward members will be copied into this information.
- 3.7 The approved maintenance programmes will be made available on the Council's Web site and it will be regularly updated with progress.
- 3.8 The draft proposals for 2018/19 and 2019/20 are currently being compiled and will be subjected to the same consultation process with Neighbourhood Teams and ward members detailed in paragraph 1.2 prior to the programmes being put forward for formal approval. Feedback from the public that was received during the Highways Showcase Week will also be taken into consideration.

4. Timescales

- 4.1 The works proposed in this report are scheduled to commence during the Financial Year 2017–2018 and will be delivered this financial year (subject to weather conditions). A longer term rolling programme of works from 2018-19 onwards is currently being developed for year 2 and year 3 of the highways investment.

5. Financial Implications

- 5.1 The cost of the proposed programme is £15.559m and this will be phased over winter and spring 2017/18. The funding is contained within the £80 million Highways Investment Programme budget already approved by the Council's Executive as part of the 2017/18 Capital Budget.
- 5.2 Work is now ongoing to develop further programmes of work to ensure that the approved investment is used in the most effective way.

6.0 Contributing to the Manchester Strategy

(a) A thriving and sustainable city

- 6.1 A well maintained highway infrastructure will encourage business growth, creating jobs and opportunities.

(b) A highly skilled city

- 6.2 The Highways Investment Strategy will provide opportunities for the development of a variety skills within the highways industry.

(c) A progressive and equitable city

- 6.3 The improvements to the roads in the Community Network will contribute towards unlocking the potential of our communities

(d) A liveable and low carbon city

- 6.4 Safe and improved highways will encourage people to visit, live and work within the City.

(e) A connected city

- 6.5 A connected city needs a well maintained highway infrastructure and the Highways Maintenance Strategy is targeted to achieving this.

7.0 Key Policies and Considerations

(a) Equal Opportunities

- 7.1 A well maintained highway network will improve access for vehicles and enhance pedestrian and cycling facilities, contributing to the corporate objectives of making the environment accessible to all and creating neighbourhoods of choice. Where appropriate Equality Impact Statements will be undertaken

(b) Risk Management

- 7.2 A risk management approach will be undertaken for the various programmes of work.

(c) Legal Considerations

- 7.3 There are no legal considerations arising from this report.

APPENDIX 1

The following table results from extensive technical assessment during 2016 and early 2017 to identify the worst roads. This table is for the programme of works to be completed autumn 2017 – spring 2018 and discussion during summer 2017 with Neighbourhood teams as well as feedback from Members on their immediate priorities. Carriageway resurfacing schemes which comprises removing the existing surface to a depth between 30mm and 100mm, depending on the existing construction and condition of the road, and replacing the it with new tarmac and new road markings.

The Year 2 and Year 3 draft programme is currently being developed and does not appear in this table.

MANCHESTER CITY COUNCIL CARRIAGEWAY SURFACING PROGRAMME 2017 - 2018

WARD / STREET	SECTION
ANCOATS & CLAYTON	
BANK STREET	Aston New Road to Revensbury Street
ARDWICK	
COCHRANE AVENUE	Langport Avenue to Edlin Close
GRAFTON STREET	Oxford Road to MRI Entrance
HOLKER CLOSE	Full length including all cul-de-sacs off.
KINCARDINE ROAD	Grosvenor Street to Dryden Street
OXFORD PLACE	Full length
WENLOCK WAY	Gorton Lane to Kelsall Street
BRADFORD	
BRADFORD ROAD	Full length
GREENSIDE STREET	Ashton Old Road to Meech Street
OGDEN LANE	Ashton Old Road to Cornwall Street
VINE STREET	Ashton Old Road to Wetherby Street
BROOKLANDS	
MOORCROFT ROAD	Button Lane to Orton Road
TOTTENHAM DRIVE	Full length including all cul-de-sacs off
BURNAGE	
BARNFIELD ROAD	Full length
BURNAGE LANE	Avon Road to Milton Court
CHEETHAM	
BRIDEOAK STREET	Heywood Street to Cheetham Hill Road
BECKENHAM ROAD / ALBYNS AVENUE	Full length
HEATH STREET	O/S No.1 to St Marks Lane
HUMPHREY STREET	Full length
LEVENHURST ROAD	Full length
WATERLOO ROAD	Bury New Road to Elizabeth Street
CHORLTON	
ALBANY ROAD	Full length
BEECH ROAD	Beaumont Road to Barlow Moor Road

WARD / STREET	SECTION
BROOKBURN ROAD	Chorlton Green to Claude Road
CHORLTON GREEN TRIANGLE	Full length
KINGSHILL ROAD	Full length
OSWALD ROAD	Wilbraham Road to Kensington Road
SALISBURY ROAD	Full length
ST CLEMENTS ROAD	Full length
WARWICK ROAD	Barlow Moor Road to Albany Road
WHITELOW ROAD	High Lane to Wilbraham Road
CITY CENTRE	
LOWER BYROM STREET	Full length
OLDHAM STREET	Dale Street to Back Piccadilly
CRUMPSALL	
ANDREW ROAD	Full length
BELHAVEN ROAD	Wilton Road to Arden Road
CRUMPSALL LANE	Crumpsall Station to Middleton Road
EATON ROAD	St Mary's Hall Road to Polygon Road
SIDNEY ROAD	Full length
WILLOW HILL ROAD	Kearsley Road to Crumpsall Lane
WILTON ROAD / BANK ROAD	Crumpsall Lane to Middleton Road
DIDSBURY EAST	
JAYTON AVENUE	Full length
MORNINGSIDE DRIVE	Full length
NORVIEW DRIVE	Full length
PYTHA FOLD ROAD	Full length
WILMSLOW ROAD	Palatine Road to School Lane
DIDSBURY WEST	
DARLEY AVENUE	Rowsley Avenue to Princess Road
DENE ROAD WEST	Holme Road to Wilmslow Road
MERSEY ROAD	Full length
OAKER AVENUE	Full length
WILMSLOW ROAD	Palatine Road to School Lane (See Didsbury East)
FALLOWFIELD	
KINGSBROOK ROAD	Withington Road to Cul-de-sac end
YEW TREE ROAD	Full length (See Moss Side and Old Moat)
WAVERTON ROAD	Platt Lane Nantwich Road
SPRING BRIDGE ROAD (FALL/WHALR)	Full length
GORTON NORTH	
VINE STREET	Ashton Old Road to Wetherby Street (See Bradford)
GORTON SOUTH	
APPLEBY AVENUE / WILPSHIRE AVENUE	Full length
BROOM LANE	Barlow Road to Marley Road
CHURTON ROAD	Full length
DORSET ROAD	Full length

WARD / STREET	SECTION
LONGDEN ROAD	Full length
OLD HALL DRIVE	Ryder Brow Road to Brookhurst Road
SUTCLIFFE AVENUE	Stovell Avenue to Hemmons Road
BROADACRE ROAD	Cranbrook Road Goulder Road
HARPURHEY	
ANDREW ROAD	Full length (See Crumpsall)
HOLMELEIGH AVENUE	Full length
SIDNEY ROAD	Full length (See Crumpsall)
HIGHER BLACKLEY	
ALWORTH ROAD	Chain Road to Cooper Lane
COLDSTREAM AVENUE	Full length
ETHEL AVENUE	Hill Lane cul-de-sac end
HEATON PARK ROAD	Full length
HILL LANE	Victoria Avenue to Coldstream Avenue

HULME	
DENMARK ROAD	Charles Halle Rd to Lloyd St North
LEVENSHULME	
BROOM LANE	Barlow Road to Marley Road
BROOM AVENUE	Full length
CRAYFIELD ROAD	Full length
MILWAIN ROAD	Full length
LONGSIGHT	
RUSHFORD STREET	Full length
MOSS SIDE	
GRANTHAM STREET	Full length
YEW TREE ROAD	Full length
MOSTON	
ATHERLEY GROVE	Northfield Road to boundary
EGBERT STREET	Lightbowne Road to Adrian Street
NORTHFIELD AVENUE	Full length
NORTHFIELD ROAD	Full length
TYNDALL AVENUE	Full length
NORTHENDEN	
ALLANSON ROAD	Full length
BOAT LANE / MILL LANE	Full length
BRETT STREET	Full length
ELVERSTON ROAD	Full length
ORTON ROAD	Moorcroft Road to Sale Road
OLD MOAT	
DONCASTER AVENUE	Full length
HILL STREET	Mauldeth Road West to Copson Street
OLD MOAT LANE	Doncaster Avenue to Hough Road
YEW TREE ROAD	Full length
RUSHOLME	
HEALD GROVE	Gt Western Street to Walmer Street
LOWER PARK ROAD	Redclyffe Road to Kent Road West

WARD / STREET	SECTION
SHARSTON	
BROWNLEY ROAD	Holyhedge Road to Crossacres Road
CARLING DRIVE	Full length
CROSSACRES ROAD	From where Metrolink surfacing finished (west of Longwood Road) to Peel Hall Rd
GLADESIDE ROAD	Somerton Avenue to Poundswick Lane
GREENWOOD ROAD	Simonsway to Gladeside Road (See Woodhouse Park)
HOLLYHEDGE ROAD	Styal Road to Solway Road
PEEL HALL ROAD	Ardenfield Drive to Shone Ave & Coleby to Simonsway
SIMONSWAY	Peel Hall Road to West of Portrush Rd
WITHINGTON	
BRUNSWICK ROAD	Full length
MARRIOTT STREET	Full length
OAK ROAD	Full length
PARSONAGE ROAD	Parrswood Road to Mauldeth Road
TATTON GROVE	Full length
WILMSLOW ROAD	Palatine Road to School Lane (See Didsbury East)
WOODHOUSE PARK	
GREENWOOD ROAD	Simonsway to Gladeside Road
POUNDSWICK LANE	Simonsway to just past Cornfield Dr (includes up to CP entrance on Cornfield Dr)
RINGWAY ROAD	Full length
SIMONSWAY	Peel Hall Road to West of Portrush Rd (See Sharston)

APPENDIX 2

The following table results from extensive technical assessment during 2016 and early 2017 to identify the worst roads. This table is for the programme of works to be completed autumn 2017 – spring 2018 and discussion during summer 2017 with Neighbourhood teams as well as feedback from Members on their immediate priorities. When footways are reconstructed the existing kerbs and surface will be removed and replaced with new. When they are resurfaced, the existing surface is removed, any defective kerbs re-set or replaced as necessary, and then a new surface is laid. Microasphalting consists of overlaying the existing surface with a 3mm – 6mm layer of microasphalt by hand. The Year 2 and Year 3 draft programme is currently being developed and does not appear in this table.

MANCHESTER CITY COUNCIL

Footway Reconstruction / Resurfacing Programme 2017 - 2018

WARD / STREET	SECTION	TREATMENT
BAGULEY		
FIRBANK ROAD	Parkend Road to Balmer Drive (nw bound side)	Resurface
BURNAGE		
KINGSWAY	Fog Lane to Queensway (South Bound / East side)	Microasphalt
KINGSWAY	Homestead Crescent to Withnell Road (North Bound / West side)	Microasphalt
CHORLTON PARK		
PRINCESS ROAD	Barlow Moor Road to Nell Lane	Microasphalt
WINTERBURN AVENUE	Full Length	Reconstruction
CRUMPSALL		
BELHAVEN ROAD	Wilton Road to Arden Road	Reconstruction
SIDNEY ROAD	Full Length	Resurface
WILTON ROAD / BANK ROAD	Crumpsall Lane to Middleton Road	Reconstruction
DIDSBURY WEST		
HAREFIELD DRIVE	Full Length	Resurface
WESTMORLAND ROAD	Full Length	Resurface
FALLOWFIELD		
HART ROAD	Lloyd Street South to Platt Lane (in front of shopping parade)	Resurface
MOSELEY ROAD	Wilmslow Road to just past Ladybarn Lane (East Bound / North side)	Microasphalt
PRINCESS ROAD	Platt Lane to Mauldeth Road West	Microasphalt
WILBRAHAM ROAD	Withington Road to Princess Road	Microasphalt
GORTON SOUTH		
OLD HALL DRIVE	Ryder Brow Road to Brookhurst Road	Microasphalt
HARPURHEY		
SIDNEY, OLD ROAD, ANDREW ROAD	Full Length (See Crumpsall)	Resurface
HIGHER BLACKLEY		
HEATON PARK ROAD	Full Length	Reconstruction

WARD / STREET	SECTION	TREATMENT
LEVENSHULME		
MILWAIN ROAD	Full Length	Resurface
MOSTON		
NEVIN ROAD / MELFORD AVENUE	Full Length	Reconstruction
OLD MOAT		
PRINCESS ROAD	Mauldeth Road West to Cavendish Road	Microasphalt
WHALLEY RANGE		
WITHINGTON ROAD (WHALR/FALL/CHORP)	College Road to Manley Road	Microasphalt
WOODHOUSE PARK		
GREENWOOD ROAD	Simonsway to Gladeside Road	Microasphalt

APPENDIX 3

The following table results from extensive technical assessment during 2016 and early 2017 to identify suitable roads. This table is for the programme of works to be completed autumn 2017 – spring 2018 and discussion during summer 2017 with Neighbourhood teams as well as feedback from Members on their immediate priorities. Preventative treatments provide a value for money approach by stopping decline to roads that are in mid-life condition. Further value for money is obtained by clustering works within proximity of each other to ensure specialist highways team focus time in specific local areas and therefore a ward based approach was adopted. The roads on this list have been identified as mid-life Grade 3 and the lists were refined following Member feedback during summer 2017. The Year 2 and Year 3 draft programme is currently being developed and does not appear in this table.

MANCHESTER CITY COUNCIL CARRIAGEWAY PREVENTATIVE TREATMENTS PROGRAMME 2017 - 2018 TRANCHE 2

WARD / STREET	SECTION
BAGULEY	
BELSAY DRIVE	Full Length
BIRDLIP DRIVE	Full Length
BIRLING DRIVE	Full Length
BOWLAND ROAD / BLACKCARR ROAD	Floatshall Rd to Wendon Rd
BRACKEN DRIVE	Full Length
BROOKCOT ROAD	Full Length
CLAY LANE	Newall Rd to Floats Rd
DUNNISHER ROAD	Full Length
FLAG CROFT DRIVE	Full Length
FOSCARN DRIVE	Full Length
GLAZEBURY DRIVE	Full Length
GLEBELANDS ROAD	Full Length
HALLWOOD ROAD	Full Length
HEYLAND ROAD	Full Length
LEATON AVENUE	Full Length
LONGCROFT GROVE	Full Length
NINFIELD ROAD	Full Length
POCKLINGTON DRIVE	Full Length
SPARKS CLOSE	Full Length
TROON ROAD	Full Length
TWEENBROOK AVENUE	Full Length
WESTAGE GARDENS	Full Length
WHITECARR LANE	Newall Rd to boundary
BRADFORD	
ABBEY HEY LANE (BRAD/GORTN)	High Bank St to Capital Rd
VINE STREET (BRAD/GORTN)	Full Length
CHORLTON PARK	
LEACROFT ROAD	Full Length
WINTERMANS ROAD	Full Length
BARLOW HALL ROAD	Full Length

WARD / STREET	SECTION
BRADWELL AVENUE	Full Length
BROOKSTONE CLOSE	Full Length
CAVENDISH AVENUE	Full Length
CHATFIELD ROAD	Full Length
CLIFTON ROAD	Full Length
CLOVELLY ROAD	Full Length
DARTMOUTH ROAD	Full Length
DEVONSHIRE ROAD	Full Length
DISLEY AVENUE	Full Length
FLOYD AVENUE	Full Length
HARTINGTON ROAD	Full Length
JUDSON AVENUE	Full Length
LARMUTH AVENUE	Full Length
LEESWOOD AVENUE	Full Length
LEOPOLD AVENUE	Full Length
LITTLER AVENUE	Full Length
LUNDY AVENUE	Full Length
MACEFIN AVENUE	Full Length
MANOR DRIVE	Full Length
MATLOCK AVENUE	Full Length
PHEASANT DRIVE	Full Length
SIDBURY ROAD	Full Length
TORBAY ROAD	Full Length
TOTNES ROAD	Full Length
ZETLAND ROAD	Full Length
WITHINGTON ROAD (CHORP / FALL / WHALR)	Wilbraham Rd to Mauldeth Rd
GORTON NORTH	
BROGAN STREET	Full Length
ACKROYD AVENUE	Full Length
BUTMAN STREET	Full Length
CLAYMORE STREET	Full Length
COLLINGTON CLOSE	Full Length
CORAM STREET	Full Length
DALEHEAD CLOSE	Full Length
FLEET STREET	Full Length
FORSHAW AVENUE	Full Length
FOWLER AVENUE	Full Length
GIBSON AVENUE	Full Length
GORDON STREET	Full Length
HARROP STREET	Full Length
JETSON STREET	Full Length
KENYON STREET	Full Length
KINGS CLOSE	Full Length
LAKESIDE CLOSE	Full Length
LUNN AVENUE	Full Length
MADISON STREET	Full Length

WARD / STREET	SECTION
MARCHIONESS STREET	Full Length
MIDGELEY AVENUE	Full Length
OADBY CLOSE	Full Length
OLWEN AVENUE	Full Length
PARKSTONE AVENUE	Full Length
PENCOMBE CLOSE	Full Length
PETERBOROUGH STREET	Full Length
REDACRE ROAD	Full Length
RIGTON CLOSE	Full Length
ROOKERY AVENUE	Full Length
SANDOWN STREET	Full Length
SARNESFIELD CLOSE	Full Length
SHELFORD AVENUE	Full Length
SWAN HILL CLOSE	Full Length
VIOLET STREET	Full Length
WALTER STREET	Full Length
WELLINGTON STREET	Hyde Rd to Stelling St
WYCOMBE AVENUE	Full Length
VINE STREET (GORTN/BRAD)	Full Length
GORTON SOUTH	
MOUNT ROAD	Kirkmanshulme Lane to Melland Road
HARPURHEY	
CONINGSBY DRIVE	Full Length
ALDERSIDE ROAD	Full Length
ALFRED STREET	Full Length
AMOS STREET	Full Length
ASHLEY LANE	Zeta St to CDS end
AUDREY STREET	Full Length
BATLEY STREET	Full Length
BENTON STREET	Full Length
BROCKLEHURST STREET	Full Length
BUTE STREET	Full Length
CAPSTAN STREET	Full Length
CAVERSHAM DRIVE	Full Length
CICERO STREET	Full Length
CLITO STREET	Full Length
CLOUGH ROAD	Full Length
EDWARD STREET	Full Length
FERNCLOUGH ROAD	Lathbury Rd to Shiredale Dr
FRAM STREET	Full Length
HEMSLEY STREET SOUTH	Full Length
HILLIER STREET NORTH & SOUTH	Full Length
JONAS STREET	Full Length
KINGSCLIFFE STREET	Full Length
LATHBURY ROAD	Full Length
LILY LANE	Full Length

WARD / STREET	SECTION
LIZMAR TERRACE	Full Length
McCONNELL ROAD	Full Length
MORA STREET	Full Length
OAKDENE STREET	Full Length
PARKMOUNT ROAD	Full Length
PRINCEDOM STREET	Full Length
RADFORD DRIVE	Full Length
RODA STREET	Full Length
SEQUOIA STREET	Full Length
SILTON STREET	Full Length
SIMISTER STREET	Full Length
STANIER STREET	Full Length
STANWAY STREET	Full Length
THORNSETT CLOSE	Full Length
WEMBURY STREET NORTH	Full Length
WESTBOURNE GROVE	Full Length
ZETA STREET	Full Length
WORSLEY AVENUE (HARP/MOST)	Full Length
MILES PLATTING & NEWTON HEATH	
CLOUGH STREET	Full Length
COLERIDGE STREET	Full Length
CRAVENHURST AVENUE	Full Length
CROSBY ROAD	Full Length
DEAL CLOSE	Full Length
DOURO STREET	Full Length
GILMERTON DRIVE	Full Length
HALLAM ROAD	Full Length
REATHER WALK	Full Length
SCOTLAND HALL ROAD	Full Length
ACTON AVENUE	Full Length
ALDHAM AVENUE	Full Length
ASCOT ROAD	Full Length
AVERILL STREET	Full Length
BALLANTINE STREET	Full Length
BRIDLINGTON CLOSE	Full Length
CAMDEN AVENUE	Full Length
CHELSEA ROAD	Full Length
COWLEY STREET	Full Length
CRAYFORD ROAD	Full Length
DAISY BANK	Full Length
DAKERWOOD CLOSE	Full Length
DEBENHAM AVENUE	Full Length
EDENBRIDGE ROAD	Full Length
EDGEWARE ROAD	Full Length
ELSTREE AVENUE	Full Length
FINCHLEY AVENUE	Full Length
FINSBURY AVENUE	Full Length

WARD / STREET	SECTION
FLASH STREET	Full Length
GASKELL STREET	Droylesden Rd to Stotts La
HACKNEY AVENUE	Full Length
HEATHFIELD STREET	Full Length
HOMERTON ROAD	Full Length
ILFRACOMBE STREET	Full Length
LAMBETH ROAD	Full Length
LASTINGHAM STREET	Full Length
LENG ROAD	Full Length
LUDGATE ROAD	Full Length
MIDHURST AVENUE	Full Length
MILLWRIGHT STREET	Full Length
MITCHELL STREET	Full Length
NEWTON STREET	Full Length
QUEENSFERRY STREET	Full Length
REGENT STREET	Full Length
ROSEHILL AVENUE	Full Length
ROSSINGTON STREET	Full Length
ROTHMAN CLOSE	Full Length
SEABROOK ROAD	Full Length
STAPLEHURST ROAD	Full Length
SURBITON ROAD	Full Length
TEN ACRES LANE	Rosebank Rd to Oldham Rd
MOSS SIDE	
CAYTHORNE STREET	Full Length
COWESBURY STREET	Full Length
GRANTHAM STREET	Full Length
ACOMB STREET	Full Length
ALBEMARLE ROAD	Full Length
FERNLEAF STREET	Full Length
GATESHEAD CLOSE	Full Length
GT SOUTHERN STREET	Full Length
HAYDN AVENUE	Full Length
HEALD PLACE	Moss La East to Gt Western St
MAINE ROAD	Full Length
MONTON STREET	Full Length
MOSS LANE EAST	Princess Rd to Wilmslow Rd
NEWARK AVENUE	Full Length
NORMANBY STREET	Full Length
PARKFIELD STREET	Moss La East to Gateshead Cl
PLAYFAIR STREET	Full Length
RABY STREET	Princess Rd to Moss La East
RITA AVENUE	Full Length
ROBERTS AVENUE	Full Length
RUSKIN AVENUE	Full Length
RUTHERFORD AVENUE	Full Length
SALISBURY STREET	Full Length

WARD / STREET	SECTION
UPPER LLOYD STREET	Full Length
WESTWOOD STREET	Full Length
MOSTON	
MOSTON LANE	Rochdale Rd to Nuthurst Road
WORSLEY AVENUE (MOST/HARP)	Full Length
NORTHENDEN	
ORTON ROAD	Wythenshawe Road to Moorcroft Road