

# Public Document Pack



## Executive Board

Thursday, 17 June 2021 2.00 p.m.  
The Bridge Suite, Halton Stadium,  
Widnes

A handwritten signature in black ink, appearing to read 'David W R'.

**Chief Executive**

### **ITEMS TO BE DEALT WITH IN THE PRESENCE OF THE PRESS AND PUBLIC**

#### **PART 1**

<b>Item</b>	<b>Page No</b>
<b>1. MINUTES</b>	<b>1 - 2</b>
<b>2. DECLARATION OF INTEREST</b>	
Members are reminded of their responsibility to declare any Disclosable Pecuniary Interest or Other Disclosable Interest which they have in any item of business on the agenda, no later than when that item is reached or as soon as the interest becomes apparent and, with Disclosable Pecuniary interests, to leave the meeting during any discussion or voting on the item.	
<b>3. CORPORATE SERVICES PORTFOLIO</b>	
<b>(A) DISCRETIONARY NON-DOMESTIC RATE RELIEF</b>	<b>3 - 6</b>
<b>(B) WASTE, WATER &amp; ANCILLARY SERVICES CONTRACT</b>	<b>7 - 9</b>

*Please contact Ann Jones [ann.jones@halton.gov.uk](mailto:ann.jones@halton.gov.uk) or 0151 511 8276 for further information.*

*The next meeting of the Committee is on Thursday, 15 July 2021*

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4. ADULT SOCIAL CARE PORTFOLIO	
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8. SCHEDULE 12A OF THE LOCAL GOVERNMENT ACT 1972 AND THE LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985	

## PART II

In this case the Board has a discretion to exclude the press and public and, in view of the nature of the business to be transacted, it is **RECOMMENDED** that under Section 100A(4) of the Local Government Act 1972, having been satisfied that in all the circumstances of the case the public interest in maintaining the exemption outweighs the public interest in disclosing the information, the press and public be excluded from the meeting for the following item(s) of business on the grounds that it involves the likely disclosure of exempt information as defined in paragraph 3 of Part 1 of Schedule 12A to the Act.

Item	Page No
9. DEPUTY LEADER'S PORTFOLIO	
(A) RUNCORN OLD TOWN INVESTMENT PLAN AND RUNCORN STATION DEVELOPMENT	144 - 159

*In accordance with the Health and Safety at Work Act the Council is required to notify those attending meetings of the fire evacuation procedures. A copy has previously been circulated to Members and instructions are located in all rooms within the Civic block.*

**EXECUTIVE BOARD**

*At a meeting of the Executive Board on Tuesday, 18 May 2021 in The Bridge Suite, Halton Stadium, Widnes*

Present: Councillors Polhill (Chair), D. Cargill, Harris, S. Hill, Jones, T. McInerney, Nelson, Wharton and Wright

Apologies for Absence: None

Absence declared on Council business: None

Officers present: G. Cook, D. Parr, I. Leivesley, M. Reaney and A. Jones

Also in attendance: One member of the press

**ITEMS DEALT WITH  
UNDER POWERS AND DUTIES  
EXERCISABLE BY THE BOARD**

	<i>Action</i>
EXB97 MINUTES	
<p>The Minutes of the meeting held on 15 April 2021 were taken as read and signed as a correct record.</p>	
EXB98 APPOINTMENT OF THE LEADER AND DEPUTY LEADER OF THE COUNCIL	
<p>RESOLVED: That Council be recommended to appoint Councillor Mike Wharton as the Leader and Councillor Dave Thompson as the Deputy Leader of the Council for 2021/22 Municipal Year.</p>	
EXB99 APPOINTMENT TO BOARDS, COMMITTEES, PANELS AND SCRUTINY CO-ORDINATOR AND THE APPOINTMENT OF CO-OPTEEES TO VARIOUS BOARDS	
<p>The Board considered a report of the Strategic Director – Enterprise, Community and Resources regarding appointments to the Council’s Boards, Committees, Panels, Working Party and Scrutiny Co-ordinator post, and the re-appointment of a non-voting Co-optee to the Health Policy and Performance Board, for the 2021/22 Municipal Year.</p>	
<p>Executive Board was asked to confirm the above as well as the re-appointment of a non-voting Parish Council</p>	

Co-optee and a non-voting Independent Co-optee to the Standards Committee, and the re-appointment of Independent Persons, for the purposes of the Localism Act 2011, for a period of 4 years.

A list of Committee memberships was tabled at the meeting.

RESOLVED: That Council be recommended to make the following appointments:

- 1) To the Council's Board, Committees, Panels, Working Party and Scrutiny Co-ordinator post for the 2021/22 Municipal Year;
- 2) Mr David Wilson be re-appointed as Healthwatch Halton non-voting Co-optee to the Health Policy and Performance Board, for the 2021/22 Municipal Year;
- 3) Reverend David Felix be re-appointed as non-voting Parish Council Co-optee and Mr Tony Luxton be re-appointed as a non-voting Independent Co-optee on the Standards Committee, for the 2021/22 Municipal Year; and
- 4) Professor David Norman and Mrs Diane Howard be re-appointed as Independent Persons for the purposes of the Localism Act 2011, for a further period of 4 years.

*Meeting ended at 2.05 p.m.*

**REPORT TO:** Executive Board

**DATE:** 17 June 2021

**REPORTING OFFICER:** Strategic Director – Enterprise, Community and Resources

**SUBJECT:** Discretionary Non-Domestic Rate Relief

**PORTFOLIO:** Resources

**WARD(S):** Borough-wide

### **1.0 PURPOSE OF REPORT**

1.1 The purpose of this report is to consider an application for discretionary non-domestic rate relief, under Section 47 of the Local Government Finance Act 1988.

### **2.0 RECOMMENDATION: That;**

- (i) **Consideration be given to the application from Have a Heart Foundation for the award of 15% discretionary rate relief in respect of 47 Runcorn Shopping Centre, Runcorn.**

### **3.0 SUPPORTING INFORMATION**

3.1 Under the amended provisions of the Local Government Finance Act 1988, the Council is able to grant discretionary rate relief to any business ratepayer. This relief had previously only been available to organisations that were a registered charity, a community amateur sports club or a not-for-profit organisation.

3.2 The Council currently meets the full cost of all mandatory and discretionary rate relief granted, as part of the Liverpool City Region 100% Business Rates Retention Pilot Scheme.

3.3 An application for discretionary rate relief has been received from 'Have a Heart Foundation' who are a registered charity, in respect of their new premises located at 47 Runcorn Shopping Centre, Runcorn.

3.4 Currently, where the Council has granted discretionary rate relief to registered charities, it has been awarded until 31<sup>st</sup> March 2025 in order to provide the organisations with some degree of certainty.

**Have a Heart Foundation**  
**47 Runcorn Shopping Centre, Runcorn**

- 3.5 Have a Heart Foundation is a registered charity who raise money to distribute defibrillators and other lifesaving equipment to the local community. The charity also provides help and support for people suffering with heart disease.
- 3.6 The charity provides training for the use of defibrillators, they also first response and first aid training.
- 3.7 As a registered charity, Have a Heart Foundation receives 80% mandatory rate relief and has requested further top-up discretionary rate relief. The Council's policy is to only provide 15% top-up discretionary rate relief, with the organisation themselves meeting the remaining 5%.
- 3.8 Have a Heart Foundation is a local charity. Historically the Council has chosen to provide top-up discretionary rate relief to local charities. Each application for top-up discretionary rate relief is however considered on its own merit.
- 3.9 The cost of awarding top-up discretionary rate relief to Have a Heart Foundation is detailed in Appendix 1 and is summarised as follows;

Actual cost of 80% mandatory relief from 01/04/21-31/03/22	£14,131.20
Actual cost of 15% discretionary relief from 01/04/21-31/03/22	<u>£2,649.60</u>
Total	<u>£16,780.80</u>

**4.0 POLICY IMPLICATIONS**

- 4.1 The Board is required by the regulations to consider each application on its own merit. Any recommendations provided are given for guidance only, are consistent with Council policy and, wherever possible, previous decisions.

**5.0 FINANCIAL IMPLICATIONS**

- 5.1 Appendix 1 presents the potential cost to the Council of granting 15% top-up discretionary rate relief for the 2021/22 financial year.

**6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES**

**6.1 Children and Young People in Halton**

The Charity works providing training and life-saving equipment to the local community.

**6.2 Employment, Learning and Skills in Halton**

Providing training on the use of defibrillator, first response and first aid training.

**6.3 A Healthy Halton**

The Charity works with individuals to offer advice and support to people suffering heart disease.

**6.4 A Safer Halton**

None.

**6.5 Halton's Urban Renewal**

None.

**7.0 RISK ANALYSIS**

7.1 There are no key risks associated with the proposed action.

**8.0 EQUALITY AND DIVERSITY ISSUES**

8.1 The applicant offers their services to all sections of the community, without any prejudice.

**9.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972**

<b>9.1</b>	<b>Document</b>	<b>Place of Inspection</b>	<b>Contact Officer</b>
	Application form	DCBL Stadium, Lowerhouse Lane, Widnes	Louise Bate Business Rates Officer

**APPENDIX 1**

<b>Ratepayer</b>	<b>Address</b>	<b>Annual Rates Liability 2021/22</b>	<b>Mandatory Rate Relief Awarded 2021/22</b>	<b>Annual Cost of Mandatory Rate Relief to HBC 2021/22</b>	<b>Disc. Rate Relief</b>	<b>Annual Cost of Disc. Rate Relief to HBC 2020/21</b>	<b>Total Cost of Rate Relief to HBC 2020/21</b>
		£		£		£	£
Have a Heart Foundation	47 Runcorn Shopping Centre, Runcorn, WA7 2BU	17,664.00	80%	14,131.20	15%	2,649.60	16,780.80

<b>REPORT TO:</b>	Executive Board
<b>DATE:</b>	17 <sup>th</sup> June 2021
<b>REPORTING OFFICER:</b>	Strategic Director, Enterprise, Community & Resources
<b>PORTFOLIO:</b>	Corporate Services
<b>SUBJECT:</b>	Waste, Water & Ancillary Services Contract
<b>WARDS:</b>	Boroughwide

## **1.0 PURPOSE OF THE REPORT**

- 1.1 To notify members of the intention to undertake a procurement exercise via a suitable framework in respect of the provision of a Waste, Water & Ancillary Services contract.

## **2.0 RECOMMENDATION: That**

- 2.1 Members note the intention to undertake a procurement exercise via a suitable framework in respect of the provision of a Waste, Water and Ancillary Services Contract, and subject to competitive prices and a suitable contract term being available it is the intention to award a contract to 'Wave' as the sole provider on the various frameworks available.**

## **3.0 SUPPORTING INFORMATION**

- 3.1 On April 1<sup>st</sup> 2017 the water industry was deregulated which enabled commercial customers to switch suppliers as opposed to being forced to obtain the service from a single supplier, which in our case was United Utilities (UU). Soon after deregulation UU entered into a joint venture with Severn Trent Water to create 'Water Plus' which by default has acted as our provider of Waste, Water & Ancillary services ever since.
- 3.2 The Yorkshire Purchasing Organisation (YPO), The North East Procurement Organisation (NEPO) and Manchester Council all now have a suitable frameworks in place from which this service can be obtained. The only provider on each framework is 'Wave' who are a leading national water retailer and were formed from two established regional entities, Anglian Water Business and NWG Business following deregulation.

- 3.3 Wave have clearly demonstrated excellent value in becoming the only provider on each of the above frameworks as such it is the intention to award a contract to Wave via one of these frameworks subject to the prices being competitive against our costs over recent years, and subject to a suitable term being available.
- 3.4 The intention is to award a contract for a minimum of a 3 year period with the option of extending for a further year, subject to satisfactory performance. The average annual cost of the service to corporate buildings (all non-schools) over the past 3 years has been £472k as such the overall likely cost of the contract over a 4 year period will be in the region of £1.89m.
- 3.5 Any cost saving coming out of the new procurement arrangements will be associated with the retail arm of the service, e.g. the billing and support services, which only accounts for between 7% and 10% of the overall cost of the service, as such the likely financial saving will be minimal. The wholesale side of the service will still be provided by United Utilities via a sub contract arrangement with the new provider as they still own the infrastructure associated with the service hence costs associated with the wholesale side of the business are likely to remain the same. The added benefit of entering in to a new contract will likely be with the ancillary services side of the business, leak detection, support services etc.

#### **4.0 POLICY IMPLICATIONS**

- 4.1 The above course of action is in-line with our procurement strategy of obtaining best value from our procurement processes.

#### **5.0 FINANCIAL IMPLICATIONS**

- 5.1 As indicated the likely cost of the service over a 4 year period will be in the region of £1.89m. The budget for the provision of these services exists as such. The financial savings are likely to be minimal as the retail arm of the industry accounts for between circa 7% and 10% of the overall cost of the service.

#### **6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES**

##### **6.1 Children and Young People in Halton**

None

##### **6.2 Employment, Learning and Skills in Halton**

None

##### **6.3 A Healthy Halton**

None

**6.4 A Safer Halton**

None

**6.5 Halton's Urban Renewal**

None

**7.0 RISK ANALYSIS**

There are no significant risks associated with the above course of action.

**8.0 EQUALITY AND DIVERSITY ISSUES**

None

**9.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972**

There are no background papers under the meaning of the Act.

**REPORT TO:** Executive Board

**DATE:** 17 June 2021

**REPORTING OFFICER:** Operational Director – Finance

**PORTFOLIO:** Corporate Services

**SUBJECT:** 2020/21 Financial Outturn Position

**WARD(S):** Borough-wide

## **1.0 PURPOSE OF REPORT**

- 1.1 To report the Council's overall revenue and capital net spending outturn position for the year 2020/21
- 1.2 To report on the financial impact of Covid-19 and to summarise general Government funding made available to the Council to date.

## **2.0 RECOMMENDED: That;**

- (i) **The report be noted.**

## **3.0 SUPPORTING INFORMATION**

### **Revenue Spending**

- 3.1 The final accounts for 2020/21 are nearing completion and the revenue spending position for each Department is shown in Appendix 1. It presents a summary of spending against the operational revenue budget and Appendix 2 provides detailed figures for each individual Department. In overall terms the outturn position for the year shows that net spend is under the approved budget by £2.340m.
- 3.2 The outturn position is a significant improvement on the forecast overspend of £1.180m reported at the end of quarter 3. There are a number of reasons for the improved financial position including fully utilising government grants made available to the Council; a scaling back of forecast final quarter net spend and the continued push by directorates to only spend where absolutely essential.
- 3.3 In reviewing the final outturn position it is accepted that it has been an extraordinary year in terms of what has driven the Council's financial position. The impact of the Covid-19 pandemic has resulted in the Council being in receipt of significant amounts of grant from Government. Local and national restrictions have limited the operation of some Council services and the focus of many services has been to address the impact and recovery out of the pandemic, rather than day to day operational matters.

- 3.4 The favourable financial position for the year is in stark contrast to the past four financial years where the Council has repeatedly reported net spend being over the approved budget. However, extreme caution should be adopted in treating the 2020/21 outturn position as a sign of future improvement to the Council's finances, as 2020/21 has been very much a one-off situation. As services return to some form of normality during 2021/22, the previous demand pressures will return and hence the Council's budget will once again come under severe pressure.
- 3.5 Covid costs and loss of income for the year are in the region of £25m. All of these costs have been funded from general and specific Government grants received by the Council. This represents an improvement from the forecast provided at Q3 due to additional grants being provided, forecast costs in some cases not being fully realised and capitalisation of some costs to reduce the impact upon the Council's revenue position.
- 3.6 The £2.340 reported net underspend will increase the Council's General Fund Balance, taking it up to £6.342m. This represents 5.7% of the Council's 2021/22 net budget of £111.446m and considered a prudent position.

### **Revenue Spending**

- 3.7 Within the overall budget position for the quarter, the key budget variances are as follows;

(i) **Children and Families Department:-**

The Department's net spend position for the year is £1.179m over the approved budget. In comparison, at Q3 it was forecast to be £2.342m over the budget for the year.

Net budgetary growth of £3.112m was allocated to the Department in setting the 2020/21 budget. This has helped improve the Department's financial position compared to previous years, as in 2019/20 the Department was overspent by £4.289m.

Where appropriate and in accordance with any conditions, elements of spend have been funded from specific covid Government grants or general covid funding.

Out of Borough Residential Care continues to be the main budget pressure for the Children and Families Department as the costs of residential care have continued to increase year on year. Additional budget funding was provided of £1.85m for this financial year to alleviate the pressure, yet spend for the year was £1.329m over budget; not including packages that were funded from the covid budget which were an additional £1.154m. Initial forecasts for 2021-22 indicate higher levels of spend than this financial year based on current packages. Although placements and costs are changeable throughout the year there is a general trend of costs increasing each year. There may also be further financial strain

depending on the longevity of covid funding, should this funding cease then this will add further pressure to the budget.

The table below breaks down the current residential placements based on costs and placement type. These are the full package costs including the covid funded element in order to give the accurate costs of residential care at present.

Provision	Weekly Costs	No. Placed	Total cost for the year
Residential	£2000 - £3000	4	358,048
Residential	£3001 - £4000	15	2,784,509
Residential	£4001 - £5000	10	1,831,251
Residential	£5001 - £6000	4	657,261
Residential	£6001 - £10,500	4	1,224,234
Secure	£6713 - £10,500	3	971,407
Leaving Care	£300 - £3487	23	1,809,338
Parent & Child	£581 - £,2053	2	127,589

Independent Fostering Agency (IFA) expenditure is under the budgeted spend by £0.276m. This is a direct result of the work carried out by the fostering team. The number of young people in an IFA placement is continuing to reduce with a direct correlation to the successful recruitment and retention of in-house fostering provision. Over the last year there has been a significant growth of children placed in-house; in April 19 there were 110 and in December 20 it was 153. The children placed in IFA provision has reduced from 73 in April 19 to 52 in March 21.

Early Years net expenditure is £0.088m over budget at the end of the year. This amount would have been greater, but covid funding of £0.259m to offset losses of parental fee income due to the inability of children to attend nursery, has improved the final outturn figure.

(ii) **Adult Social Care Department:-**

The Adult Social Care Department has the highest net spend position of all Council Departments, in 2020/21 the total net spend was £48.811m. Despite the level of high value risk the Department's net spend for the year was marginally below the approved budget by £0.053m This is inclusive of the Care Homes Division reported net overspend of £0.080m and Community Care costs coming in £0.041m under budget.

Covid costs for the Department for the year totalled £10.825m with approximately just under 50% of this being costs for the Hospital Discharge Programme which were fully funded from Halton Clinical Commissioning Group (CCG).

The final 2020-21 Care Homes Division spend of £0.080m over budget is far lower than initially forecast. This is largely due to the delay, caused by the pandemic, of transferring staff at St Luke's and St Patrick's onto Council staff contracts. This significant additional cost is expected in 2021/22. Furthermore, £1.986M Covid grants have helped to offset additional costs within the internal care homes incurred following the emergency response to the pandemic.

The long-term impact of the Covid pandemic is yet to be seen, however it is anticipated that many of the additional costs incurred will remain in at least the short to medium term.

(iii) **Education, Inclusion & Provision:-**

The net Departmental expenditure is £0.126m under the approved budget as at 31 March 2021, representing an improvement from the project overspend of £0.675m estimated at Q3.

Schools Transport is over budget by £0.333m. This has continued a trend of the past few years. The Council has a statutory responsibility to provide special educational needs pupils with transport and there is a large demand for this service. However, the outturn is an improvement from the 2019/20 final position of £0.774m over budget. This reduction is mainly due to the current Covid-19 situation and schools being temporarily shut. It is very likely there will be an increase in these costs for 2021/22 as schools operate to a full academic calendar.

Commissioned Services is under budget by £0.707m, this is as a result of a number of services meeting the conditions of specific covid funded grants and the Council fully utilising these grants ahead of base funding. This is a one-off for 2020/21 and costs will revert to being funded from base budget in future years.

(iv) **Public Health and Public Protection :-**

Net spend for the Department is £0.643m under the revised budget for the year. In the main this is linked to employee costs which are £0.595m under budget. This is a result of savings made during the year by staff having worked on Covid related activities and the associated costs funded from the Test & Trace Support Service grant and the Contain Outbreak Management Fund. There are a small number of vacancies, maternity leave and reductions in hours within the department that have also contributed to the Department's underspend.

(v) **Finance:-**

The Finance Department's outturn is a net underspend of £0.992m against budget.

Insurance budgets are underspent at year-end due to a reduction in the amount of liability excess costs. Costs are dependent on claims received and excesses paid, due to their nature are difficult

to predict. A proportion of the outturn underspend (£50,000) has been carried forward to provide for the increased costs of insurance premiums in 2021-22.

The Concessionary Travel budget has underspent due to the pandemic restrictions which have meant passenger numbers have reduced considerably during 2020-21. However, an element of higher costs have continued to be paid during the pandemic, to support continued bus operation throughout the Borough.

Included within the underspend position is grant income of £0.188m received for the additional burden of operating the business support grant scheme. This scheme was administered within existing staff resources and therefore no additional costs were incurred.

**(vi) Policy, Planning and Transportation:-**

As at 31 March 2021 the Department's net spend was £0.785m below the approved budget.

Employee costs were below budget by £0.447m due to a number of vacancies across the Department, in particular the Highways, Planning and Traffic Divisions.

The main area of reduced spend against available budget related to street lighting energy costs, which were £0.586m below forecast. The continued implementation of the LED Street Lighting capital programme should continue to control energy usage within this area.

**Revenue – COVID - 19 Net Spending**

- 3.8 The impact of Covid-19 has resulted in additional costs for the Council's full range of services, particularly within Adult Social Care. In addition to costs, closure of some services during restriction periods has resulted in shortfalls of budgeted income targets over the financial year. There is the possibility the impact will continue to be felt in future years. The Finance Department is working closely with service colleagues to look at the cost impact over the next year.
- 3.9 For 2020/21 the Council has received four tranches of un-ringfenced grant funding to cover general costs and loss of income associated with Covid-19. Total funding is £12.837m and of this £0.438m was used in meeting costs incurred in 2019/20.
- 3.10 The Council has also utilised ringfenced grant funding of £11.971m for specific services relating to Covid during the past year. However, this excludes grant funding which the Council has received but passported on, for example, business support grants, self-isolation payments and hardship grants relating to council tax support.

- 3.11 Government announced a compensation scheme to help part fund the loss of sales/fees and charges income which Councils incur as a result of the pandemic. In summary, the income loss scheme will involve a 5% deduction, whereby councils will absorb losses up to 5% of their planned sales, fees and charges income, with the government compensating them for 75p in every pound of relevant loss thereafter. Claims for the compensation scheme are still to be finalised but it is forecast the Council will receive £1.685m for the year 2020/21. Government have also committed to the scheme operating in the first quarter of 2021/22.
- 3.12 In summary, excluding the Collection Fund (see below), Covid related costs and loss of income incurred by the Council over the past year will be fully funded from Government grant.
- 3.13 The impact of the pandemic up on the Collection Fund (business rates and council tax) is excluded from the figures within the report. The Collection Fund is accounted for separately, on the basis of estimates provided when setting the Council's 2020/21 budget. Any shortfall in income collected only has an impact upon future year budgets.
- 3.14 As at 31 March 2021 the council tax position showed the Council had a gross surplus position of £1.8m (to be shared with major preceptors). This figure is inclusive of a grant contribution of £1.3m from the Government's Hardship Fund, which enabled the Council to reduce by £150 the 2021/21 council bills for residents in receipt of the council tax reduction scheme. In setting the 2021/22 budgets the Council approved use of £0.4m of the Collection Fund surplus in balancing the overall budget.
- 3.15 As at 31 March 2021 the Business Rates position showed the Council had a gross deficit position of £19.7m. This excludes grant of £14.4m received from Government to apply 100% rate relief to small businesses and the retail, leisure and hospitality sector during 2020/21. The resulting deficit balance of £5.3m can be spread over the next 3 years. Further to this, Government are committed to compensating Council's for 75% of losses on the Collection Fund, which is currently estimated at £2.9m.
- 3.16 The in-year collection rate for council tax and business rates reduced in the first couple months of the financial year, but held steady for the remainder of the year, before picking up slightly at the end of the year. The council tax collection rate as at 31 March 2021 is 94.14%, down 0.43% on this point last year and for business rates is 96.18%, down 0.88% for the same period last year.

#### **CAPITAL EXPENDITURE**

- 3.17 Capital spending at 31st March 2021 totalled £27.041m, which is 74% of the planned spending of £35.631m (which assumes a 20% slippage between years).

#### **4.0 CONCLUSIONS**

4.1 The net spend position for the Council is lower than has been forecast throughout the year. However, this is due to 2020/21 having been an exceptional year and should not be used as a benchmark for future years.

4.2 The impact of the Covid-19 pandemic over the coming year remains uncertain and whilst future costs and loss of income can be forecast, the position remains very fluid. It is imperative that lobbying of the Government continues in order for them to support Local Government in continuing to provide funding for the ongoing cost of Covid-19.

#### **5.0 POLICY AND OTHER IMPLICATIONS**

5.1 None.

#### **6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES**

6.1 There are no direct implications, however, the revenue budget and capital programme support the delivery and achievement of all the Council's priorities.

#### **6.0 RISK ANALYSIS**

6.1 There are a number of financial risks within the budget. However, the Council has internal controls and processes in place to ensure that spending remains in line with budget.

#### **7.0 EQUALITY AND DIVERSITY ISSUES**

7.1 None.

#### **8.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1072**

8.1 There are no background papers under the meaning of the Act.



## Summary of Revenue Spending to 31 March 2021

## APPENDIX 1

Directorate / Department	Revised Budget £'000	Actual Net Spend £'000	Variance £'000
Community & Environment	27,568	27,253	315
Economy, Enterprise & Property	3,614	3,364	250
Finance	4,873	3,881	992
ICT & Support Services	-1,015	-812	(203)
Legal & Democratic Services	482	353	129
Planning & Transportation	16,820	16,035	785
Policy, People, Performance & Efficiency	397	229	168
<b>Enterprise, Community &amp; Resources</b>	<b>52,739</b>	<b>50,303</b>	<b>2,436</b>
Adult Social Care (inc Community Care)	45,230	45,177	53
Children & Families	24,037	25,216	(1,179)
Complex Care Pool	4,212	4,212	0
Education, Inclusion & Provision	8,280	8,154	126
Public Health & Public Protection	1,227	584	643
<b>People</b>	<b>82,986</b>	<b>83,343</b>	<b>(357)</b>
Corporate & Democracy	-22,847	-23,108	261
Mersey Gateway	8,020	8,020	0
<b>Operational Net Spend</b>	<b>120,898</b>	<b>118,558</b>	<b>2,340</b>
Covid-19 Additional Costs	0	19,630	(19,630)
Covid-19 Shortfall in Budgeted Income Targets	-5,128	0	(5,128)
Less: Government Non-Specific Grant (Tranche 1-4)	0	-11,102	11,102
Less: Specific Government Grants	0	-11,971	11,971
Less: Sales, Fees and Charges Compensation Scheme	0	-1,685	1,685
<b>Covid Net Spend</b>	<b>-5,128</b>	<b>-5,128</b>	<b>0</b>
<b>Total Net Spend (Including Covid-19)</b>	<b>115,770</b>	<b>113,430</b>	<b>2,340</b>



## APPENDIX 2

## Community &amp; Environment Department

	<b>Annual Budget £'000</b>	<b>Actual £'000</b>	<b>Variance (Overspend) £'000</b>
<b>Expenditure</b>			
Employees	13,296	12,626	670
Premises	2,176	1,936	240
Supplies & Services	1,088	910	178
Book Fund	155	135	20
Hired Services	541	484	57
Food Provisions	137	127	10
School Meals Food	775	775	0
Transport	157	145	12
Other Agency Costs	181	170	11
Waste Disposal Contract	6,188	6,136	52
Grants to Voluntary Organisations	41	20	21
Grant to Norton Priory	172	174	(2)
Capital Financing	262	312	(50)
Rolling Projects	56	56	0
<b>Total Expenditure</b>	<b>25,225</b>	<b>24,006</b>	<b>1,219</b>
<b>Income</b>			
Sales Income	-733	-354	(379)
School Meals Sales	-815	-617	(198)
Fees & Charges Income	-3,318	-2,983	(335)
Rents Income	-101	-118	17
Government Grant Income	-1,077	-1,154	77
Reimbursements & Other Grant Income	-597	-590	(7)
Schools SLA	-1,221	-1,328	107
Internal Fees Income	-280	-126	(154)
School Meals Other Income	-279	-89	(190)
Catering Fees	-114	-73	(41)
Capital Salaries	-173	-166	(7)
Transfers from Reserves	-189	-227	38
<b>Total Income</b>	<b>-8,897</b>	<b>-7,825</b>	<b>(1,072)</b>
<b>Net Operational Expenditure</b>	<b>16,328</b>	<b>16,181</b>	<b>147</b>

## Community &amp; Environment Department (continued)

	Annual Budget £'000	Actual £'000	Variance (Overspend) £'000
<b>Covid Costs</b>			
Community Development	0	1	(1)
Community Safety	0	8	(8)
Leisure & Recreation	0	13	(13)
Open Spaces	0	324	(324)
Schools Catering	0	17	(17)
Waste & Environmental Improvement	0	540	(540)
Shielding Hub	0	25	(25)
Surge Enforcement Scheme	0	88	(88)
Winter Grant Scheme	0	500	(500)
<b>Covid Loss of Income</b>			
Commercial Catering	-58	0	(58)
Community Development	-189	0	(189)
Leisure & Recreation	-658	0	(658)
Open Spaces	-354	0	(354)
Schools Catering	-165	0	(165)
Stadium	-542	0	(542)
Waste & Environmental Improvement	-32	0	(32)
<b>Government Grant Income</b>			
General Covid Funding	0	-2,927	2,927
Surge Enforcement Grant	0	-87	87
Winter Grant Scheme	0	-500	500
<b>Net Covid Expenditure</b>	<b>-1,998</b>	<b>-1,998</b>	<b>0</b>
<b>Recharges</b>			
Premises Support	1,640	1,640	0
Transport Support	2,360	2,192	168
Central Support	4,170	4,170	0
Asset Rental Support	3,558	3,558	0
Recharge Income	-488	-488	0
<b>Net Total Recharges</b>	<b>11,240</b>	<b>11,072</b>	<b>168</b>
<b>Net Departmental Expenditure</b>	<b>25,570</b>	<b>25,255</b>	<b>315</b>

**Economy, Enterprise & Property Department**

	<b>Annual Budget £'000</b>	<b>Actual £'000</b>	<b>Variance (Overspend) £'000</b>
<b>Expenditure</b>			
Employee Related Expenditure	4,430	4,384	46
Repairs & Maintenance	2,103	1,891	212
Premises	97	97	0
Energy & Water Costs	691	627	64
NNDR	463	487	(24)
Rents	166	168	(2)
Economic Regeneration Activities	13	13	0
Security	471	430	41
Supplies & Services	352	308	44
Supplies & Services - Grant	691	682	9
Grants to Voluntary Organisations	111	111	0
Covid-19 Discretionary Business Support Grants	2,417	2,417	0
Capital Finance	155	155	0
Transfer to Reserves	1,035	1,035	0
<b>Total Expenditure</b>	<b>13,195</b>	<b>12,805</b>	<b>390</b>
<b>Income</b>			
Fees & Charges Income	-1,010	-1,001	(9)
Rent - Commercial Properties	-671	-468	(203)
Rent - Investment Properties	-39	-39	0
Rent - Markets	-315	-315	0
Government Grant	-3,585	-3,585	0
Reimbursements & Other Grant Income	-872	-879	7
Schools SLA Income	-480	-480	0
Recharges to Capital	-216	-216	0
Transfer from Reserves	-996	-1,061	65
<b>Total Income</b>	<b>-8,184</b>	<b>-8,044</b>	<b>(140)</b>
<b>Net Operational Expenditure</b>	<b>5,011</b>	<b>4,761</b>	<b>250</b>

	<b>Annual Budget £'000</b>	<b>Actual £'000</b>	<b>Variance (Overspend) £'000</b>
<b>Covid Costs</b>			
Staffing	0	59	(59)
Repairs & Maintenance	0	81	(81)
Security	0	16	(16)
Supplies & Services	0	85	(85)
Reopening High Street Safely	0	25	(25)
<b>Covid Loss of Income</b>			
Rent - Commercial Properties	-316	0	(316)
Rent - Investment Properties	-5	0	(5)
Rent - Markets	-470	0	(470)
<b>Government Grant Income</b>			
General Covid Funding	0	-1,032	1,032
Reopening High Street Safely	0	-25	25
<b>Net Covid Expenditure</b>	<b>-791</b>	<b>-791</b>	<b>0</b>
<b>Recharges</b>			
Premises Support	1,777	1,777	0
Transport Support	28	28	0
Central Support	2,082	2,082	0
Asset Rental Support	1,308	1,308	0
Recharge Income	-6,592	-6,592	0
<b>Net Total Recharges</b>	<b>-1,397</b>	<b>-1,397</b>	<b>0</b>
<b>Net Departmental Expenditure</b>	<b>2,823</b>	<b>2,573</b>	<b>250</b>

	<b>Annual Budget £'000</b>	<b>Actual £'000</b>	<b>Variance (Overspend) £'000</b>
<b>Expenditure</b>			
Employees	5,678	5,534	144
Premises	0	34	(34)
Supplies & Services	348	253	95
Insurances	989	697	292
Concessionary Travel	2,218	1,543	675
LCR Levy	2,241	2,241	0
Rent Allowances	31,383	31,383	0
Non HRA Rebates	70	125	(55)
Discretionary Housing Payments	528	525	3
Discretionary Social Fund	106	148	(42)
Transfer to Reserves	50	50	0
<b>Total Expenditure</b>	<b>43,611</b>	<b>42,533</b>	<b>1,078</b>
<b>Income</b>			
Fees & Charges	-247	-270	23
SLA to Schools	-464	-465	1
Business Rates Administration Grant	-157	-157	0
Hsg Ben Administration Grant	-461	-489	28
Rent Allowances	-31,383	-30,852	(531)
New Burdens Grant	-67	-307	240
Council Tax Admin Grant	-204	-202	(2)
Non HRA Rent Rebates	-70	-123	53
Reimbursements & Other Grants	-249	-317	68
Liability Orders	-156	-201	45
Transfer from Reserves	-40	-18	(22)
Discretionary Housing Payments Grant	-528	-528	0
LCR Reimbursement	-2,241	-2,241	0
<b>Total Income</b>	<b>-36,267</b>	<b>-36,170</b>	<b>-97</b>
<b>Net Operational Expenditure</b>	<b>7,344</b>	<b>6,363</b>	<b>981</b>

	<b>Annual Budget £'000</b>	<b>Actual £'000</b>	<b>Variance (Overspend) £'000</b>
<b>Covid Costs</b>			
Employees	0	5	(5)
Supplies & Services	0	13	(13)
Non HRA Rebates	0	107	(107)
Discretionary Social Fund	0	7	(7)
Covid Isolation Grant Payments	0	356	(356)
Covid Isolation Grant -Transfer to Reserves	0	156	(156)
<b>Covid Loss of Income</b>			
Fees & Charges	-5	0	(5)
Council Tax Liability Orders	-250	0	(250)
Reimbursements & Other Grants	-36	0	(36)
<b>Government Grant Income</b>			
General Covid Funding	0	-423	423
Covid Isolation Grant	0	-512	512
<b>Net Covid Expenditure</b>	<b>-291</b>	<b>-291</b>	<b>0</b>
<b>Recharges</b>			
Premises Support	249	249	0
Central Support	2,311	2,311	0
Recharge Income	-5,031	-5,042	11
<b>Net Total Recharges</b>	<b>-2,471</b>	<b>-2,482</b>	<b>11</b>
<b>Net Departmental Expenditure</b>	<b>4,582</b>	<b>3,590</b>	<b>992</b>

	<b>Annual Budget £'000</b>	<b>Actual £'000</b>	<b>Variance (Overspend) £'000</b>
<b>Expenditure</b>			
Employees	7,286	7,261	25
Supplies & Services	976	727	249
Computer Repairs & Software	958	1,095	(137)
Communications Costs	17	20	(3)
Other Premises	64	94	(30)
Capital Financing	78	59	19
Transport Expenditure	3	3	0
Transfers to Reserves	15	0	15
<b>Total Expenditure</b>	<b>9,397</b>	<b>9,259</b>	<b>138</b>
<b>Income</b>			
Fees & Charges	-1,129	-755	(374)
SLA to Shools	-543	-520	(23)
Transfer from Reserves	-29	-29	0
<b>Total Income</b>	<b>-1,701</b>	<b>-1,304</b>	<b>(397)</b>
<b>Net Operational Expenditure</b>	<b>7,696</b>	<b>7,955</b>	<b>(259)</b>
<b>Covid Costs</b>			
Employees	0	9	(9)
Supplies & Services	0	614	(614)
<b>Covid Loss of Income</b>			
Proposed Efficiencies not achieved	-660	0	(660)
<b>Government Grant Income</b>			
General Covid Funding	0	-1,283	1,283
<b>Net Covid Expenditure</b>	<b>-660</b>	<b>-660</b>	<b>0</b>
<b>Recharges</b>			
Premises Support	406	406	0
Transport Support	20	20	0
Central Support	1,213	1,213	0
Asset Rental Support	1,150	1,150	0
Recharge Income	-11,500	-11,556	56
<b>Net Total Recharges</b>	<b>-8,711</b>	<b>-8,767</b>	<b>56</b>
<b>Net Departmental Expenditure</b>	<b>-1,675</b>	<b>-1,472</b>	<b>(203)</b>

	<b>Annual Budget</b>	<b>Actual</b>	<b>Variance (Overspend)</b>
	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>
<b>Expenditure</b>			
Employees	1,796	1,695	101
Supplies & Services	272	216	56
Civic Catering & Functions	49	0	49
Legal Expenses	219	304	(85)
Transport Related Expenditure	8	6	2
<b>Total Expenditure</b>	<b>2,344</b>	<b>2,221</b>	<b>123</b>
<b>Income</b>			
Land Charges	-47	-66	19
License Income	-247	-249	2
School SLA's	-82	-80	(2)
Fees & Charges	-57	-42	(15)
Reimbursements & Grant Income	0	26	(26)
Transfer from Reserves	-37	-37	0
Government Grant Income	0	-9	9
<b>Total Income</b>	<b>-470</b>	<b>-457</b>	<b>(13)</b>
<b>Net Operational Expenditure</b>	<b>1,874</b>	<b>1,764</b>	<b>110</b>
<b>Covid Costs</b>			
Employees	0	36	(36)
Supplies & Services	0	2	(2)
Legal Expenses	0	48	(48)
Elections Covid Grant	0	3	(3)
<b>Covid Loss of Income</b>			
Land Charges	-2	0	(2)
License Income	-8	0	(8)
<b>Government Grant Income</b>			
General Covid Funding	0	-96	96
Elections Covid Grant	0	-3	3
<b>Net Covid Expenditure</b>	<b>-10</b>	<b>-10</b>	<b>0</b>
<b>Recharges</b>			
Premises Support	61	61	0
Central Support	328	328	0
Recharge Income	-1,781	-1,800	19
<b>Net Total Recharges</b>	<b>-1,392</b>	<b>-1,411</b>	<b>19</b>
<b>Net Departmental Expenditure</b>	<b>472</b>	<b>343</b>	<b>129</b>

	<b>Annual Budget £'000</b>	<b>Actual £'000</b>	<b>Variance (Overspend) £'000</b>
<b>Expenditure</b>			
Employees	4,751	4,304	447
Efficiency Savings	-300	-300	0
Premises	161	108	53
Hired & Contracted Services	133	467	(334)
Supplies & Services	85	141	(56)
Street Lighting	1,673	1,087	586
Highways Maintenance	2,534	2,716	(182)
Fleet Transport	1,363	1,090	273
Bus Support - Halton Hopper Tickets	197	-1	198
Bus Support	603	444	159
Capital Financing	1,252	1,267	(15)
Grants to Voluntary Organisations	61	61	0
NRA Levy	67	66	1
LCR Levy	882	882	0
<b>Total Expenditure</b>	<b>13,462</b>	<b>12,332</b>	<b>1,130</b>
<b>Income</b>			
Sales & Rents Income	-133	-83	(50)
Planning Fees	-546	-588	42
Building Control Fees	-217	-172	(45)
Other Fees & Charges	-904	-807	(97)
Grants & Reimbursements	-145	-322	177
Government Grant Income	-473	-483	10
Halton Hopper Income	-197	-14	(183)
School SLA's	-45	-41	(4)
Recharge to Capital	-317	-241	(76)
LCR Levy Reimbursement	-882	-882	0
Contribution from Reserves	-362	-362	0
Efficiency Savings	-28	0	(28)
<b>Total Income</b>	<b>-4,249</b>	<b>-3,995</b>	<b>(254)</b>
<b>Net Operational Expenditure</b>	<b>9,213</b>	<b>8,337</b>	<b>876</b>

**Planning & Transportation Department (continued)**

	<b>Annual Budget £'000</b>	<b>Actual £'000</b>	<b>Variance (Overspend) £'000</b>
<b>Covid Costs</b>			
Employees	0	116	(116)
Bus Support	0	25	(25)
PPE & Equipment	0	81	(81)
EATF Grant Expenditure	0	13	(13)
Additional Home to School Transport	0	49	(49)
Covid Bus Support Grant	0	25	(25)
Contribution from Capital Reserves	0	387	(387)
<b>Covid Loss of Income</b>			
Fees & Charges	-75	0	(75)
Grants & Reimbursements	-37	0	(37)
<b>Government Grant Income</b>			
Covid Bus Support Grant	0	-25	25
EAT Grant	0	-13	13
Additional Home to School Transport Grant	0	-49	49
Government Grant Income	0	-721	721
<b>Net Covid Expenditure</b>	<b>-112</b>	<b>-112</b>	<b>0</b>
<b>Recharges</b>			
Premises Recharges	572	572	0
Transport Recharges	692	620	72
Asset Charges	9,766	9,766	0
Central Recharges	1,733	1,733	0
Transport Recharge Income	-4,299	-4,136	(163)
Central Recharge Income	-857	-857	0
<b>Net Total Recharges</b>	<b>7,607</b>	<b>7,698</b>	<b>(91)</b>
<b>Net Departmental Expenditure</b>	<b>16,708</b>	<b>15,923</b>	<b>785</b>

	<b>Annual Budget £'000</b>	<b>Actual £'000</b>	<b>Variance (Overspend) £'000</b>
<b>Expenditure</b>			
Employees	1,968	1,881	87
Employees Training	126	54	72
Apprenticeship Levy	300	292	8
Supplies & Services	138	145	(7)
<b>Total Expenditure</b>	<b>2,532</b>	<b>2,372</b>	<b>160</b>
<b>Income</b>			
Fees & Charges	-102	-150	48
Reimbursements & Grant Income	0	-10	10
Schools SLA	-456	-392	(64)
<b>Total Income</b>	<b>-558</b>	<b>-552</b>	<b>(6)</b>
<b>Net Operational Expenditure</b>	<b>1,974</b>	<b>1,820</b>	<b>154</b>
<b>Covid Costs</b>			
Employees	0	3	(3)
<b>Government Grant Income</b>			
General Covid Funding	0	-3	3
<b>Net Covid Expenditure</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Recharges</b>			
Premises Support	91	91	0
Central Support	963	963	0
Recharge Income	-2,631	-2,645	14
<b>Net Total Recharges</b>	<b>-1,577</b>	<b>-1,591</b>	<b>14</b>
<b>Net Departmental Expenditure</b>	<b>397</b>	<b>229</b>	<b>168</b>

**Adult Social Care Department (incl Care Homes and Community Care)**

	<b>Annual Budget £'000</b>	<b>Actual £'000</b>	<b>Variance (Overspend) £'000</b>
<b>Expenditure</b>			
Employees	13,058	13,051	7
Premises	845	858	(13)
Supplies & Services	653	637	16
Aids & Adaptations	63	30	33
Transport	137	156	(19)
Food Provision	135	149	(14)
Agency	750	725	25
Supported Accommodation and Services	1,487	1,487	0
Emergency Duty Team	102	140	(38)
Contacts & SLAs	519	537	(18)
Residential & Nursing Care	3,760	3,760	0
Domiciliary Care	456	456	0
Transfer To Reserves	354	354	0
<u>Housing Solutions Grant Funded Schemes</u>			
LCR Immigration Programme	240	234	6
Flexible Homeless Support	86	78	8
LCR Trailblazer	67	65	2
Rough Sleepers Initiative	63	62	1
<b>Total Expenditure</b>	<b>22,775</b>	<b>22,779</b>	<b>(4)</b>
<b>Income</b>			
Fees & Charges	-327	-385	58
Sales & Rents Income	-617	-617	0
Reimbursements & Grant Income	-2,585	-2,603	18
Housing Strategy Grant Funded Schemes	-456	-456	0
Capital Salaries	-111	-121	10
CCG Reimbursement Re Lilliycross	0	0	0
Government Grant Income	-2,807	-2,817	10
<b>Total Income</b>	<b>-6,903</b>	<b>-6,999</b>	<b>96</b>
<b>Net Operational Expenditure Excluding Homes and Community Care</b>	<b>15,872</b>	<b>15,780</b>	<b>92</b>
Care Homes Net Expenditure	6,628	6,708	(80)
Community Care Expenditure	18,201	18,160	41
<b>Net Operational Expenditure Including Homes and Community Care</b>	<b>40,701</b>	<b>40,648</b>	<b>53</b>

**Adult Social Care (inc Care Homes and Community Care) continued**

	<b>Annual Budget £'000</b>	<b>Actual £'000</b>	<b>Variance (Overspend) £'000</b>
<b>Covid Costs</b>			
Employees	0	1,738	(1,738)
Premises	0	110	(110)
Transport	0	120	(120)
Supplies (Including PPE)	0	735	(735)
Contracts	0	197	(197)
Food & Drink Provisions	0	12	(12)
Infection Control	0	1,846	(1,846)
Rapid Test	0	268	(268)
Workforce Capacity	0	302	(302)
Hospital Discharge Programme	0	5,146	(5,146)
Rough Sleeping Fund	0	6	(6)
Winter Covid Scheme	0	145	(145)
Deferred Savings	0	200	(200)
<b>Covid Loss of Income</b>			
Community Care Income	-359	0	(359)
Community Services Transport	-70	0	(70)
Community Services Trading	-80	0	(80)
Community Services Placements	-69	0	(69)
<b>Government Grant Income</b>			
Infection Control Grant	0	-1,846	1,846
Rapid Test Funding	0	-268	268
Rough Sleeping Fund	0	-6	6
Winter Covid Scheme	0	-145	145
Workforce Capacity Grant	0	-302	302
CCG Hospital Discharge Programme	0	-5,146	5,146
General Covid Funding	0	-3,690	3,690
<b>Net Covid Expenditure</b>	<b>-578</b>	<b>-578</b>	<b>0</b>
<b>Recharges</b>			
Premises Support	563	563	0
Transport Support	564	564	0
Central Support	3,588	3,588	0
Asset Rental Support	741	741	0
Recharge Income	-927	-927	0
<b>Net Total Recharges</b>	<b>4,529</b>	<b>4,529</b>	<b>0</b>
<b>Net Departmental Expenditure</b>	<b>44,652</b>	<b>44,599</b>	<b>53</b>

Care Homes Division

	<b>Annual Budget £'000</b>	<b>Actual £'000</b>	<b>Variance (Overspend) £'000</b>
<b>Expenditure</b>			
Employees	5,880	5,881	(1)
Premises	309	367	(58)
Supplies & Services	291	282	9
Food Provision	283	283	0
Transfer to Reserves	0	79	(79)
<b>Total Expenditure</b>	<b>6,763</b>	<b>6,892</b>	<b>(129)</b>
<b>Income</b>			
Reimbursements & Grant Income	-135	-184	49
<b>Total Income</b>	<b>-135</b>	<b>-184</b>	<b>49</b>
<b>Net Operational Expenditure</b>	<b>6,628</b>	<b>6,708</b>	<b>(80)</b>
<b>Covid Costs</b>			
Repairs & Maintenance	0	104	(104)
Medical & Hygiene	0	79	(79)
Equipment & furniture	0	12	(12)
Additional Staffing Costs - Contracted	0	347	(347)
Infection Control Grant	0	342	(342)
Rapid Test Funding	0	60	(60)
Workforce Capacity Grant	0	59	(59)
Additional Staffing Costs - Agency	0	982	(982)
<b>Government Grant Income</b>			
General Covid Funding	0	-1,524	1,524
Infection Control Grant	0	-342	342
Rapid Test Funding	0	-60	60
Workforce Capacity Grant	0	-59	59
<b>Net Covid Expenditure</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Recharges</b>			
Premises Support	80	80	0
Central Support	261	261	0
Asset Rental Support	288	288	0
Recharge Income	0	0	0
<b>Net Total Recharges</b>	<b>629</b>	<b>629</b>	<b>0</b>
<b>Net Departmental Expenditure</b>	<b>7,257</b>	<b>7,337</b>	<b>(80)</b>

## Community Care

	<b>Annual Budget £'000</b>	<b>Actual £'000</b>	<b>Variance (Overspend) £'000</b>
<b>Expenditure</b>			
Residential & Nursing	11,847	11,225	623
Domiciliary Care & Supported Living	8,338	7,446	893
Direct Payments	9,658	9,528	130
Day Care	370	350	21
<b>Total Expenditure</b>	<b>30,214</b>	<b>28,548</b>	<b>1,666</b>
<b>Income</b>			
Residential and Nursing Income	-9,069	-7,562	(1,507)
Domiciliary Income	-1,461	-1,366	(95)
Direct Payment Income	-714	-665	(49)
ILF Income	-656	-656	(0)
Income from other CCG's	-113	-139	26
<b>Total Income</b>	<b>-12,012</b>	<b>-10,388</b>	<b>(1,625)</b>
<b>Net Operational Expenditure</b>	<b>18,201</b>	<b>18,160</b>	<b>41</b>
<b>Covid Costs</b>			
Hospital Discharge Programmes	0	5,146	(5,146)
Infection Control Grant	0	1,452	(1,452)
Workforce Capacity Grant	0	209	(209)
<b>Covid Loss of Income</b>			
Fees and Charges	-359	0	(359)
<b>Government Grant Income</b>			
General Covid Funding	0	-359	359
Workforce Capacity Grant	0	-209	209
Infection Control Grant	0	-1,452	1,452
CCG Hospital Discharge Programmes	0	-5,146	5,146
<b>Net Covid Expenditure</b>	<b>-359</b>	<b>-359</b>	<b>0</b>
<b>Net Departmental Expenditure</b>	<b>17,842</b>	<b>17,801</b>	<b>41</b>

	<b>Annual Budget £'000</b>	<b>Actual £'000</b>	<b>Variance (Overspend) £'000</b>
<b>Expenditure</b>			
Employees	9,257	9,266	(9)
Premises	284	201	83
Supplies & Services	938	1,136	(198)
Transport	113	103	10
Direct Payments/Individual Budgets	896	732	164
Commissioned Services	224	83	141
Out of Borough Residential Placements	7,213	8,542	(1,329)
Out of Borough Adoption	95	9	86
Out of Borough Fostering	2,475	2,199	276
In House Adoption	297	332	(35)
Special Guardianship	1,722	1,722	0
In House Foster Carer Placements	2,221	2,402	(181)
Care Leavers	287	263	24
Family Support	57	78	(21)
Contracted Services	4	3	1
Early Years	389	477	(88)
Transfer to Reserves	156	156	0
Emergency Duty Team	104	125	(21)
<b>Total Expenditure</b>	<b>26,732</b>	<b>27,829</b>	<b>(1,097)</b>
<b>Income</b>			
Fees & Charges	-34	-22	(12)
Sales Income	-4	-2	(2)
Rents	-42	-44	2
Reimbursements & Grant Income	-795	-723	(72)
Transfer from Reserves	-61	-61	0
Dedicated School Grant	-51	-51	(0)
Government Grant Income	-4,365	-4,365	0
<b>Total Income</b>	<b>-5,352</b>	<b>-5,268</b>	<b>(84)</b>
<b>Net Operational Expenditure</b>	<b>21,380</b>	<b>22,561</b>	<b>(1,181)</b>

**Children & Families Department (continued)**

	<b>Annual Budget £'000</b>	<b>Actual £'000</b>	<b>Variance (Overspend) £'000</b>
<b>Covid Costs</b>			
Employees	0	157	(157)
Supplies & Services	0	57	(57)
Transport	0	25	(25)
Commissioned services to Vol Orgs	0	103	(103)
Residential Care	0	1,154	(1,154)
Direct Payments	0	33	(33)
Out of Borough Fostering	0	2	(2)
In House Foster Carer Placements	0	23	(23)
Care Leavers	0	10	(10)
Family Support	0	2	(2)
<b>Covid Loss of Income</b>			
Rents	-4	0	(4)
Parental Fees	-258	0	(258)
<b>Income</b>			
Halton CCG Contribution	0	-34	34
COVID Winter Grant Income	0	-29	29
COVID General Grant Income	0	-1,765	1,765
<b>Net Covid Expenditure</b>	<b>-262</b>	<b>-262</b>	<b>0</b>
<b>Recharges</b>			
Premises Support	193	193	0
Transport Support	19	17	2
Central Support	2,655	2,655	0
Recharge Income	-210	-210	0
<b>Net Total Recharges</b>	<b>2,657</b>	<b>2,655</b>	<b>2</b>
<b>Net Departmental Expenditure</b>	<b>23,775</b>	<b>24,954</b>	<b>-1,179</b>

**Complex Care Pool**

	<b>Annual Budget £'000</b>	<b>Actual £'000</b>	<b>Variance (Overspend) £'000</b>
<b>Expenditure</b>			
Intermediate Care Services	6,575	6,724	(149)
End of Life	206	206	0
Sub Acute	1,641	1,128	513
B3 Beds	345	345	0
Joint Equipment Service	617	911	(294)
CCG Contracts & SLA's	3,025	3,080	(55)
Red Cross Contract	65	65	0
Intermediate Care Beds	607	607	0
Carers Breaks	405	265	140
Oakmeadow	1,167	1,254	(87)
Carers Centre	364	364	0
Inglenook	125	60	65
Health & Community Care packages	3,975	3,975	0
Balance Charged to Reserves	0	157	(157)
<b>Total Expenditure</b>	<b>19,117</b>	<b>19,141</b>	<b>(24)</b>
<b>Income</b>			
BCF	-10,891	-10,891	0
CCG Contribution to Pool	-3,402	-3,402	0
Oakmeadow Income	-612	-609	(3)
Other Income	0	-27	27
<b>Total Income</b>	<b>-14,905</b>	<b>-14,929</b>	<b>24</b>
<b>Net Operational Expenditure</b>	<b>4,212</b>	<b>4,212</b>	<b>0</b>
<b>Covid Costs</b>			
Care Costs	0	65	(65)
Infection Control	0	84	(84)
Rapid Testing	0	11	(11)
Workforce Capacity	0	17	(17)
<b>Government Grant Income</b>			
CCG Covid funding	0	-65	65
Infection Control	0	-84	84
Rapid Testing	0	-11	11
Workforce Capacity	0	-17	17
<b>Net Covid Expenditure</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Net Departmental Expenditure</b>	<b>4,212</b>	<b>4,212</b>	<b>0</b>

	<b>Annual Budget £'000</b>	<b>Actual £'000</b>	<b>Variance (Overspend) £'000</b>
<b>Expenditure</b>			
Employees	5,395	5,666	(271)
Premises	97	90	7
Supplies & Services	2,109	2,083	26
Transport	6	1	5
School Transport	737	1,070	(333)
Commissioned Services	2,612	1,905	707
Agency Related Expenditure	1,584	1,576	8
Independent School Fees	4,281	4,283	(2)
Inter Authority Recoupment	560	560	0
Nurse Education Payments	6,268	6,268	0
Pupil Premium Grant	83	83	0
Capital Finance	2,929	2,929	0
<b>Total Expenditure</b>	<b>26,661</b>	<b>26,514</b>	<b>147</b>
<b>Income</b>			
Fees & Charges	-189	-204	15
Transfer from Reserves	-631	-631	0
Dedicated Schools Grant	-16,109	-16,109	0
Government Grant Income	-4,543	-4,543	0
Reimbursements & Other Income	-1,413	-1,442	29
Inter Authority Income	-55	0	(55)
Schools SLA Income	-408	-446	38
<b>Total Income</b>	<b>-23,348</b>	<b>-23,375</b>	<b>27</b>
<b>Net Operational Expenditure</b>	<b>3,313</b>	<b>3,139</b>	<b>174</b>

**Education, Inclusion & Provision Department (continued)**

	<b>Annual Budget £'000</b>	<b>Actual £'000</b>	<b>Variance (Overspend) £'000</b>
<b>Covid Costs</b>			
Attendance & Exclusion	32	32	0
Education Welfare	321	321	0
Childcare	3	3	0
School Transport	50	50	0
<b>Government Grant Income</b>			
General Covid Funding	-406	-406	0
<b>Net Covid Expenditure</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Recharges</b>			
Premises Support	131	131	0
Transport Support	418	465	(47)
Central Support	1,875	1,876	(1)
Asset Rental Support	2,980	2,980	0
Recharge Income	-437	-437	0
<b>Net Total Recharges</b>	<b>4,967</b>	<b>5,015</b>	<b>(48)</b>
<b>Net Departmental Expenditure</b>	<b>8,280</b>	<b>8,154</b>	<b>126</b>

	<b>Annual Budget £'000</b>	<b>Actual £'000</b>	<b>Variance (Overspend) £'000</b>
<b>Expenditure</b>			
Employees	3,119	2,524	595
Premises	5	2	3
Supplies & Services	218	207	11
Contracts & SLA's	6,528	6,519	9
Transport	10	2	8
Agency	20	20	0
Transfer to Reserves	1,077	1,077	0
<b>Total Expenditure</b>	<b>10,977</b>	<b>10,351</b>	<b>626</b>
<b>Income</b>			
Fees & Charges	-226	-222	(4)
Reimbursements & Grant Income	-367	-367	0
Government Grant Income	-10,466	-10,466	0
<b>Total Income</b>	<b>-11,059</b>	<b>-11,055</b>	<b>(4)</b>
<b>Net Operational Expenditure</b>	<b>-82</b>	<b>-704</b>	<b>622</b>
<b>Covid Costs</b>			
Contracts & SLA's	0	15	(15)
COVID-19 Test & Trace	0	949	(949)
Contain Outbreak Management Fund	0	989	(989)
LCR SMART Testing	0	778	(778)
COVID Surge Enforcement Fund	0	88	(88)
<b>Covid Loss of Income</b>			
Pest Control fees & charges	-21	0	(21)
Health & Wellbeing fees & charges	-38	0	(38)
<b>Government Grant Income</b>			
General Covid Funding	0	-74	74
COVID-19 Test & Trace	0	-949	949
Contain Outbreak Management Fund	0	-989	989
LCR SMART Testing	0	-778	778
COVID Surge Enforcement Fund	0	-88	88
<b>Net Covid Expenditure</b>	<b>-59</b>	<b>-59</b>	<b>0</b>
<b>Recharges</b>			
Premises Support	112	112	0
Transport Support	23	21	2
Central Support	1,174	1,155	19
<b>Net Total Recharges</b>	<b>1,309</b>	<b>1,288</b>	<b>21</b>
<b>Net Departmental Expenditure</b>	<b>1,168</b>	<b>525</b>	<b>643</b>

	<b>Annual Budget £'000</b>	<b>Actual £'000</b>	<b>Variance (Overspend) £'000</b>
<b>Expenditure</b>			
Employees	289	286	4
Contracted Services	35	26	9
Supplies & Services	118	181	(64)
Premises Expenditure	0	32	(32)
Transport Costs	0	-32	32
Members Allowances	875	881	(7)
Interest Payable - Treasury Management	657	657	0
Interest Payable - Other	2,352	2,087	265
Bank Charges	84	124	(40)
Audit Fees	126	120	6
Contingency	1,425	0	1,425
Capital Financing	2,159	2,911	(753)
Contribution to Reserves	32,365	32,365	(0)
Debt Management Expenses	34	51	(17)
Halton Borough Transport Costs	0	238	(238)
Precepts & Levies	196	206	(10)
<b>Total Expenditure</b>	<b>40,715</b>	<b>40,134</b>	<b>582</b>
<b>Income</b>			
Interest Receivable - Treasury Management	0	0	0
Interest Receivable - Other	-1,327	-1,631	304
Other Fees & Charges	-55	-39	(17)
Grants & Reimbursements	-65	-443	378
Government Grant Income	-26,664	-26,687	24
Transfer from Reserves	-8,626	-7,616	(1,010)
<b>Total Income</b>	<b>-36,737</b>	<b>-36,416</b>	<b>(321)</b>
<b>Net Operational Expenditure</b>	<b>3,979</b>	<b>3,717</b>	<b>261</b>
<b>Covid Loss of Income</b>			
Treasury Management income	-367	0	(367)
<b>Government Grant Income</b>			
Covid Grant Income	0	-367	367
<b>Net Covid Expenditure</b>	<b>-367</b>	<b>-367</b>	<b>0</b>
<b>Recharges</b>			
Premises Recharges	5	5	0
Central Recharges	1,152	1,152	0
Recharge Income	-27,982	-27,982	0
<b>Net Total Recharges</b>	<b>-26,825</b>	<b>-26,825</b>	<b>0</b>
<b>Net Departmental Expenditure</b>	<b>-23,214</b>	<b>-23,475</b>	<b>261</b>

## 2020/21 CAPITAL EXPENDITURE

## APPENDIX 3

Directorate/Department	2020/21 Cumulative Allocation £'000	Actual Expenditure £'000	Total Allocation Remaining £'000
<b><u>Enterprise, Community &amp; Resources</u></b>			
<b>Community &amp; Environment</b>			
Stadium Minor Works	69	60	9
Children's Playground Equipment	120	128	(8)
Landfill Tax Credits	10	0	10
Upton Improvements	13	0	13
Crow Wood Play Area	90	22	68
Crow Wood Pavilion	1	1	0
Peelhouse Lane Cemetery	390	368	22
Victoria Park Glass House	25	21	4
Sandymoor Playing Fields	3	1	2
Runcorn Town Park	246	23	223
Open Spaces	542	331	211
Bowling Greens	5	4	1
Widnes & Runcorn Cemeteries – Garage & Storage	3	0	3
Litter Bins	20	26	(6)
Brookvale Recreation Centre Pitch	0	11	(11)
Moor Lane Leisure Centre	1,986	1,089	897
Stadium Decarbonisation Scheme	1,200	0	1,200
<b>ICT &amp; Support Services</b>			
IT Rolling programme	700	511	189
Covid IT Capital Costs	0	627	(627)
<b>Economy, Enterprise &amp; Property</b>			
3MG	72	39	33
Foundry Lane Residential Area	150	154	(4)
Kingsway House Moves	13	17	(4)
Equality Act Improvement Works	93	83	10
Widnes Market Refurbishment	290	249	41
Broseley House	35	34	1
Solar Farm	705	701	4
Solar Farm Extension	61	75	(14)
The Croft	30	31	(1)
Kingsway Learning Centre Improved Facilities	499	462	37
Kingsway Learning Centre Equipment	281	183	98
Halton Lea TCF	371	21	350
Runcorn Town Centre Redevelopment	750	2,102	(1,352)
Property Improvements	200	202	(2)

Directorate/Department	2020/21 Cumulative Allocation £'000	Actual Expenditure £'000	Total Allocation Remaining £'000
<b>Mersey Gateway</b>			
Land Acquisitions	1,738	260	1,478
Development Costs	100	115	(15)
Construction Costs	48	48	0
Mersey Gateway Handback Land	100	158	(58)
<b>Other</b>			
Risk Management	355	71	284
Fleet Replacements	1,086	312	774
<b>Policy, Planning &amp; Transportation</b>			
Total Bridge & Highway Maintenance	4,810	1,639	3,171
Integrated Transport	1,368	550	818
STEP Schemes	0	156	(156)
SJB MM - Arch Painting	641	320	321
SJB - Deck Reconfiguration	453	502	(49)
SJB - Decoupling	10,247	9,133	1,114
KRN - Earle Rd Gyrotory	233	0	233
Widnes Loops	4,258	1,466	2,792
Street Lighting	527	17	510
Lighting Upgrades	957	212	745
Silver Jubilee Bridge - Lighting	500	7	493
Risk Management	355	71	284
Fleet Vehicles	1,086	312	774
SUD Green Cycle	469	455	14
Windmill Hill Flood Risk Management Scheme	218	54	164
<b>Total Enterprise Community &amp; Resources</b>	<b>38,522</b>	<b>23,434</b>	<b>15,088</b>

Directorate/Department	2020/21 Cumulative Allocation £'000	Actual Expenditure £'000	Total Allocation Remaining £'000
<b><u>People Directorate</u></b>			
<b>Adult Social Care</b>			
Grants - Disabled Facilities	650	623	27
Stair Lifts	170	158	12
Joint Funding RSL Adaptations	185	133	52
Madeline McKenna Residential Home	10	20	(10)
Millbrow Care Home	516	71	445
St Lukes	265	22	243
St Patricks	55	6	49
Purchase of 2 adapted properties	369	12	357
Orchard House	199	59	140
Lilycross	1,026	955	71
Re-design Oakmeadow Communal Spaces	20	9	11
<b>Schools Related</b>			
Asset Management Data	28	22	6
Capital Repairs	1,305	825	480
Asbestos Management	40	7	33
Schools Access Initiative	63	8	55
Basic Need Projects	315	0	315
Ashley School	263	246	17
Fairfield Primary School	17	10	7
Kitchen Gas Safety	42	13	29
Small Capital Works	114	65	49
SEND allocation	50	29	21
Healthy Pupil Capital Fund	2	2	0
Brookfields @ The Grange	9	9	0
Woodside Primary	130	129	1
Chesnut Lodge	174	174	0
<b>Total People Directorate</b>	<b>6,017</b>	<b>3,607</b>	<b>2,410</b>
TOTAL CAPITAL PROGRAMME	44,539	27,041	17,498
Slippage (20%)	-8,908	0	(8,908)
<b>TOTAL</b>	<b>35,631</b>	<b>27,041</b>	<b>8,590</b>

<b>REPORT TO:</b>	Executive Board
<b>DATE:</b>	17 <sup>th</sup> June 2021
<b>REPORTING OFFICER:</b>	Strategic Director, People
<b>PORTFOLIO:</b>	Adult Social Care
<b>SUBJECT:</b>	Full cost domiciliary care clients receiving support from two carers
<b>WARD(S):</b>	Borough-wide

## 1.0 PURPOSE OF THE REPORT

- 1.1 Currently, full cost domiciliary care clients who receive support from two carers are only charged for one carer with the Council covering the cost of the second carer. The purpose of this report is to seek approval to charge these clients for both carers with effect from 1<sup>st</sup> September 2021.

## 2.0 RECOMMENDATION: That Executive Board

- i) **Note the contents of the report; and**
- ii) **Approve the plans to charge full cost domiciliary care clients for both carers with effect from 1<sup>st</sup> September 2021.**

## 3.0 SUPPORTING INFORMATION

### Background

- 3.1 Executive Board will be aware that within Adult Social Care, a Full Cost Clients Task & Finish Group was established in 2019 to look at full cost clients in residential care and the level of support provided by the Council (which goes beyond the legislative requirements) to those that are deemed able to afford the cost of their own care. In November 2019, Executive Board agreed some changes to practice relating to this group allowing the Council to continue supporting vulnerable people whilst also mitigating the risks to the Council.
- 3.2 Whilst it has been necessary to put those changes on hold due to the ongoing COVID-19 pandemic (as advised via a briefing to the portfolio holder in November 2020), the Task & Finish Group has re-convened to consider when it would be appropriate to progress with the changes.
- 3.3 In the course of its work in relation to full cost residential clients, the group had also examined practice relating to domiciliary care clients (as well as those in residential care) and discussions took place in relation to the fact that clients with care provided by two people are only charged for one carer

with the Council paying the Provider for the other carer.

- 3.4 Unfortunately, it has not been possible to identify how this practice has occurred as it is not documented in the Council's ASC Charging Policy (current or previous versions), which states that domiciliary care charges will be based on what it costs the Council to provide the service.

### **Legislative obligations**

- 3.5 With regards to the Council's legislative obligations, the Care & Support Statutory Guidance issued under the Care Act 2014 states:

***8.13 A person with more in capital than the upper capital limit can ask their local authority to arrange their care and support for them. Where the person's needs are to be met by care in a care home, the local authority may choose to meet those needs and arrange the care, but is not required to do so. In other cases, the authority must meet the eligible needs if requested. However, these people are not entitled to receive any financial assistance from their local authority and in any case, may pay the full cost of their care and support until their capital falls below the upper capital limit.***

- 3.6 When we refer to 'full cost clients' we are referring to those with assets above the upper capital limit (currently £23,250); they are deemed able to afford the cost of their own care and whilst, in the case of domiciliary care, they may ask the Council to arrange services to meet their eligible needs, they are not entitled to receive financial assistance from the Council in doing so.

### **Impact of changing practice**

- 3.7 The financial impact on the Council is significant and charging for the second carer would result in an additional income of £163,811.52 per annum (based on an assessment of clients affected and their planned services as at April 2021). Details of those clients who will be affected by the change are included at appendix 1. In summary, there are 18 full cost clients with two carers and 2 assessed charge\* clients with two carers who will see their charges increase when this change is implemented.

*\*This means they receive means-tested financial support from the Council as they have assets between the lower and upper capital limits of £14,250 and £23,250*

- 3.8 Having identified that the historic practice of only charging for one carer goes over and above the Council's legislative obligations and also considering that Halton's practice is at odds with practice in other local authority areas, it is felt that corrective action now needs to be taken.

- 3.9 It is right that full cost clients should pay for the care they are receiving in line with what they are deemed able to afford under the Care Act. It is also

right that the Council takes steps to receive payment for the costs it is currently incurring in relation to paying for the second carer, especially considering the financial and other challenges faced by the Council in these difficult times.

- 3.10 That said, it is recognised that there will be a significant impact on full cost clients with two carers, as their charges will double and, understandably, this will be met with some dissatisfaction from clients. The Task & Finish Group gave this careful thought and considered whether there was an alternative course of action. Unfortunately, there is not, and it is only fair that full cost domiciliary care clients who are supported by two carers pay what it costs to provide the service they receive just as clients in the same position would in any other area. No other full cost clients in receipt of care (residential or domiciliary) receive subsidy from the council.
- 3.11 It is simply not the best use of finite Council resources to continue subsidising the cost of care for those with assets above the upper capital limit.
- 3.12 In addition, a review of care needs has taken place to determine the reasons why people require support from two carers. In most cases this is a requirement of the equipment that is in place, which necessitates the provision of two carers for health and safety reasons. If it would be possible for the client's needs to be met without two carers, the options will be discussed with the client/their family as part of the consultation process in advance of changes being implemented.

### **Proposed course of action**

- 3.13 Should Executive Board agree that both existing and new domiciliary care clients with two carers who are deemed able to meet/contribute to the cost of their care should pay for both carers (not just one) then it is proposed that the Board approves the following next steps:
- The Task & Finish Group will move towards a **consultation process with affected clients**. This will involve notifying clients about the following:
    - That their charges are set to increase and how they will be impacted individually;
    - What their alternative options are, which could include moving to 24-hour care or arranging their own care package (in either case, it is still likely to be more cost-effective to continue with current arrangements even with the increase);
    - Clarity around the Council's obligations and the fact that social care is not free and what people have to pay is set out in legislation by the government;
    - How the Council will provide support to people as these changes are implemented;
    - Clients will be asked to feedback their views – although the Council needs to implement this change and charge people in

line with what their service costs to provide, feedback as to how this can be managed in the best way to support clients is welcome;

- Clients will also be reminded about deprivation of capital to help avoid any unintentional reduction in assets which could be considered as an attempt to obtain entitlement to funded care and support.
- The consultation will be for a period of eight weeks and it is proposed that this process begins as soon as possible following Executive Board approval. With this in mind, the planned implementation date for the changes to take effect is 1<sup>st</sup> September 2021.
- In addition, there will need to be **briefings to staff** so that they are fully aware of the changes in order for them to have discussions with clients and answer any queries.
- It may also be necessary to complete **re-assessments** with affected clients to ensure that the most up-to-date information is held (both in relation to finances and care and support needs).

#### 4.0 **POLICY IMPLICATIONS**

4.1 The changes proposed within this report represent a change to current practice, which needs to be carefully managed. Implementing the change is in line with the Council's existing policy relating to charging for adult social care services as well as legislation and practice in other areas.

#### 5.0 **FINANCIAL IMPLICATIONS**

5.1 As outlined at 3.7 above, the financial impact on the Council is significant as it is currently subsidising the cost of domiciliary care by paying for the second carer for those who are deemed able to meet the cost of their own care.

5.2 By correctly charging this client group, the Council will re-coup the cost of approximately £160k per annum (based on data as at April 2021 in relation to current clients and planned services), which will have a positive impact on the overall ASC budget.

#### 6.0 **IMPLICATIONS FOR THE COUNCIL'S PRIORITIES**

##### 6.1 **Children & Young People in Halton**

None identified.

##### 6.2 **Employment, Learning & Skills in Halton**

None identified.

##### 6.3 **A Healthy Halton**

The provision of domiciliary care makes an important contribution to the health and social care system in Halton.

6.4 **A Safer Halton**

None identified.

6.5 **Halton's Urban Renewal**

None identified.

7.0 **RISK ANALYSIS**

7.1 This change is very likely to be met with considerable dissatisfaction from clients, particularly those with an existing service who could see their charges double. This will be less the case for new clients, as the charges will be explained correctly at the outset. However, we have to work within the system in place, as set out by the government as part of the Care Act, and this client group is deemed able to afford their own care; if their needs dictate that they require two carers then their charges should reflect the service they receive.

8.0 **EQUALITY AND DIVERSITY ISSUES**

8.1 None identified.

9.0 **REASON(S) FOR DECISION**

9.1 Executive Board approval is required to enable the Council to begin charging full cost domiciliary care clients with two carers for both carers (rather than just one as is currently the case) in line with the Care Act.

10.0 **ALTERNATIVE OPTIONS CONSIDERED AND REJECTED**

10.1 Continuing to subsidise the cost of domiciliary care provision for those with two carers who are deemed able to afford the cost of their own care is neither fair nor cost-effective. It is simply not equitable that full cost domiciliary care clients with two carers are only paying for one carer, which represents half the cost of the actual package of care.

10.2 Consideration was given to whether clients with two carers could move to single handed care, however, it was felt that two carers would only be put in place for those genuinely in need of assistance of two as determined through the assessment process. As detailed at 3.12, a review of care needs revealed that in most cases two carers are required due to the equipment that is in place and in order to ensure the safety of staff.

11.0 **IMPLEMENTATION DATE**

11.1 1<sup>st</sup> September 2021.

**12.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972**

None.

## Appendix 1: Summary of domiciliary care clients with two carers @ April 2021

Full cost clients

Client	Current monthly charge to client for one carer	Actual monthly cost for two carers	Additional monthly charge to client if charged for two carers
1	£153.72	£307.44	£153.72
2	£427.96	£855.92	£427.96
3	£493.80	£987.60	£493.80
4	£768.32	£1,536.64	£768.32
5	£1,037.12	£2,074.24	£1,037.12
6	£1,037.12	£2,074.24	£1,037.12
7	£691.60	£1,383.20	£691.60
8	£1,152.48	£2,304.96	£1,152.48
9	£691.60	£1,383.20	£691.60
10	£230.44	£460.88	£230.44
11	£460.88	£921.76	£460.88
12	£329.28	£658.56	£329.28
13	£230.44	£460.88	£230.44
14	£164.60	£329.20	£164.60
15	£1,037.12	£2,074.24	£1,037.12
16	£1,037.12	£2,074.24	£1,037.12
17	£345.80	£691.60	£345.80
18	£2,015.60	£4,031.20	£2,015.60
<b>Monthly total</b>	<b>£12,305.00</b>	<b>£24,610.00</b>	<b>£12,305.00</b>

Total additional income per annum if clients charged correctly for both carers = £154,114.56

Clients who are full cost due to a high assessed charge

Client	Current monthly charge to client for one carer	Actual monthly cost for two carers	Client's assessed charge (client pays their assessed charge or the full cost – whichever is lower)	Additional monthly charge to client if charged for two carers
1	£921.76	£1,843.52	£1,499.40	£577.64
2	£230.44	£460.88	£597.36	£230.44
<b>Monthly total</b>	<b>£1,152.20</b>	<b>£2,304.40</b>	<b>N/A</b>	<b>£808.08</b>

Total additional income per annum if clients charged correctly for both carers = £9,696.96

**REPORT TO:** Executive Board

**DATE:** 17 June 2021

**REPORTING OFFICER:** Strategic Director, People

**PORTFOLIO:** Adult Social Care

**SUBJECT:** Rough Sleeper Strategy for Halton and Bond Guarantee Scheme Policy

**WARD(S)** Borough-wide

### **1.0 PURPOSE OF THE REPORT**

1.1 To present the final draft of the Rough Sleeper Strategy for Halton and the local Bond Guarantee Scheme Policy.

### **2.0 RECOMMENDATION: That:**

- i) **The contents of the report and appendices be noted; and**
- ii) **Executive Board approve the publication of both documents**

### **3.0 SUPPORTING INFORMATION**

3.1 Both documents fall under the remit of Housing Solutions Team and have been developed in response to government guidelines and policy, taking into account the impact of COVID and duties of the local authority. They form part of a suite of policy and strategy in place to support the council's objectives in reducing homelessness and rough sleeping.

#### **3.2 Rough Sleeper Strategy**

3.2.1 The Rough Sleeper Strategy for Halton covers the period 2021-2026, It is a requirement of the Ministry for Housing, Communities and Local Government that each local authority area has a strategy and action plan in place. A draft of this strategy was submitted as part of a Ministry for Housing, Communities and Local Government peer review exercise and no further action in relation to the development of the Halton strategy development was noted.

3.2.2 The strategy identifies the following as priority areas:

#### Prevention

- ✓ People are provided with early, targeted advice and intervention to prevent the loss of their accommodation

Intervention

- ✓ Effective action is taken in a timely manner to relieve rough sleeping/ street homelessness where it has not been preventable. Working with partners to ensure support is aimed at ending, not reinforcing, rough sleeping

Recovery

- ✓ People are supported with the issues that can lead to rough sleeping, to prevent repeat rough sleeping/street homelessness
- ✓ We understand the causes of rough sleeping to prevent rough sleeping from become entrenched in communities
- ✓ Stakeholders work together to protect and increase local housing options

3.2.3 Responsibility for the delivery and monitoring of the impact of the strategy will be with Principal Homelessness Manager. A quarterly update on progress against the delivery plan will be given to Adult Social care SMT with an annual report on progress against the strategy presented to the Homelessness Forum.

**3.3 Bond Guarantee Scheme**

3.3.1 The Policy provides the process and tools to improve the local Bond Guarantee scheme. The aim of the scheme is to assist vulnerable people who are homeless, or threatened with homelessness, who cannot afford to pay cash deposits. The scheme will help clients to access appropriate, sustainable accommodation as quickly as possible.

3.3.2 The Halton Bond Guarantee Scheme offers:

- Practical support for tenants (e.g. advice on setting up tenancy/deposit)
- Bond Guarantees
- Property inspection
- Rent in advance
- Referral to support services
- Tenancy support service
- Financial Incentives to Landlords to cover rent arrears and damages

3.3.3 The scheme offers increased financial incentives to private sector Landlords with the aim of encouraging Landlords to work collaboratively with the Local Authority and assist with providing increased housing options for vulnerable clients.

**4.0 POLICY IMPLICATIONS**

4.1 Both the strategy and policy are reflective of the legislative requirements, best practice and national policy framework.

## 5.0 OTHER/FINANCIAL IMPLICATIONS

### 5.1 Rough Sleeper Strategy

5.1.1 The financial implications for delivery of the strategy are detailed in the action plan ie accessing government funding schemes specific to rough sleeping. The action plan will be reviewed annually and the Homelessness Forum will determine priorities and resources. All recommendations and commissioning decisions will be referred to Senior Management Team for approval and follow normal financial protocols.

### 5.2 Bond Guarantee Scheme

5.2.1 Over the period 2010 – 2020 the bond scheme activity was;

Bonds issued	Total value
782	£374,870.

Claims Processed	Total value
252  This is 32% of bonds issues and 30% of the total monetary value issued. 74% of bond claims were for the full value amount 23% were for less than that value amount, which led to saving of £10,886 for the Council  Claim reasons are evenly split, with 37% Rent arrears, 40% Property condition 20% For both arrears and property condition.	£112,201

5.2.2 Additional funding has been identified within the Homelessness Grant, with a financial uplift of £50,000 identified for private landlords. The funding will be used to encourage engagement, assist with accommodation provision and cover any claims submitted.

5.2.3 The increase in financial incentives for Landlords would also increase the claim bond value, however, the Homelessness Grant has been split across a number of prevention initiatives including the bond guarantee scheme.

## **6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES**

### **6.1 Children & Young People in Halton**

Being homeless, or at risk of becoming homelessness, has a significant impact on the health and wellbeing of children and young people. Local Strategy, policy and associated initiatives are in place to work with those at risk of homelessness to reduce the risk of homelessness and improve life chances for children and young people.

### **6.2 Employment, Learning & Skills in Halton**

Being homeless, or at risk of becoming homelessness and rough sleeping, can have a detrimental impact on the ability to secure or hold down employment or access learning and skills. The Rough Sleeper Strategy outlines local holistic initiatives and services in place to facilitate people in accessing employment, learning and skills alongside securing safe, appropriate and sustainable accommodation.

### **6.3 A Healthy Halton**

Homelessness, the risk of becoming homeless, or rough sleeping has a significant negative impact on both physical and mental health. The Rough Sleeper Strategy outlines the services that are in place to support this cohort, access appropriate health and social care services at the right time and help move them into appropriate emergency, temporary and settled accommodation.

### **6.4 A Safer Halton**

The Local Authority has a statutory duty to protect the most vulnerable households and those who are homeless, or are at risk of becoming homeless. The Authority strives to support community stability and cohesion with the provision of suitable secure tenancies with social and private landlords, supported by the Bond Guarantee Scheme.

### **6.5 Halton's Urban Renewal**

The Rough Sleeper Strategy outlines the Government funding available to help develop accommodation options for homeless and rough sleepers, and local plans to utilise this to refurbish property specifically for use to tackle local rough sleeping.

## **7.0 RISK ANALYSIS**

### **7.1 Rough Sleeper Strategy**

7.1.1 There are a number of challenges facing the local authority, not least managing the legacy impact of COVID and potential future restrictions. The strategy aims to address how Halton can work flexibly to respond to the changing demands on services through collaborative working with partners and accessing government funding to develop a range of initiatives and supports to meet need.

**7.2 Bond Guarantee Scheme**

7.2.2 The increased demand in homelessness presentations has placed additional pressure upon the Housing Solutions team. The Bond Scheme will provide additional housing options and financial incentives to assist staff in the delivery of homelessness services and reduce/prevent homelessness.

**8.0 EQUALITY AND DIVERSITY ISSUES**

8.1 None identified at this time

**9.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972**

None.

**REPORT TO:** Executive Board

**DATE:** June 2021

**REPORTING OFFICER:** Director of Public Health

**PORTFOLIO:** Health & Wellbeing

**SUBJECT:** Preliminary Estimates Report - The procurement of a new Integrated Specialist Community Substance Misuse Service for Halton

## 1.0 PURPOSE OF THE REPORT

1.1 In accordance with Standing Orders, the Executive Board is requested to authorise the Director of Public Health to conduct a procurement exercise to determine the most economically advantageous and effective organisation to deliver an **Integrated Specialist Adult Community Substance Misuse Service** for Halton, with a contract commencement date of 1<sup>st</sup> October 2021 for the period of three years with the option for two one year extensions.

## 2.0 RECOMMENDATION THAT THE EXECUTIVE BOARD:

**1) Approve the preliminary estimates report and commence the procurement of a new integrated a Specialist Adult Community Substance Misuse Service for Halton.**

## 3.0 SUPPORTING INFORMATION

3.1 Halton Borough Council is responsible for commissioning services to support local people with substance (drugs and alcohol) misuse problems. The aim is to improve health and social care outcomes, reduce the harm from addiction to legal and illicit substances, promote recovery and reduce health inequalities for local people.

3.2 Supporting people living with addictions is a mandatory element of the Public Health Grant and as such, the provision of local services is a key local requirement. The Joint Strategic Needs Assessment (JSNA) and Health and Wellbeing Strategy identify the local problems caused by the use of substances, and reducing the harm caused by alcohol in particular remains

3.3 a key local, regional and national priority.

The substance misuse service aims to bring together local partners to support Halton to meet the key objectives and priorities to educate and inform local people and to prevent and tackle substance misuse wherever it occurs. Whilst levels of risk are high locally, a lower proportion of Halton young people appear to be starting to take drugs than their peers regionally and nationally. Levels of those drinking alcohol has been falling and are

broadly similar to regional levels. Slightly more adults in Halton say they drink alcohol than across Merseyside or England.

- 3.4 There is a significant relationship between drug related hospital admissions and deprivation. Certain vulnerable groups are also more likely to have problems with drug and alcohol misuse including military veterans, homeless people and offenders. Drug use is a significant issue amongst those who commit criminal offences. Hospital admissions for alcohol, both generally and for those under the age of 18, remain higher than the regional and local averages.

#### 4.0 **SPECIALIST COMMUNITY ADULT SUBSTANCE MISUSE SERVICES**

- 4.1 The Commissioners seek the delivery of a high quality service that is both effective in improving outcomes through the use of evidence based interventions delivered by skilled practitioners, and safeguards local people from harm. In addition the Provider will be asked to optimise opportunities arising from closer partnership and integrated working across neighbourhood, wellbeing, leisure, lifestyle, cultural and community services, with a view to streamlining and improving access to public health/health improvement services.

- 4.2 In parallel with the procurement exercise, engagement will continue with partner organisations and service users and their families to inform them of the process and also to ensure that they can continue to inform and influence the development of local services.

- 4.3 The proposed new service will not contain any significant changes to the current delivery of specialist community based substance misuse services within Halton.

#### 5.0 **BUSINESS CASE**

##### 5.1 **Value for Money**

The contract for the new service will be awarded on the basis of quality and price, thus ensuring value for money. Tender submissions will be evaluated using MEAT (Most Economic Advantageous Tender) principles. The initial contract will be awarded on a three year basis with an opportunity to extend by two one year extensions. An integral element of the procurement process will be a proportionate approach to Social Value and all prospective providers will be evaluated against the Halton Social Value Procurement Framework.

Due to the impact of the pandemic, the tight timescale for the procurement will be monitored and kept under review and adjusted accordingly.

##### 5.2 **Transparency**

Contracts will be recorded in the Council's Contracts Register accessible via the internet together with the publication of all spend in excess of £500.

5.3 **Propriety and Security**

Compliance with anti-corruption practices will be adhered to and any of the contracts within the subject of this report will be terminated if there is any occurrence of corruption by any organisation or their staff.

5.4 **Accountability**

Approval from the Operational Director and Monitoring Officer (Legal and Democratic Services) has been gained as per Standing Orders and the Executive is asked to approve this preliminary estimates report and support the decision to commence the procurement process.

The final recommendation to award a contract will be brought to the Executive Board for approval. The contract will be performance managed by the Public Health Team and service standards will be monitored by commissioners.

5.5 **Position of the Contract under the Public Contracts Regulations 2015**

The process will comply with the requirements of the Public Contracts Regulations (2015) and will follow the Light-Touch Rules Regime for Health (Regulations 74 to 77). The process will follow Procurement Standing Order 1.5.2 through an Open Procedure, which will be a single stage and all tender submissions will be considered.

6.0 **POLICY IMPLICATIONS**

6.1 The method of procurement complies with the Council's procurement policy and Procurement Standing Orders, and will utilise The Chest e-procurement portal.

7.0 **FINANCIAL IMPLICATIONS**

7.1 Financial provision for the Service is contained within the Public Health ring fenced grant. A contract will be awarded for **three (3) years with two one year optional extensions**. TUPE regulations will apply for affected staff, and measures will be put in place to review contract values on an annual basis in line with available resources.

The current budget for the specialist integrated service in Halton is c. £1,350,000, and it is proposed that a budget of **£1,400,000 pa** is made available for the delivery of the Specialist Substance Misuse Services. Therefore, the estimated budget for the delivery of the service in Halton will therefore be a total of **£4,200,000** for the initial three year contract, with a further **£2,800,000** if the extensions are used.

This brings a total commitment over the five year period of **£7,000,000**.

9.0 **IMPLICATIONS FOR THE COUNCIL'S PRIORITIES**

9.1 **Children and Young People in Halton**

The service contributes to the delivery of the objectives of the Halton Children's Plan.

**9.2 Employment, Learning and Skills in Halton**

The service contributes to supporting local residents affected by substance misuse to regain control of their lives and access opportunities to improve their employment, learning and skills in a recovery focused environment.

**9.3 A Healthy Halton**

Specialist Community Substance Misuse Service are important in promoting the health and wellbeing of all service users and their families and reducing inequalities through targeted intervention for vulnerable and disadvantaged individuals. The service contributes to the delivery of the objectives of the Health and Wellbeing Board.

**9.4 A Safer Halton**

The service contributes to a Safer Halton by supporting local people in reducing risk taking behaviour, such as alcohol, drugs, etc. Community services also play an important role in reducing crime and anti-social behaviour

**9.5 Halton's Urban Renewal**

N/A.

**10.0 RISK ANALYSIS**

10.1 The Tender process will be fully compliant with the Public Contract Regulations, 2015 thus avoiding the risk any potential legal challenges. Risk will be a particular consideration in the tender evaluation process. Robust service monitoring should provide early warning of any performance issues.

**11.0 EQUALITY AND DIVERSITY ISSUES**

11.1 All contractors will be required to demonstrate that they embrace and comply with the Equality Act, and services will be monitored to ensure this is the case.

**12.0 REASON(S) FOR DECISION**

A decision is required to enable the procurement exercise to commence. As the value of the proposed contract will exceed the EU threshold for services of this type, we are seeking Executive Board approval.

**13.0 ALTERNATIVE OPTIONS CONSIDERED AND REJECTED**

N/A

**14.0 IMPLEMENTATION DATE**

The new procurement process will commence immediately.

15.0 **LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972**

<b>Document</b>	<b>Place of Inspection</b>	<b>Contact Officer</b>
None under the meaning of the Act		

<b>REPORT TO:</b>	<b>Executive Board</b>
<b>DATE:</b>	<b>17 June 2021</b>
<b>REPORTING OFFICER:</b>	<b>Strategic Director Enterprise, Community and Resources</b>
<b>PORTFOLIO:</b>	<b>Environment and Urban Renewal</b>
<b>SUBJECT:</b>	<b>East Runcorn Connectivity Corridor – Scheme Development</b>
<b>WARDS:</b>	<b>All</b>

## **1.0 PURPOSE OF THE REPORT**

- 1.1** This report seeks approval to develop a transport scheme for East Runcorn Connectivity Corridor (ERCC). Initial pre-development funding is available from the Liverpool City Region Combined Authority on a competitive basis to develop schemes such as the ERCC. The proposed ERCC scheme consists of four elements:
- A558 Dualling from Pitts Heath Lane to Innovation Way
  - A56 Major Maintenance – from Keckwick Lane to M56 Junction 11
  - Route options for a road connection between M56 J11 and A533 Integrated active travel interventions to complement each component.
- 1.2** The A558 dualling scheme has been a long standing objective of the Council, and as such, is included in Halton's Local Transport Plan 3. The purpose of the scheme is to provide network capacity for the planned growth in East Runcorn at Sandymoor, Sci-Tech, Manor Park and adjacent developments.

## **2.0 RECOMMENDATIONS: That**

1. A transport scheme covering the East Runcorn Connectivity Corridor is developed and added to the Council's Capital Programme (paragraphs 3.8 & 5.10).
2. An initial programme ('Year 1') covering technical investigations to inform options appraisal and scheme feasibility is approved (Appendix 1).
3. Mott MacDonald, an external consultant, is commissioned via Direct Award under the Warrington Consultancy Framework to undertake the Year 1 programme (paragraph 3.10).
4. Approval is delegated to the Operational Director PPT in consultation with the Portfolio Holder Environment and Urban Renewal to advance the initial programme (Year 1) for the scheme.

### **3.0 SUPPORTING INFORMATION**

- 3.1 The ERCC scheme is highly complex and it is estimated that delivery of all elements would be over a ten-year period. Therefore, in advance of site works being procured, a considerable amount of planning and preparation needs to be undertaken to inform options and investigate construction details. The purpose of this advanced pre-development work is to create a well-designed, feasible, and cost effective scheme.
- 3.2 As part of the Liverpool City Region's Transport Pipeline, the East Runcorn Connectivity Corridor is an ambitious scheme that will support the delivery of new homes and employment opportunities by providing a resilient, sustainable transport corridor within East Runcorn. This area is home to the Enterprise Zone, business parks and large housing sites. The scheme will significantly enhance the existing transport network in the Borough.

The scheme is made up of four elements

- A. Widening of the A558 Daresbury Expressway from the junction of Pitts Heath Lane to Innovation Way, taking into account four structures and canal.
  - B. The major maintenance of the A56 from the junction at Keckwick Lane to M56 Junction 11. New construction of existing road due to failing condition.
  - C. The introduction of a direct cycle superhighway from the Pitts Heath Lane Junction to the existing A56 cycle corridor connecting Halton with Warrington and a number of sustainable transport improvements.
  - D. Potential new road connecting M56 J11 at Preston Brook to the A533, to relieve congestion and create future opportunities to release development land.
- 3.3 This project supports the emerging Local Plan with the development of necessary infrastructure to support development land allocations. Elements of the project are referred to in Halton's Local Transport Plan 3 and are justified by technical analysis work found in the East Runcorn Sustainable Transport Study and the recent Halton Local Plan Transport Network Impacts Study. These studies identified highway capacity improvements and sustainable transport improvements would be required to enable a successful delivery of the proposed Local Plan allocations.
- 3.4 The findings of the East Runcorn Sustainable Transport Study were confirmed with the recent Halton Local Plan Transport Network impacts study which highlighted capacity issues at the following locations:

- A56
- Pitts Heath Lane
- A558 and
- A533

- 3.5 In line with East Runcorn Sustainable Transport Study, S106 contributions have and will be secured from developments in the area towards capacity and sustainable transport improvements. However, there has been development viability limitations which have provided a cap to the level of funding secured through this mechanism. Therefore due to the scale of these infrastructure projects further funding will need to be sought from the LCRCA to deliver the required infrastructure and other improvements.
- 3.6 Intra-city transport settlements for eight city regions around the country have been agreed. These settlements are designed to provide city regions with long-term, stable transport investment to deliver local priorities such as tackling congestion and driving productivity.
- 3.7 Liverpool City Region will receive £5.6m resource funding in 2021-22 to support preparations for intra-city transport settlements. A component of this resource funding can be used to support building longer-term local transport planning and delivery capacity, this funding is only to be used on wider priorities.
- 3.8 A proposal has been submitted to the Liverpool City Region Combined Authority to access four years pre-development funding to ensure that a robust Business Case is developed which meets the Governments Green Book and Webtag appraisal mechanisms, whilst meeting the objectives of the Liverpool City Region's Transport Growth Strategy. The value of the submission is £7m over four years with an initial first year request of £1.91m.

This four-year proposal includes the following elements.

1. Project Management / Staff Costs
2. Capital spend
3. Revenue spend.

- 3.9 Feedback from the Combined Authority is expected by the end of May 2021. if successful, the scheme would receive one year's grant fundin,g with a potential additional 3 years funding to develop a detailed scheme, with all necessary site investigations, designs, option appraisal, consultations with stakeholders and reporting findings which will influence the individual project business plans.
- 3.10 Given the previous involvement by Mott MacDonald in the production of the East Runcorn Sustainable Transport Study and the Liverpool City Region Transport Model (upon which the Halton Local Plan Transport Network impacts study was based), together with Mott MacDonald's

extensive involvement with the Structures Maintenance Programme, it is intended to give a 1 year Direct Award to Mott MacDonald under the Warrington Consultancy Framework.

#### **4.0 POLICY IMPLICATIONS**

- 4.1 The significant infrastructure investment described in this report aligns with the Council's strategic policies contained in the Local Plan, the Mersey Gateway Plus Regeneration Strategy, Local Transport Plan 3, Local Cycle and Walking Infrastructure Plan whilst aligning itself with the priorities of the Liverpool City Region. The new infrastructure delivered by the ERCC project will provide the capacity for growth in the local transport system.

#### **5.0 FINANCIAL IMPLICATIONS**

- 5.1 Preparation of the High Level Schedule and Annual Expenditure Profile for the 10 year project has been made possible with a pre development grant of £95,000 (2020/21) to date, which has been used to provide additional specialist technical support. Further LCRCA funding will be required from June 2021 to continue to develop each of the schemes project business cases. An application for the initial year 1 development costs for £1.9m has been submitted to the LCRCA, with a project spend profile to 2025 also submitted reflecting a 4 year budget of £7m.

#### **6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES**

##### **6.1 Children and Young People in Halton**

Indirect benefits will be gained from a much improved physical environment for local communities. There will be benefits to this group from the employment, learning and skills as well as the health and safer implications described below.

##### **6.2 Employment, Learning and Skills in Halton**

There are strong prospects of new business and job creation as a result by providing a more resilient, sustainable transport corridor, connecting residents of Halton and the LCR to employment and learning opportunities at the Enterprise Zone and neighbouring business parks.

##### **6.3 A Healthy Halton**

The projects will deliver improved active travel linkages by providing a direct Cycle Superhighway completing the cycle network from the Silver Jubilee Bridge to the A56. As part of the project there is an opportunity to develop a Zero Emission Refuelling Centre (ZERC) supporting local businesses to transition their fleet over to cleaner energy sources such as electric and hydrogen thereby support the councils emerging climate change strategy.

**6.4 A Safer Halton**

Upon completion, the projects will provide a more resilient, safer, and well connected routes within East Runcorn and our town centres for cyclists and pedestrians.

**6.5 Halton’s Urban Renewal**

The combination of projects will support an improved urban environment to existing and future residents, businesses and visitors by enabling currently constrained areas to become more accessible.

**7.0 RISK ANALYSIS**

All large highway projects have associated project risks with uncertainty arising from various aspects of the process, such as securing funding, land acquisition, stakeholders, fluctuating prices for labour and materials (COVID and Brexit), severe weather, consents, environment factors, ecology assessments. These risks may lead to increased project delivery timescales and costs. These risks will be identified as the scheme develops and highlighted in the development of the options appraisal reports for the various elements. The project team will work to reduce and mitigate these as the detailed business case/s evolve.

**8.0 EQUALITY AND DIVERSITY ISSUES**

There are no Equality and Diversity implications arising from this report.

**9.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972**

<b>Document</b>	<b>Place of Inspection</b>	<b>Contact Officer</b>
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Halton Local Plan Transport Network impacts study		Jonathan Farmer
<a href="https://www3.halton.gov.uk/Pages/planning/policyguidance/eip.aspx">https://www3.halton.gov.uk/Pages/planning/policyguidance/eip.aspx</a>		

East Runcorn Sustainable Transport Study – Jonathan Farmer		
<a href="https://www3.halton.gov.uk/Pages/planning/policyguidance/PolicyBackgroundDocuments.aspx">https://www3.halton.gov.uk/Pages/planning/policyguidance/PolicyBackgroundDocuments.aspx</a>		
<a href="#">x</a>		

Delivery and Allocations Local Plan – Alasdair Cross		
<a href="https://www3.halton.gov.uk/Pages/planning/policyguidance/planningplans.aspx">https://www3.halton.gov.uk/Pages/planning/policyguidance/planningplans.aspx</a>		

## **Appendix 1**

### East Runcorn Connectivity – Year 1 Programme Activity (Outline)

- Daresbury Expressway Widening
- A56 Major Maintenance
- Cycle and Walking infrastructure
- Loop Road Preston on the Hill/Preston Brook

A value of £1,910,000 is expected to be sufficient to cover the scope of year 1 works (01/04/2021 to 31/03/2022) that have been estimated to date in relation to the proposed East Runcorn Connectivity scheme.

The expected outputs from the Year 1 Programme are:

- Establish set of programme objectives and requirements
- Revise and further develop Options Appraisal Report (OAR)
- Project Requirements Management Strategy
- Technology Strategy
- Stakeholder Management Strategy
- Communications Management Strategy
- Daresbury Expressway Widening
- Schedule Management
- Design Stage 1
- Existing terrain data gathering
- Initial H+V Highway alignment design
- Initial junction design and tie-ins
- Assessments and Report (Structures)
- Initial Noise Impact Assessment (desktop)
- Initial Utilities and Third Party equipment assessment, inc. above ground (desktop)
- Initial flood risk impact assessment (desktop)
- Initial Traffic Impact Assessment
- Initial Environmental Impact Assessment (desktop)
- Geotech - Preliminary Sources Study Report
- Develop concept bridge designs
- Inputs to the OAR

<b>REPORT TO:</b>	Executive Board
<b>DATE:</b>	17 June 2021
<b>REPORTING OFFICER:</b>	Strategic Director Enterprise, Community & Resources
<b>PORTFOLIO</b>	Environment and Urban Renewal
<b>SUBJECT:</b>	Highway Safety Inspection Policy
<b>WARDS:</b>	All

## **1.0 PURPOSE OF THE REPORT**

- 1.1 A revised Highway Safety Inspection Policy is presented for adoption.

## **2.0 RECOMMENDATION:**

- 2.1 Approval of the a revised Highways Safety Inspection Policy (Appendix A) and schedule of inspection areas and frequencies (Appendix B).

## **3.0 BACKGROUND AND SUPPORTING INFORMATION**

- 3.1 The revised policy is based on the Liverpool City Region Highway Safety Inspection Framework that is drafted in accordance with the recommendation set out in the Well Managed Highway Infrastructure Code of Practice 2016 relevant to highway safety inspections. This introduces a move to a risk based approach with regard to safe use of the highway.
- 3.2 Section 41 of the Highways Act 1980 places a statutory duty on all Highway Authorities to maintain the highway network under their control. For there to be a breach of Section 41 there must have been a failure to maintain or a failure to repair the highway.
- 3.3 Those authorities listed below have collaboratively contributed to this framework of principles in order to provide a regionally consistent special defence by virtue of Section 58 of the Highways Act 1980 in an action against the Council for an alleged breach of Section 41.

- Knowsely Borough Council
- Liverpool City Council
- St Helens Borough Council
- Wirral Borough Council
- Sefton Borough Council
- Warrington Borough Council
- Lancashire County Council

- 3.4 Highway Authorities must prove that they have taken such care in all circumstances reasonably required to ensure that a part of the highway is not hazardous or potentially hazardous. This is usually proven by the Council having a reasonable system of routine scheduled highway safety inspections in place, having regard to various factors set out within section 58 of the Highways Act 1980.
- 3.5 This framework has been developed with the primary aim of providing direction to those officers involved in undertaking highways safety inspections that they may carry out their duties with consistency and to clear recognised and understood criteria.
- 3.6 The information contained within this framework sets out the practices in terms of network hierarchy, investigatory levels, frequency of inspection and response times to repair defects identified on a risk based approach.

#### **4.0 POLICY IMPLICATIONS**

- 4.1 The Council has a duty to provide a properly planned and resourced service. Failure to provide such would breach this duty and place the Council liable to legal sanction.
- 4.2 The current Halton Borough Council Highway Safety Inspection Policy is based on the guidance contained in the 2005 Well Maintained Highways Code of Practice and has been reviewed and amended to reflect the principles adopted in the Liverpool City Region Highway Safety Inspection Framework.
- 4.3 Amendments to the current Halton Borough Council Highway Safety Inspection Policy reflect a greater focus on the assessment of risk, which takes cognisance of network hierarchy, network condition, claims history in reviewing frequency of inspection, and investigatory levels.
- 4.4 Highway Safety Inspections are currently undertaken on foot where safe working allows, exceptions to this are high speed roads and rural roads with no footpath.
- 4.5 The current system of inspection has the highway network is divided into areas and each area is inspected at least quarterly. Following the risk assessment that has been undertaken no change is proposed to the current inspection frequencies (Appendix B).

#### **5.0 OTHER IMPLICATIONS**

##### **5.1 Children and Young People in Halton**

The safe condition of the highway benefits all service users. There are no specific issues applicable to children and young people.

## **5.2 Employment, Learning and Skills in Halton**

The safe condition of the highway benefits all service users. There are no specific issues applicable to Employment, Learning and Skills.

## **5.3 A Safer Halton**

The safe condition of the highway benefits all service users

## **5.4 Halton's Urban Renewal**

Well maintained highways help with civic pride and contribute to good transport links that influence inward investment and growth.

## **6.0 RISK ANALYSIS**

- 6.1 Failure to meet our legal obligations would expose the Council to considerable financial risk from claims against the Council.
- 6.2 The inspection regime ensures, as far as practicable, the safety of the public, and reduces potential damage to infrastructure and property.

## **7.0 EQUALITY AND DIVERSITY ISSUES**

There are no equality and diversity implications.

## **8.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972**

### **Appendix A**

Highway Safety Inspection Policy

### **Appendix B**

Inspection Areas and Frequencies

**Halton Borough Council**  
**Highway Safety Inspection Policy and Guidance**  
**June 2021**

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## **1. Introduction**

- 1.1 This Policy is written with due cognisance of Liverpool City Region Highway Safety Inspection(LCRHSI) Framework and Well Managed Highway Infrastructure(WMHI) Code of Practice 2016 in order to provide a special defence by virtue of Section 58 of the Highways Act 1980 in an action against the Council for an alleged breach of Section 41.
- 1.2 Section 41 of the Highways Act 1980 places a statutory duty on all Highway Authorities (HA) to maintain the highway network under their control. For there to be a breach of section 41 there must have been a failure to maintain or a failure to repair.
- 1.3 Highway Authorities (HA) need to prove that they have taken such care as in all the circumstances was reasonably required to secure that the part of the highway was not hazardous or potentially hazardous. This is usually proved by the Council having a reasonable system of routine scheduled highway safety inspections in place having regard to various factors set out within section 58 of the Highways Act 1980
- 1.4 The HA in common with other highway authorities has limited resources with which to maintain the network and must balance the resource available with the risk to the safety of road users and therefore has adopted a risk based approach to the inspection and repair of its highway network.

## **2.0 Overview**

- 2.1 This Policy has been developed with the primary aim of providing direction to those officers involved in undertaking highways safety inspections that they may carry out their duties with consistency and to clear recognised and understood criteria.
- 2.2 The information contained within this Policy sets out the practices in terms of network hierarchy, investigatory levels, frequency of inspection and response times to repair for defects identified on a Risk Based Approach.

## **3.0 Scope**

- 3.1.1 The scope of this document is limited to Safety Inspections of the adopted highway maintainable at public expense.
- 3.1.2 Safety Inspections are designed to identify all defects likely to create danger or serious inconvenience to users of the network or the wider community. The risk of danger is assessed on site, and the defect identified and assigned an appropriate priority and response period
- 3.2 This policy deals specifically with highway safety inspections and repairs.

- 3.3 The methodology is to undertake safety inspections as one process to enable inspectors to focus specifically on defects which if not repaired, are or may become a potential danger to road users and pedestrians
- 3.4 Highway safety Inspections are derived from two main sources:
- Planned cyclic safety inspections to identify potential dangers; and
  - Ad-hoc Reactive safety inspections following enquiries in respect of the condition of the highway
- 3.5 Records of cyclic safety inspections and safety inspections following enquiries are maintained on the authorities Highway Management Information System.

## **4.0 Highway Hierarchy and Frequency of Safety Inspections**

- 4.1 The adopted highway has been classified by type of carriageway, footway and cycleway within the hierarchy in accordance with WMHI and LCRHSI Framework.
- 4.2 However, the Council's frequency of inspections is based on the appropriate, functionality or usage of the highway to reflect a greater focus on the assessment of risk, which takes cognisance of network hierarchy, network condition, claims history in reviewing frequency of inspection and the subsequent frequency assigned as in Appendix 1.

## **4.3 Amendments and Temporary Changes to Inspection Frequency**

- 4.3.1 Review of appropriate inspection frequencies will be undertaken on a regular basis with a recommendation of 3 year intervals or when the need is specifically identified during an inspection.
- 4.3.2 Additional inspections may be necessary in response to user or community concern, as a result of incidents, extreme weather conditions or monitoring information. The occurrence of any additional inspection and its outcome is recorded in the same format as a programmed Safety Inspection but is recorded as being an additional inspection.
- 4.3.3 A reduction in inspections or the reprioritisation may additionally be necessary when circumstances dictate. In exceptional circumstances, inspections may not be able to be carried out, e.g. during periods of extreme weather. In these circumstances, the Safety Inspection policy may be suspended and/or temporary measures put in place. The decision and action taken is to be documented.
- 4.3.4 It is recognised that some locations due to their condition and other circumstances may require more frequent safety inspections than set in this document. In these circumstances the inspection frequency can be increased following an assessment and will be documented. Once the additional risk has been reduced and reassessed an additional variation in the inspection frequency can be documented to change the inspection frequency back to its original or appropriate frequency.

## **5.0 Highway Safety Inspection Methodology**

5.1 Highway safety inspections are carried out to specified frequencies and a risk based approach is taken to identify and categorise defects and the outcome recorded and processed for repair or otherwise via the Highways Management Information System.

## **5.2 Walked Highway Safety Inspections**

5.3.1 When footways have a walked inspection the carriageway will also be inspected during these walked inspections.

5.2.1 Before commencing the walked safety inspection the inspector shall note the; following information:

- The street name
- Inspection frequency
- Current date
- Weather conditions (Ground conditions)

5.2.2 The inspector shall position themselves in a safe location on the footway, in such a position that it enables him/her to view the full width of the area to be inspected.

5.2.3 When the inspector encounters parked motor vehicles they shall take reasonable steps where appropriate so as to view the area obstructed by the vehicle.

5.2.4 The inspector shall proceed along the footway identifying defects that meet the investigatory levels set out in Table 1. All defects at or above investigatory level will be risk assessed and have the appropriate repair period applied to it.

5.2.5 All defects meeting the investigatory level shall be recorded on a handheld device, or by any other means operated by the highway authority. On completing the inspection of one side of the street the inspector shall apply the same process to the opposite side of the street.

## **5.3 Driven Carriageway Safety Inspection**

5.3.1 Due to safety reasons it may be necessary or appropriate for carriageways and footways to be inspected by means of a driven inspection for example inspections on high speed roads or inspections of roads with no footway from which to undertake the inspection.

5.3.2 Before commencing the Driven Safety Inspection the inspector shall note the; following information:

- The street name
- Inspection frequency
- Current date
- Weather conditions (Ground conditions)

5.3.3 Driven carriageway inspections shall be carried out utilising a driver (albeit more often than not they will be a trained highway inspector) and a highway inspector. The driver shall be responsible for driving and the highway inspector will be responsible for carrying out the safety inspection.

5.3.4 The Inspector and vehicle driver shall have due regard to their personal safety and in particular from moving traffic either on the main highway or at junctions and crossings. On no account must he/she put himself/herself in any hazardous situation.

5.3.5 The inspection vehicle used for the driven highway safety inspections will be an appropriate vehicle for the task and comply with chapter 8.

## 6.0 Defect Investigatory Levels

6.1 The investigatory level is the level at which a risk assessment takes place to determine the action or non-action to be taken.

6.2 The action or non-action will be recorded and processed within the Highways Management Information System

6.3 The Investigatory levels for footways and carriageways adopted are detailed in table 4 below;

**Table 1 Investigatory Levels**

Footway investigatory level	25mm
Carriageway Investigatory level	40mm
Carriageway investigatory level at pedestrian crossing points	25mm
<i>Kerb defects</i>	50mm horizontal Displacement

## 7.0 Defect Risk Assessment

7.1 The principles of a system of defect risk assessment for application to safety inspections are set out below. Any item that meets the investigatory level is to be assessed using the risk assessment matrix in table 2.

### 7.2 Risk Factor

7.2.1 The risk factor for a particular risk is

Risk Factor = Likelihood score x Consequence score.

- **Likelihood of Event Occurring** is the inspector's assessment of likelihood of the defect affecting the safe passage of vehicles along the highway, or affecting the structural integrity of the highway. It follows an assessment of the road Hierarchy and the location of the defect within the road.
- **Consequence of Event Occurring** – The impact/severity is quantified by assessing the extent of damage likely to be caused should the risk be realised. The main consideration of impact/severity is the magnitude or dimension of the defect. However, other variables such as road speed may also affect the likely impact

7.2.2 It is this Risk Factor that identifies the overall risk rating and consequently the appropriateness of the speed of response to remedy the defect.

7.2.3 Having identified a particular risk, assessed its likely impact and probability and calculated the risk factor, the priority and the timescale to rectify the defect is allocated to it.

7.2.3 The risk assessment matrix detailed below will be the prime document used by the Highway Inspectors during the course of their inspections. The matrix will be used to assess the risk associated with the defect and the appropriate response.

**Table 2 – Risk Matrix**

		Consequence			
		Low (1)	Medium (2)	High (3)	V High (4)
Likelihood	Low (1)	1	2	3	4
	Medium (2)	2	4	6	8
	High (3)	3	6	9	12
	V High (4)	4	8	12	16

## 8. Repair Response Times

8.1 During safety inspections, all observed defects that meet the investigatory level (provide a potential risk to users) are recorded and the level of response determined on the basis of an onsite risk assessment.

8.2 This Policy defines defects by priority:

- Priority 1 those that require prompt attention because they represent an immediate or imminent hazard;
- Priority 2 to 5 - all other defects.

### 8.3 Priority 1

8.3.1 These defects should be corrected or made safe at the time of the inspection, if reasonably practicable. In this context, making safe may constitute displaying warning notices, coning-off or fencing-off to protect the public from the defect or other suitable action. If the inspection team cannot make safe the defect at the time of inspection then they will instigate the relevant procedures to ensure appropriate resources are mobilised to make the defect safe.

### 8.4 Priority 2 to 5

8.4.1 These defects are those which are deemed not to represent an immediate or imminent hazard and which can be repaired within longer timescales. Priority 2 to 5 defects are categorised according to priority with response times defined within Table 3.

**Table 3 Priority Responses**

Priority	Response Period	Scores
<b>P1</b>	<b>Within 2 hours</b>	<b>16</b>
<b>P2</b>	<b>Within 24 Hours</b>	<b>8-15</b>
<b>P3</b>	<b>5 Working Days</b>	<b>5-7</b>
<b>P4</b>	<b>14 Working Days</b>	<b>2-4</b>
<b>P5</b>	<b>28 Days</b>	<b>1</b>

### 8.5 Inspector Discretion

8.5.1 Inspectors may use discretion in arranging and prioritising repairs where the defects identified combined with additional factors represent either an existing or potential future hazard.

8.5.2 The inspector in his final assessment of the risk takes account of other on site local factors. Local factors may include the close proximity of a school, hospital

or other establishment which attracts increased activity. The location of the defect relative to other features such as junctions and bends, proximity to other defects are to be taken in to account. The final on site risk assessment by the inspector allows the appropriate response to be applied.

## **9.0 Minor Defects**

9.1 It is recognised that on any highway network, a multitude of minor defects will exist which do not pose any risk to either the safety or the integrity of the highway and do not meet the Investigatory Level and may result in no action being taken.

## **10.0 Training and Competency**

10.1 All staff that are employed to undertake Safety Inspections are trained to Highway Safety Inspection Qualification City and Guilds 6033 – Units 301 and 311 or equivalent. This qualification lasts 5-years and refresher training must be undertaken.

10.2 The appropriate line manager / supervisor also undertakes regular follow-up standardisation checks in the way of on-site staff appraisals with each inspector which is then recorded and signed by both the supervisor and inspector as a true record.

10.3 Each team member is provided with this policy and guidance.

10.4 Regular documented Team Meetings and Tool Box Talks will be undertaken to discuss issues in relation to the inspection process therefore allowing it to be continually reviewed.

10.5 Competence is the ability to undertake responsibilities and perform activities to a recognised standard on a regular basis. It combines practical and thinking skills, knowledge and experience and will be enhanced by the following elements:

- Manager Introduction & Briefing
- Work shadowing;
- Highway related training modules contained within the City & Guilds training scheme; Units 301 and 311 or equivalent.
- On-site staff appraisals/work monitoring (line supervisor);
- Regular team meetings;
- Staff Development Reviews (Annually)
- Any other external courses of relevance to post
- Documents relating to relevant CoP

**Appendix 1 – Inspection Areas and Frequency**

**SPREADSHEET**

## Appendix 2 - Inspector Guidance Additional

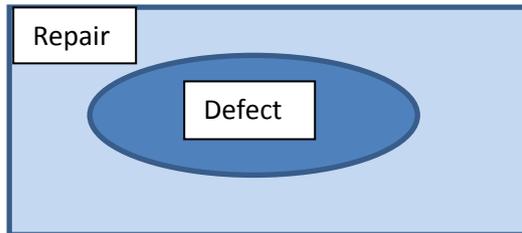
Defects to be considered include:

- All potholes in footway in excess of 25mm deep
- All potholes in carriageway in excess of 40mm deep
- Any gap between flags/kerbs over 20mm wide and 15mm deep
- Flags/drainage channel exhibiting any movement over 25mm (Rocking / Tilting etc)
- Difference in level between flags greater than 25mm
- Depressions in flexible footways greater than 60mm, measured over a distance of 1m
- Verges/soft strips adjacent the adopted highway 100mm
- Channel blocks, setts that are sunken greater than 40mm
- Projections above the surrounding surface greater than 25mm footway 40mm carriageway (gullies/manholes)
- Kerbs over 50mm out of alignment/sunken or broken spalling due to frost damage
- At crossing points footway investigatory level to be observed 25mm
- Estates with shared surface investigatory levels should be the same as footway 25mm.
- Runcorn and Widnes Town Centre investigatory level will be 25mm.
- Speed tables/thumps Asphalt/plastic defects greater than 40mm
- Missing or damaged lighting equipment, particularly column doors or expose wires  
Faded/loose signs lit or unlit  
The above will be forwarded to HBC lighting section.
- Damaged crash barriers or pedestrian guard rails due to age or RTC.
- Overhanging vegetation impeding pedestrian / vehicular passage
- Dangerous or poorly signed / guarded Utility excavations  
Missing / damaged Utility apparatus covers ie: polished/cracked  
Utility issues identified will be sent via email or phone to inform them that a problem has been picked up during the inspection.
- Damaged street nameplates.
- Blocked gullies of combined drainage kerb systems flooding
- Indications of extensive flooding that may be due to slow running or inadequate drainage
- Damaged street furniture ie: litter bins/bollards
- Cracking-fatting up-deformation, loss of stone/stripping
- Verge deterioration
- Obstruction/unauthorised signs ie: A boards (Enforcement)
- Abandoned cars/fly tipping (Cleansing)
- Illegal / damaged vehicular access crossings
- Cellar openings (Enforcement)
- Unsafe walls / buildings (Building Control)
- Builders working on the highway (Enforcement)
- Skips on the highway (Enforcement)
- Build-up of detritus in channel line (Cleansing)
- Mud on the highway ie: New sites/farmers (Enforcement/planning)
- Defects found adjacent to the adopted highway (Enforcement)

**This list is for guidance only and is not exhaustive. The inspector is expected to note any defect within the highway that could potentially result in a danger to the highway user or a claim against the Authority.**

**MARKING OUT DEFECTS FOR ATTENTION**

All defects meeting or exceeding investigatory levels are to be marked on site using White paint or wax crayon. Markings should identify the entire area that needs repairing, with the actual repair removing the marks and leaving no marks on site. When marking up, consideration should be given to the required size of the repair, and should allow for squaring off and cut back.



**CONSISTENCY CHECKS**

Every 4 months, the Principal Officer (Reactive Routine) will undertake an Inspection review with all inspectors.

The inspection will consist of a minimum of 3 streets. Each Inspector will walk the street individually and record any defects found, in accordance with this guidance note. The Principal Officer and the inspector will then review the defects picked up. If the inspector's records differ from the Principal Officer's notes then a discussion will take place to confirm the correct action to be taken and why.

These reviews are carried out in order to achieve a consistent approach by the inspectors when recording defects during a Safety Inspection.

Key - F/T foot  
traffic and V/T  
Vehicular  
Traffic

AREA	ROAD NAME	Construction Type of Adopted Highway	Claims History (Last 5 years)	Functionality/ usage of highway (f/T and V/T)	inspection Method	Investigatory level	HBC Frequency
76	ASTONFIELD RD	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
76	ASTON FORGE	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
76	ASTON GREEN	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
76	ASTON LN	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
76	ASTON LN	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
76	BARKERS HOLLOW RD	Asphalt	10	F/T L and V/T M	Walked	C/W 40mm F/W 25mm	Quarterly
76	BRIDGEWATER GRANGE	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
76	BRINDLEY WHARF	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
76	BUSWAY PATHS/CYCLE WAYS	Asphalt	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
76	CHESTER RD	Asphalt/both	1	F/T L and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly
76	CORONATION RD	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
76	COTTONS BRIDGE	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
76	FAIROAK CRT	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
76	FAIROAK LN	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
76	GORSEY WELL LN	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
76	GRANARY MILL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
76	GRIMSDITCH LN	Asphalt	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
76	HIGHER LN	Asphalt	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
76	HILL TOP RD	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
76	LOCKWOOD VIEW	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
76	MORPHANY LN	Asphalt	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
76	NEW MANOR RD	Asphalt	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
76	NEWTON LN	Asphalt/	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
76	NORTHWICH RD	Asphalt/both	2	F/T L and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly
76	REDACRE CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
76	REMBURY PL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
76	RIVINGTON RD	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
76	SANDY LN	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
76	SUMMER LN	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
76	WATERFRONT	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
76	WATERMEAD DR	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly

76

WINDMILL LN

Asphalt/both

Nil

F/T L and V/T M

Walked

C/W 40mm F/W 25mm

Quarterly

AREA	ROAD NAME	Construction	Claims History (Last 5 years)	Functionality/usage of	Inspection method	investigatory level	HBC Frequency	Key - F/T foot traffic and V/T Vehicular Traffic
		Type of Adopted Highway		highway (f/T and V/T)				
1	ALICE CRT	paved	Nil	F/T L and V/T L	walked	C/W 40mm F/W 25mm	Quarterly	
1	BANK ST	Asphalt/both	Nil	F/T L and V/T L	walked	C/W 40mm F/W 25mm	Quarterly	
1	BEAMONT ST	Asphalt/paved	Nil	F/T L and V/T L	walked	C/W 40mm F/W 25mm	Quarterly	
1	BRIDGE ST	Asphalt/paved	Nil	F/T L and V/T L	walked	C/W 40mm F/W 25mm	Quarterly	
1	BRIDGEVIEW CL	Asphalt/paved	Nil	F/T L and V/T L	walked	C/W 40mm F/W 25mm	Quarterly	
1	CHIDLOW CL	Asphalt/both	Nil	F/T L and V/T L	walked	C/W 40mm F/W 25mm	Quarterly	
1	CHOLMONDLEY ST	Asphalt/both	Nil	F/T L and V/T L	walked	C/W 40mm F/W 25mm	Quarterly	
1	CHURCH ST	Asphalt/paved	Nil	F/T L and V/T L	walked	C/W 40mm F/W 25mm	Quarterly	
1	DAVIES CL	Asphalt/paved	Nil	F/T L and V/T L	walked	C/W 40mm F/W 25mm	Quarterly	
1	DOCK ST	Asphalt/both	Nil	F/T L and V/T L	walked	C/W 40mm F/W 25mm	Quarterly	
1	HURST ST	Asphalt/paved	Nil	F/T L and V/T L	walked	C/W 40mm F/W 25mm	Quarterly	
1	IRWELL ST	Asphalt/both	1	F/T L and V/T L	walked	C/W 40mm F/W 25mm	Quarterly	
1	JAMES CL	Asphalt/both	Nil	F/T L and V/T L	walked	C/W 40mm F/W 25mm	Quarterly	
1	LOWER CHURCH ST	Asphalt/both	Nil	F/T L and V/T L	walked	C/W 40mm F/W 25mm	Quarterly	
1	MERSEY RD	Asphalt/paved	1	F/T L and V/T L	walked	C/W 40mm F/W 25mm	Quarterly	
1	OAKLAND ST	Asphalt/paved	Nil	F/T L and V/T L	walked	C/W 40mm F/W 25mm	Quarterly	
1	PARSONAGE RD	Asphalt/both	Nil	F/T L and V/T L	walked	C/W 40mm F/W 25mm	Quarterly	
1	QUEENSWAY	Asphalt/both	6	F/T L and V/T H	walked	C/W 40mm F/W 25mm	Quarterly	
1	SHORT ST	Asphalt/paved	Nil	F/T L and V/T L	walked	C/W 40mm F/W 25mm	Quarterly	
1	SILVER JUBILEE BRIDGE	Asphalt/both	9	F/T L and V/T H	walked	C/W 40mm F/W 25mm	Quarterly	
1	ST BRIDGETS CL	Asphalt/both	Nil	F/T L and V/T L	walked	C/W 40mm F/W 25mm	Quarterly	
1	ST PATRICKS CL	Asphalt/both	Nil	F/T L and V/T L	walked	C/W 40mm F/W 25mm	Quarterly	
1	ST MARYS RD	Asphalt/paved	Nil	F/T L and V/T L	walked	C/W 40mm F/W 25mm	Quarterly	
1	TERRACE RD	Asphalt/both	Nil	F/T L and V/T L	walked	C/W 40mm F/W 25mm	Quarterly	
1	UPPER MERSEY RD	Asphalt/paved	Nil	F/T L and V/T L	walked	C/W 40mm F/W 25mm	Quarterly	
1	WATERLOO RD	Asphalt/paved	Nil	F/T L and V/T L	walked	C/W 40mm F/W 25mm	Quarterly	
1	WEST BANK ST	Asphalt/both	Nil	F/T L and V/T L	walked	C/W 40mm F/W 25mm	Quarterly	
1	WHITE ST	Asphalt/both	Nil	F/T L and V/T L	walked	C/W 40mm F/W 25mm	Quarterly	
1	WILKINSON CL	Asphalt/both	Nil	F/T L and V/T L	walked	C/W 40mm F/W 25mm	Quarterly	
1	WRIGHT CR	Asphalt/both	Nil	F/T L and V/T L	walked	C/W 40mm F/W 25mm	Quarterly	

Key - F/T  
foot traffic  
and V/T  
Vehicular  
Traffic

AREA	ROAD NAME	Construction Type of Adopted Highway	Claims History (Last 5 years)	Functionality/ usage of highway (f/T and V/T)	Inspection method	investigatory level	HBC Frequency
2	BARN ST	Asphalt/paved	Nil	F/T L and V/T L	walked	C/W 40mm F/W 25mm	Quarterly
2	CONSTANCE WAY IND EST	Asphalt/paved	Nil	F/T L and V/T L	walked	C/W 40mm F/W 25mm	Quarterly
2	CONSTANCE WAY	Asphalt/paved	Nil	F/T L and V/T L	walked	C/W 40mm F/W 25mm	Quarterly
2	CROMWELL ST	Asphalt/both	Nil	F/T L and V/T L	walked	C/W 40mm F/W 25mm	Quarterly
2	DESOTO RD	Asphalt/both	Nil	F/T L and V/T L	walked	C/W 40mm F/W 25mm	Quarterly
2	DESOTO RD EAST	Asphalt/both	Nil	F/T L and V/T L	walked	C/W 40mm F/W 25mm	Quarterly
2	DOCK RD	Asphalt/both	Nil	F/T L and V/T L	walked	C/W 40mm F/W 25mm	Quarterly
2	HUTCHINSON ST	Asphalt/both	1	F/T L and V/T M	walked	C/W 40mm F/W 25mm	Quarterly
2	MARSH ST	Asphalt/both	Nil	F/T L and V/T L	walked	C/W 40mm F/W 25mm	Quarterly
2	MATHIESON RD	Asphalt/both	Nil	F/T L and V/T L	walked	C/W 40mm F/W 25mm	Quarterly
2	McDERMOTT RD	Asphalt/both	Nil	F/T L and V/T L	walked	C/W 40mm F/W 25mm	Quarterly
2	MILTON ST	Asphalt/both	Nil	F/T L and V/T L	walked	C/W 40mm F/W 25mm	Quarterly
2	NELSON ST	Asphalt/both	Nil	F/T L and V/T L	walked	C/W 40mm F/W 25mm	Quarterly
2	PITT ST	Asphalt/both	Nil	F/T L and V/T L	walked	C/W 40mm F/W 25mm	Quarterly
2	SANKEY ST	Asphalt/paved	Nil	F/T L and V/T L	walked	C/W 40mm F/W 25mm	Quarterly
2	TRAFALGER CRT	Asphalt/paved	Nil	F/T L and V/T L	walked	C/W 40mm F/W 25mm	Quarterly
2	VICTORIA RD	Asphalt/paved	3	F/T L and V/T M	walked	C/W 40mm F/W 25mm	Quarterly
2	WANDSWORTH WAY	Asphalt/both	Nil	F/T L and V/T M	walked	C/W 40mm F/W 25mm	Quarterly
2	WATER ST	Paved	Nil	F/T L and V/T L	walked	C/W 40mm F/W 25mm	Quarterly
2	WATERLOO RD	Asphalt/both	Nil	F/T L and V/T M	walked	C/W 40mm F/W 25mm	Quarterly
2	WELLINGTON ST	Asphalt/both	Nil	F/T L and V/T L	walked	C/W 40mm F/W 25mm	Quarterly
2	WEST BANK DOCK ESTATE	Asphalt/both	Nil	F/T L and V/T L	walked	C/W 40mm F/W 25mm	Quarterly
2	WEST BANK ST	Asphalt/both	Nil	F/T L and V/T L	walked	C/W 40mm F/W 25mm	Quarterly

Key - F/T  
foot traffic  
and V/T  
Vehicular  
Traffic

AREA	ROAD NAME	Construction Type of Adopted Highway	Claims History (Last 5 years)	Functionality/ usage of highway (f/T and V/T)	Inspection method	investigatory level	HBC Frequency
3	ALEXANDRA ST	Asphalt/paved	Nil	F/T L and V/T L	walked	C/W 40mm F/W 25mm	Quarterly
3	ASHLEY WAY WEST	Asphalt/both	Nil	F/T L and V/T H	walked	C/W 40mm F/W 25mm	Quarterly
3	BOLD ST	Asphalt/both	Nil	F/T L and V/T L	walked	C/W 40mm F/W 25mm	Quarterly
3	DITTON RD	Asphalt/paved	9	F/T L and V/T M	walked	C/W 40mm F/W 25mm	Quarterly
3	ELLIS ST	Asphalt/both	Nil	F/T L and V/T L	walked	C/W 40mm F/W 25mm	Quarterly
3	FINLAN RD	Not Adopted	Nil	F/T L and V/T L	walked	C/W 40mm F/W 25mm	Quarterly
3	IRVING ST	Asphalt/both	Nil	F/T L and V/T L	walked	C/W 40mm F/W 25mm	Quarterly
3	MOOR LN	Asphalt/both	Nil	F/T M and V/T H	walked	C/W 40mm F/W 25mm	Quarterly
3	RHYL ST	Asphalt/both	Nil	F/T L and V/T L	walked	C/W 40mm F/W 25mm	Quarterly
3	VICTORIA RD	Asphalt/paved	Nil	F/T L and V/T M	walked	C/W 40mm F/W 25mm	Quarterly
3	VIOLET ST	Asphalt/both	Nil	F/T L and V/T L	walked	C/W 40mm F/W 25mm	Quarterly
3	WITT RD	Asphalt/paved	Nil	F/T L and V/T L	walked	C/W 40mm F/W 25mm	Quarterly

Key - F/T  
foot  
traffic and  
V/T  
Vehicular  
Traffic

AREA	ROAD NAME	Construction Type of Adopted Highway	Claims History (Last 5 years)	Functionality/ usage of highway (f/T and V/T)	investigatory level	HBC Frequency
4	ADELAIDE CRT	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly
4	ALFORDE ST	Asphalt/paved	Nil	F/T M and V/T L	C/W 40mm F/W 25mm	Quarterly
4	ANN ST WEST	Asphalt/both	1	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly
4	APPLETON ST	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly
4	ASHLEY WAY	Asphalt/paved	Nil	F/T L and V/T H	C/W 40mm F/W 25mm	Quarterly
4	BATHERTON CL	Asphalt/both	1	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly
4	CAROLINE ST	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly
4	CATHERINE ST	Asphalt/paved	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly
4	CHAPEL ST	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly
4	CHARLOTTE WK	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly
4	CLARK GARDENS	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly
4	CROFT ST	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly
4	DARLINGTON CRT	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly
4	ELEANOR ST	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly
4	ELIZABETH CRT	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly
4	ELIZABETH ST	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly
4	GUEST ST	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly
4	LACEY CRT	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly
4	LACEY ST	Asphalt/both	1	F/T L and V/T M	C/W 40mm F/W 25mm	Quarterly
4	LUGSDALE RD	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly
4	LUTON ST	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly
4	MAJOR CROSS ST	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly
4	MARGARET CRT	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly
4	MARKET ST	Asphalt/paved	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly
4	MINERS WAY	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly
4	OLLIER ST	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly
4	POOL ST	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly

4	SPRING ST	Paved	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly
4	SUTTONS LN	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly
4	THOMAS ST	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly
4	VICTORIA RD	Asphalt/paved	Nil	F/T L and V/T M	C/W 40mm F/W 25mm	Quarterly
4	VICTORIA SQ	Asphalt/paved	Nil	F/T M and V/T M	C/W 40mm F/W 25mm	Quarterly
4	VICTORIA ST	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly

AREA	ROAD NAME	Construction	Claims History (Last 5 years)	Functionality/ usage	investigatory level	HBC	Key - F/T foot traffic and V/T Vehicular Traffic
		Type of Adopted Highway		of highway (f/T and V/T)		Frequency	
5	ALFRED CL	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly	
5	ALFRED ST	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly	
5	BRYNN ST	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly	
5	CAMBRIDGE ST	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly	
5	EMILY ST	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly	
5	FARRANT ST	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly	
5	GERRARD ST	Asphalt/both	1	F/T H and V/T H	C/W 40mm F/W 25mm	Quarterly	
5	GREENOAKS WAY	Asphalt/both	Nil	F/T L and V/T H	C/W 40mm F/W 25mm	Quarterly	
5	GRENFELL ST	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly	
5	KEBLE ST	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly	
5	LIEBIG ST	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly	
5	LUGSDALE RD	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly	
5	MIDWOOD ST	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly	
5	NEW ST	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly	
5	OXFORD ST	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly	
5	QUINN ST	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly	
5	TIMPERLEY ST	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly	
5	TRAVIS ST	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly	
5	TRINITY PL	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly	
5	VINE ST	Asphalt/both	1	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly	
5	WIDNES RD	Asphalt/Paved	4	F/T M and V/T M	C/W 40mm F/W 25mm	Quarterly	
5	WINFIELD WAY	Asphalt/both	Nil	F/T M and V/T M	C/W 40mm F/W 25mm	Quarterly	

AREA	ROAD NAME	Construction	Claims History (Last 5 years)	Functionality/ usage of highway	investigatory level	HBC	Key - F/T foot traffic and V/T Vehicular Traffic
		Type of Adopted Highway		(f/T and V/T)		Frequency	
6	ALBERT RD	Asphalt/Paved	Nil	F/T H and V/T H	C/W 40mm F/W 25mm	Quarterly	
6	BELLHOUSE RD	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly	
6	BLACK DENTONS PL	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly	
6	BOWER ST	Asphalt/Paved	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly	
6	BRADLEY WAY	Asphalt/both	Nil	F/T H and V/T M	C/W 40mm F/W 25mm	Quarterly	
6	BROOK ST	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly	
6	BUSWAY (GREENOAKS)	Asphalt/both	Nil	F/T H and V/T M	C/W 40mm F/W 25mm	Quarterly	
6	CHRISTIE ST	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly	
6	CROSS ST	Asphalt/both	1	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly	
6	DENTON ST	Asphalt/Paved	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly	
6	EARLE RD	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly	
6	ESTHER ST	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly	
6	FRANK ST	Asphalt/Paved	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly	
6	GREEN OAKS PATH	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly	
6	GREEN OAKS WAY	Asphalt/both	Nil	F/T M and V/T H	C/W 40mm F/W 25mm	Quarterly	
6	GREGSON RD	Asphalt/both	1	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly	
6	HALTON VIEW RD	Asphalt/Paved	Nil	F/T H and V/T H	C/W 40mm F/W 25mm	Quarterly	
6	HARGREAVES CRT	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly	
6	HARGREAVES HOUSE	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly	
6	HARRIS ST	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly	
6	MARZAHN WAY	Asphalt/both	Nil	F/T M and V/T H	C/W 40mm F/W 25mm	Quarterly	
6	MOON ST	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly	
6	PAGE LN	Asphalt/both	Nil	F/T L and V/T M	C/W 40mm F/W 25mm	Quarterly	
6	ROBERT ST	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly	
6	SADLER ST	Asphalt/Paved	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly	
6	ST AMBROSE RD	Asphalt/Paved	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly	
6	WARRINGTON RD	Asphalt/Paved	Nil	F/T M and V/T H	C/W 40mm F/W 25mm	Quarterly	
6	WOOD ST	Asphalt/Paved	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly	

AREA	ROAD NAME	Construction Type	Claims History (Last 5 years)	Functionality/ usage of highway	investigatory level	HBC	Key - F/T foot traffic and V/T Vehicular Traffic
		of Adopted Highway		(f/T and V/T)		Frequency	
7	ASHFORD WAY	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly	
7	BENNETTS LN	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly	
7	BROWN ST	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly	
7	CASTLE ST	Paved	Nil	F/T M and V/T L	C/W 40mm F/W 25mm	Quarterly	
7	CHERYL DR	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly	
7	CORNUBIA RD	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly	
7	DANS RD	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly	
7	DENNIS RD	Asphalt/both	Nil	F/T M and V/T M	C/W 40mm F/W 25mm	Quarterly	
7	EARLE RD	Asphalt/both	Nil	F/T M and V/T H	C/W 40mm F/W 25mm	Quarterly	
7	EAST ST	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly	
7	EDWARD ST	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly	
7	FIDDLERS FERRY RD	Asphalt/both	Nil	F/T L and V/T H	C/W 40mm F/W 25mm	Quarterly	
7	FRENCH ST	Asphalt/both	Nil	F/T L and V/T H	C/W 40mm F/W 25mm	Quarterly	
7	GORSEY LN	Asphalt/both	Nil	F/T L and V/T M	C/W 40mm F/W 25mm	Quarterly	
7	GREEN OAKS PATH	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly	
7	HADFIELD CL	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly	
7	JOHNSONS LN	Asphalt/both	Nil	F/T L and V/T H	C/W 40mm F/W 25mm	Quarterly	
7	KINGHAM CL	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly	
7	MARY ST	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly	
7	MELVILLE CL	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly	
7	MOSS BANK RD	Asphalt/both	Nil	F/T L and V/T M	C/W 40mm F/W 25mm	Quarterly	
7	MOSS ST	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly	
7	MULBERRY AVE	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly	
7	NAYLOR RD	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly	
7	NORBURY CL	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly	
7	RABY CL	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly	
7	SANDON PL	Asphalt/both	Nil	F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly	
7	TANHOUSE LN	Asphalt/both	Nil	F/T L and V/T H	C/W 40mm F/W 25mm	Quarterly	

7	WALMSLEY ST	Asphalt/both	Nil		F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly
7	WARRINGTON RD	Asphalt/both		5	F/T M and V/T H	C/W 40mm F/W 25mm	Quarterly
7	WILSON CL	Asphalt/both	Nil		F/T L and V/T L	C/W 40mm F/W 25mm	Quarterly

AREA	ROAD NAME	Construction	Claims History (Last 5 years)	Functionality/ usage of highway (f/T and V/T)	inspection Method	Investigatory level	HBC Frequency	Key - F/T foot traffic and V/T Vehicle Traffic
		Type of Adopted Highway						
8	BANCROFT RD	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
8	BARNES CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
8	BARNES RD	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
8	BARROWS GREEN LN	Asphalt/Paved	Nil	F/T L and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
8	BELMONT RD	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
8	BISHOPS WAY	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
8	CHORLEYS LN	Asphalt/Paved	Nil	F/T L and V/T M	Walked	C/W 40mm F/W 25mm	Quarterly	
8	CLEVELEYS AVE	Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
8	CROW WOOD LN	Asphalt/Paved	1	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
8	CROW WOOD PL	Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
8	DRUMMOND CRT	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
8	ELKAN CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
8	ELKAN RD	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
8	FIELDWAY	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
8	HALTON VIEW RD	Asphalt/Paved	Nil	F/T H and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
8	HOUGHTON CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
8	HOUGHTON ST	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
8	IRELAND ST	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
8	MOORE CL	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
8	MOORFIELD RD	Asphalt/both	1	F/T M and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
8	NORLANDS ST	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
8	PROCTORS CL	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
8	ROMNEY CL	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
8	ROSSALL RD	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
8	SMYTH RD	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
8	WARRINGTON RD	Asphalt/Paved	5	F/T M and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	

AREA	ROAD NAME	Construction Type of Adopted Highway	Claims History (Last 5 years)	Functionality/usage of highway (f/T and V/T)	inspection Method	Investigatory level	HBC Frequency	Key - F/T foot traffic and V/T Vehicular Traffic
9	AVEBURY CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
9	BARNESTON RD	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
9	BARROWS GREEN LN	Asphalt/Paved	Nil	F/T L and V/T M	Walked	C/W 40mm F/W 25mm	Quarterly	
9	BELGRAVE CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
9	BELGRAVE WK	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
9	BILTON CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
9	CALDER CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
9	CEDARDALE PK	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
9	CHALGRAVE CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
9	CHORLEYS LN	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
9	COULTON RD	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
9	CROSS GATES	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
9	DAFFODIL CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
9	DOUGLAS CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
9	DYKIN CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
9	DYKIN RD	Asphalt/both	Nil	F/T L and V/T M	Walked	C/W 40mm F/W 25mm	Quarterly	
9	EGDON CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
9	ELTHAM CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
9	ELTHAM WK	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
9	FAIRBURN CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
9	GUERNSEY RD	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
9	HAMPTON CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
9	HILARY CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
9	HUMBER CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
9	KILSBY DR	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
9	LAMPORT CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
9	MITHRIL CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
9	MOORFIELD RD	Asphalt/both	1	F/T M and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
9	NURSERY CL	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
9	ORKNEY CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
9	RAMSEY CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
9	RATHLIN CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
9	RIBBLE CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
9	RONALDSHAY	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
9	SCHOOL WAY	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
9	SELWYN CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	

9	SEVERN CL	Asphalt/both	Nil		F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
9	SHAWELL CRT	Asphalt/both	Nil		F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
9	SHELTON CL	Asphalt/both	Nil		F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
9	SHETLAND CL	Asphalt/both	Nil		F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
9	SHEVINGTON CL	Asphalt/both	Nil		F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
9	SHEVINGTON WK	Asphalt/both	Nil		F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
9	SKYE CL	Asphalt/both	Nil		F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
9	SNOWBERRY CL	Asphalt/both	Nil		F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
9	SOMERFORD WK	Asphalt/both	Nil		F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
9	SOUTH LN	Asphalt/both		1	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
9	SWINFORD AVE	Asphalt/both	Nil		F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
9	WEATES CL	Asphalt/both	Nil		F/T L and V/T M	Walked	C/W 40mm F/W 25mm	Quarterly
9	WHALLEY GRV	Asphalt/Paved	Nil		F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly

AREA	ROAD NAME	Construction	Claims History (Last 5 years)	Functionality/ usage of highway	inspection Method	Investigatory level	HBC Frequency	Key - F/T foot traffic and V/T
		Type of Adopted Highway		(f/T and V/T)				Vehicle
10	ALBERT RD	Asphalt/Paved	9	F/T M and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
10	ANSDELL RD	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
10	BROOKLANDS PARK	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
10	CLIFFE ST	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
10	DOWARD ST	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
10	EDWIN ST	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
10	ELAINE CL	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
10	ERIC ST	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
10	FAIRHAVEN RD	Asphalt/Paved	Nil	F/T Mand V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
10	FIR ST	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
10	JOSEPH ST	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
10	KIRKHAM RD	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
10	KNOWLES ST	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
10	LYTHAM RD	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
10	MILLBROW	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
10	MILLFIELD RD	Asphalt/both	Nil	F/T L and V/T M	Walked	C/W 40mm F/W 25mm	Quarterly	
10	NEIL ST	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
10	PARR ST	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
10	PEELHOUSE LN	Asphalt/both	5	F/T M and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
10	REAY ST	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
10	RICHMOND ST	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
10	RUNNYMEDE CRT	NOT HIGHWAY	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
10	RUNNYMEDE GARDENS	NOT HIGHWAY	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
10	RUNNYMEDE WK	NOT HIGHWAY	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
10	ST ANNES RD	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
10	STANLEY CL	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
10	SUSAN ST	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
10	TAYLOR ST	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
10	WILLIAM ST	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	

AREA	ROAD NAME	Construction	Claims History (Last 5 years)	Functionality/ usage	inspection	Investigatory level	HBC Frequency	Key - F/T foot traffic and V/T Vehicular Traffic
		Type of Adopted Highway		of highway (f/T and V/T)				
11	ALLERTON RD	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
11	APPLETON RD	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
11	APPLETON VILLAGE	Asphalt/both	2	F/T M and V/T M	Walked	C/W 40mm F/W 25mm	Quarterly	
11	BELVOIR RD	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
11	BIRCHFIELD AVE	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
11	BIRCHFIELD RD	Asphalt/both	2	F/T M and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
11	BRADSHAW ST	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
11	BRECK RD	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
11	ELM GRV	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
11	FAIRFIELD RD	Asphalt/both	Nil	F/T M and V/T M	Walked	C/W 40mm F/W 25mm	Quarterly	
11	GREENWAY RD	Asphalt/both	2	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
11	LILAC AVE	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
11	LIME AVE	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
11	LOCKETT RD	Asphalt/both	Nil	F/T M and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
11	LOWER APPLETON RD	Asphalt/both	Nil	F/T M and V/T M	Walked	C/W 40mm F/W 25mm	Quarterly	
11	MAPLE AVE	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
11	MOUNT PLEASANT	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
11	MOUNT ST	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
11	PARK AVE	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
11	PARKSIDE CRT	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
11	PEELHOUSE LN	Asphalt/both	Nil	F/T M and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
11	PINE AVE	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
11	ROSE VIEW AVE	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
11	SYCAMORE AVE	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
11	WESTMORLAND AVE	Asphalt/both	1	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
11	WILLOW AVE	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	

AREA	ROAD NAME	Construction Type	Claims History (Last 5 years)	Functionality/ usage of	inspection Method	Investigatory level	HBC Frequency	Key - F/T foot traffic and V/T Vehicular Traffic
		of Adopted Highway		highway (f/T and V/T)				
12	ALBERT RD	Asphalt/Paved	9	F/T Mand V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
12	APPLETON RD	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
12	APPLETON VILLAGE	Asphalt/both	2	F/T M and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
12	CHESTER ST	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
12	COOPER ST	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
12	DEACON RD	Asphalt/both	1	F/T M and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
12	FOSTER ST	Asphalt/both		F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
12	GREENWAY RD	Asphalt/both	2	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
12	LOWER APPLETON RD	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
12	MIDLAND ST	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
12	PARK RD	Asphalt/both	1	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
12	REGENT RD	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
12	ROSS ST	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
12	ROUTLEDGE ST	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
12	SAXON TRC	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
12	SAYCE ST	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	

AREA	ROAD NAME	Construction	Claims History (Last 5 years)	Functionality/ usage	inspection	Investigatory level	HBC	Key - F/T foot traffic and V/T Vehicular Traffic
		Type of Adopted Highway		of highway (f/T and V/T)			Frequency	
13	ALBERT RD	Asphalt/Paved	9	F/T H and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
13	ALBERT SQ	Asphalt/Paved	2	F/T H and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
13	CAREY ST	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
13	CARLTON ST	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
13	CHARLES ST	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
13	DEACON RD	Asphalt/both	1	F/T M and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
13	DEAN CL	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
13	DEAN ST	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
13	DEIRDRE AVE	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
13	DICKSON CL	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
13	DICKSON ST	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	check what is under to
13	ELLIOT ST	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
13	FREDERICK ST	Asphalt/Paved	2	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
13	GLADSTONE ST	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
13	HIBBERTS ST	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
13	KENT ST	Asphalt/Paved	Nil	F/T M and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
13	KINGSWAY	Asphalt/Paved	3	F/T M and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
13	LEIGH AVE	Asphalt/both	Nil	F/T M and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
13	McCLELLAN PL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
13	MILTON RD	Asphalt/Paved	3	F/T H and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
13	PRINCES ST	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
13	RYLANDS ST	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
13	SALISBURY ST	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
13	SHARP ST	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
13	SHELAGH AVE	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
13	SOUTH ST	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
13	ST PAULS RD	Asphalt/Paved	Nil	F/T M and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
13	VICARAGE RD	Asphalt/both	Nil	F/T M and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
13	VICTORIA RD	Asphalt/Paved	Nil	F/T L and V/T M	Walked	C/W 40mm F/W 25mm	Quarterly	
13	WALLACE ST	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
13	WIDNES RD	Asphalt/Paved	4	F/T H and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	

AREA	ROAD NAME	Construction		Functionality/ usage of highway (f/T and V/T)	inspection Method	Investigatory level	HBC Frequency	Key - F/T foot traffic and V/T Vehicular Traffic
		Type of Adopted Highway	Claims History (Last 5 years)					
14	ACACIA AVE	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
14	ALDER AVE	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
14	BIRCH RD	Asphalt/both	1	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
14	BIRCHFIELD RD	Asphalt/Paved	2	F/T H and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
14	CEDAR AVE	Asphalt/both	2	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
14	CHESTNUT AVE	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
14	CORNWALL RD	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
14	CYPRESS AVE	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
14	DERBY RD	Asphalt/Paved	Nil	F/T M and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
14	DEVON PL	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
14	DURHAM RD	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
14	ELM AVE	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
14	FAIRFIELD RD	Asphalt/both	Nil	F/T M and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
14	GLOUCESTER RD	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
14	HAWTHORN AVE	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
14	LANCASTER RD	Asphalt/Paved	1	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
14	LARCH AVE	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
14	LAUREL BANK	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
14	LINCOLN SQ	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
14	LOCKETT RD	Asphalt/both	Nil	F/T L and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
14	PEELHOUSE LN	Asphalt/Paved	Nil	F/T M and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
14	PRW No14	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
14	WILLOW AVE	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	

Key - F/T foot traffic and V/T

AREA	ROAD NAME	Construction Type of Adopted Highway	Claims History (Last 5 years)	Functionality/usage of highway (f/T and V/T)	inspection Method	Investigatory level	HBC Frequency	Vehicular Traffic
15	BECKENHAM CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
15	BERMONDSEY GR	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
15	BOXGROVE CLO	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
15	CAMBERWELL PARK RD	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
15	CARMEL CRT	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
15	CLAREMONT AVE	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
15	CLAREMONT DR	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
15	DERBY RD	Asphalt/Paved	Nil	F/T M and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
15	ELSTREE CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
15	FACTORY LN	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
15	FARNWORTH CL	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
15	FARNWORTH ST	Asphalt/Paved	1	F/T M and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
15	GREENWICH AVE	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
15	GRIFFIN MEWS	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
15	HAMMERSMITH WAY	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
15	HAMPTON COURT WAY	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
15	ISLINGTON GREEN	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
15	KENSINGTON CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
15	KEW GARDENS CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
15	KINGSBURY RD	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
15	KNIGHTSBRIDGE CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
15	LUNTS HEATH RD	Asphalt/both	Nil	F/T L and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
15	MANSELL CLO	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
15	MARSH HALL PAD	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
15	MARSH HALL RD	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
15	MILLGREEN LN	Asphalt/both	Nil	F/T L and V/T L	Driven	C/W 40mm F/W 25mm	Quarterly	
15	MILL LN	Asphalt/both	Nil	F/T L and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
15	MOORFIELD RD	Asphalt/both	1	F/T M and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
15	PEELHOUSE LN	Asphalt/both	Nil	F/T Mand V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	

15	RUSSELL CRT	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
15	WINDERMERE AVE	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
15	WINDERMERE ST	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly

AREA	ROAD NAME	Construction	Claims History (Last 5 years)	Functionality/ usage of highway (f/T and V/T)	inspection Method	Investigatory level	HBC Frequency	Key - F/T foot traffic and V/T Vehicular Traffic
		Type of Adopted Highway						
16	AMELIA CL	Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
16	BLYTHE AVE	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
16	BYLAND CL	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
16	CORONERS LN	Asphalt/Paved	Nil	F/T L and V/T M	Walked	C/W 40mm F/W 25mm	Quarterly	
16	EASENHALL CL	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
16	EASTBURY CL	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
16	FARNWORTH ST	Asphalt/Paved	1	F/T L and V/T M	Walked	C/W 40mm F/W 25mm	Quarterly	
16	FINSBURY PARK	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
16	GARRIGILL CL	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
16	GLEBE LN	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
16	GROSVENOR RD	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
16	HONEYSUCKLE CL	Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
16	LUNTS HEATH RD	Asphalt/both	Nil	F/T L and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
16	MILL LN	Asphalt/both	Nil	F/T L and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
16	MINTON WAY	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
16	PARAGON CL	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
16	PRW No4	Asphalt	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
16	PRW No5	Asphalt	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
16	TERN CL	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
16	TRENT CL	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
16	TRENTHAM CL	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
16	TUSCAN CL	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
16	TWYFORD LN	Asphalt/both	Nil	F/T L and V/T L	Driven	C/W 40mm F/W 25mm	Quarterly	
16	WEDGEWOOD DR	Asphalt/Paved	Nil	F/T M and V/T M	Walked	C/W 40mm F/W 25mm	Quarterly	
16	WENGER RD	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
16	WILCOTE CL	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
16	WILMERE LN	Asphalt/both	Nil	F/T L and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	

Key - F/T  
foot traffic  
and V/T  
Vehicular  
Traffic

AREA	ROAD NAME	Construction Type of Adopted Highway	Claims History (Last 5 years)	Functionality/ usage of highway (f/T and V/T)	inspection Method	Investigatory level	HBC Frequency
17	BAILEYS CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
17	BIRCHFIELD RD	Asphalt/both	2	F/T H and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly
17	BIRKDALE RD	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
17	CHURCHFIELDS	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
17	CORONERS LN	Asphalt/Paved	Nil	F/T L and V/T M	Walked	C/W 40mm F/W 25mm	Quarterly
17	CRANSHAW LN	Asphalt	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
17	ELWORTH AVE	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
17	FARNDALE	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
17	GLEBE LANE	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
17	GLENCOURSE RD	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
17	GLENEAGLES DR	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
17	HARTLAND CL	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
17	KEMBERTON DR	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
17	LUNTS HEATH RD	Asphalt/both	Nil	F/T L and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly
17	MONICA DR	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
17	RYDER RD	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
17	SWYNNERTON WAY	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
17	TWYFORD CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
17	WENTWORTH CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly

AREA	ROAD NAME	Construction Type of Adopted Highway	Claims History (Last 5 years)	Functionality/ usage of highway	inspection Method	Investigatory level	HBC Frequency	Key - F/T foot traffic and V/T Vehicular Traffic
				(f/T and V/T)				
18	BEACONSFIELD CR	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
18	BEACONSFIELD GRV	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
18	BEACONSFIELD RD	Asphalt/Paved	1	F/T L and V/T M	Walked	C/W 40mm F/W 25mm	Quarterly	
18	BIRCHFIELD RD	Asphalt/both	2	F/T H and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
18	BUCKINGHAM AVE	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
18	CLARENCE AVE	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
18	CORONERS LN	Asphalt/Paved	Nil	F/T L and V/T M	Walked	C/W 40mm F/W 25mm	Quarterly	
18	DERBY RD	Asphalt/Paved	Nil	F/T M and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
18	GANTON CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
18	HOLYROOD AVE	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
18	MARLBOROUGH CR	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
18	MASON AVE	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
18	PIT LN	Asphalt/Paved	Nil	F/T M and V/T M	Walked	C/W 40mm F/W 25mm	Quarterly	
18	ROSE LEA CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
18	SEFTON AVE	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
18	ST LUKES CR	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
18	WELLFIELD	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	

AREA	ROAD NAME	Construction Type of Adopted Highway	Claims History (Last 5 years)	Functionality/ usage of highway (f/T and V/T)	inspection Method	Investigatory level	HBC Frequency	Key - F/T foot traffic and V/T Vehicular Traffic
19	ALDERWOOD CT	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
19	BALHAM CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
19	BALMORAL RD	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
19	BATTERSEA CRT	Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
19	BELGRAVIA CRT	Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
19	BELLFLOWER CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
19	BEMBRIDGE CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
19	BIRCHFIELD RD	Asphalt/both	2	F/T M and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
19	BLOOMSBURY WAY	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
19	BOWEN CL	Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
19	BRIDGEND CL	Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
19	BUCHANAN CL		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
19	BURTON CL		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
19	CAMPSEY ASH		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
19	CHAPMAN CL		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
19	CHETWOOD DR		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
19	CHILWILL CL		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
19	CHISLET CT		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
19	CLEADON WAY	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
19	CORNERHOUSE LN		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
19	CORNFORTH WAY		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
19	COWANWAY		1	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
19	CRONTON LN	Asphalt/both	1	F/T L and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
19	FALKIRK AVE		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
19	FILLMORE GR		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
19	FOXBANK CL		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
19	GALION WAY		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
19	GALWAY AVE		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
19	GILTBROOK CL		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
19	GREENOCK MEWS		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
19	GRUNDY CL		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
19	HAREBELL CL		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
19	HARTON CL		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
19	HEATHFIELD PARK		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	

19	HIGHER ASHTON		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	HILL VIEW		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	HOLBORN CRT		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	INGHAM RD		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	IONA CR		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	JEFFERSON GARDENS		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	JULIAN WAY	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	KENNINGTON PARK		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	LANARK GARDENS		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	LESSINGHAM RD		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	LINACRE LN		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	LINDEN CRT		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	LINDEN WAY		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	LINDISFARNE CT		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	LINGWELL AVE		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	LITTLESTONE CL		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	LOFTHOUSE GATE		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	LUNTS HEATH RD		Nil	F/T L and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly
19	MARCIEN WAY		Nil	F/T Mand V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	MARSDEN CRT		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	MCKINLEY WAY		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	MEADOW CL		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	MERSHAM CT		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	MOTHERWELL CL		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	MOYLES CL		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	NEW BARNET		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	NEWBURY CL	Asphalt	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	NORLANDS LN	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	NORLANDS PARK		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	OLD UPTON LN		Nil	F/T L and V/T M	Walked	C/W 40mm F/W 25mm	Quarterly
19	OXBOROUGH CL		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	PETHAM CT		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	PEX HILL CT		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	POLEACRE DR	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	PREECE CL		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	PRESCOT RD	Asphalt/both	Nil	F/T M and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly
19	PRESTWICK CL		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly

19	QUEENSBURY WAY		Nil	F/T L and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly
19	RAWCLIFFE CL		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	REVESBY CL		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	ROCK LN		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	ROCKFIELD CL		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	RUSHMORE DR	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	RUSHTON CL		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	SANDRINGHAM RD		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	SANDSTONE MEWS		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	SANDY LN		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	STONECROSS DR		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	STRATTON PARK		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	ST. AIDANS DR		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	TATE CL		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	TELFORD CL		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	TRUMAN CL		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	TUSON DR	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	TYNWALD CR		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	UPTON BRIDLE PATH	Asphalt/both	Nil	F/T L and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly
19	UPTON GRANGE		1	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	UPTON LN		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	UPTON ROCKS AVE		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	UPTON ROCKS MEWS		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	VIXEN GR		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	WALLSEND CRT		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	WARNLEY CL		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	WASHINGTON CL		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	WESTERHOPE WAY		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	WHICKHAM CL		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	WHITSTABLE PARK		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	WINDSOR RD		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
19	WOODSTOCK GR	Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly

AREA	ROAD NAME	Construction Type	Claims History (Last 5 years)	Functionality/ usage of highway	inspection Method	Investigatory level	HBC	Key - F/T foot traffic and V/T Vehicular Traffic
		of Adopted Highway		(f/T and V/T)			Frequency	
20	ADDISON SQ	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
20	BIRCHFIELD RD	Asphalt/Paved	2	F/T H and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
20	HIGHFIELD CR	Asphalt/Both	1	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
20	HIGHFIELD RD	Asphalt/Both	2	F/T H and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
20	KINGSWAY	Asphalt/Paved	3	F/T H and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
20	LEIGH AVE	Asphalt/Both	Nil	F/T H and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
20	LIVERPOOL RD	Asphalt/Both	5	F/T M and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
20	SHAKESPEARE RD	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
20	SHELLEY RD	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
20	TENNYSON RD	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
20	VICTORIA AVE	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
20	VICTORIA GRV	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
20	WOODLAND AVE	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	

AREA	ROAD NAME	Construction Type of Adopted		Functionality/ usage of highway (f/T and V/T)	inspection Method	Investigatory level	HBC Frequency	Key - F/T foot traffic and V/T Vehicular Traffic
		Highway	Claims History (Last 5 years)					
21	BALL PATHWAY	Asphalt	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
21	BRENTFIELD	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
21	BROADHEATH TRC	Asphalt	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
21	BUDE RD	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
21	HEATH RD	Asphalt/both	Nil	F/T L and V/T M	Walked	C/W 40mm F/W 25mm	Quarterly	
21	JUBILEE WAY	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
21	KELSALL CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
21	KERSHAW ST	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
21	LIVERPOOL RD	Asphalt/both	5	F/T M and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
21	LOOE CL	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
21	LYNTON CR	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
21	MAYFAIR GRV	Asphalt/both	1	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
21	PRESCOT RD	Asphalt/both	Nil	F/T M and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
21	PRINCES PL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
21	ST MAWES CL	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	

Key - F/T  
foot traffic  
and V/T  
Vehicular  
Traffic

AREA	ROAD NAME	Construction Type of Adopted Highway	Claims History (Last 5 years)	Functionality/ usage of highway (f/T and V/T)	inspection Method	Investigatory level	HBC Frequency
22	BRUNNER RD	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
22	CALDWELL RD	Asphalt/Both	2	F/T H and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly
22	CAMERON RD	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
22	CLAYTON CR	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
22	EGYPT ST	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
22	ELLIS ST	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
22	HAIG RD	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
22	HENDERSON RD	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
22	KINGSWAY	Asphalt/Paved	3	F/T H and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly
22	LEWIS CR	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
22	LOWERHOUSE LN	Asphalt/Both	Nil	F/T M and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly
22	MILLAR CR	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
22	MILTON RD	Asphalt/Paved	2	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
22	MOND RD	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
22	MOOR LN	Asphalt/Both	1	F/T M and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly
22	MOORSIDE CRT	Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
22	MOTTERSHEAD CL	Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
22	MOTTERSHEAD RD	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
22	NAUGHTON RD	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
22	OAKS PL	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
22	OLD MOOR LN	Asphalt/Both	Nil	F/T M and V/T M	Walked	C/W 40mm F/W 25mm	Quarterly
22	RHYL ST	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
22	ROSE CR	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
22	ROSE ST	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
22	SINCLAIR AVE	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
22	SMITH RD	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
22	SQUIRES AVE	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
22	TOWNELEY CRT	Asphalt	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
22	TIMMIS CR	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
22	WAVERTREE AVE	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly

AREA	ROAD NAME	Construction Type of Adopted Highway	Claims History (Last 5 years)	Functionality/ usage of highway (f/T and V/T)	inspection Method	Investigatory level	HBC Frequency	Key - F/T foot traffic and V/T Vehicular Traffic
23	BROWNING AVE	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
23	BURNS CR	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
23	HOOD RD	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
23	KIPLING CR	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
23	LIVERPOOL RD	Asphalt/Both	5	F/T H and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
23	LOWERHOUSE LN	Asphalt/Both	Nil	F/T H and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
23	MASEFIELD AVE	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
23	MILTON AVE	Asphalt/Paved	2	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
23	SCOTT AVE	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
23	STEWARDS AVE	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
23	WORDSWORTH AVE	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	

AREA	ROAD NAME	Construction Type of Adopted Highway	Claims History (Last 5 years)	Functionality/ usage of highway (f/T and V/T)	inspection Method	Investigatory level	HBC Frequency	Key - F/T foot traffic and V/T Vehicular Traffic
24	ASHLEY GREEN		Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
24	CAWFIELD AVE	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
24	CAPESTHORNE CL	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
24	COLERIDGE GR	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
24	DUNDALK RD	Asphalt/Both	6	F/T M and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
24	ELIZABETH TRC	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
24	FOXLEY HEATH	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
24	GLENN PL	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
24	GRANGE DR	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
24	GREEN LN	Asphalt/Both	Nil	F/T L and V/T M	Walked	C/W 40mm F/W 25mm	Quarterly	
24	HALE RD	Asphalt/Both	Nil	F/T M and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
24	HOLKSHAM CL	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
24	KEATS CL	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
24	LEWIS GRV	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
24	LIVERPOOL RD	Asphalt/Both	5	F/T H and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
24	LOWERHOUSE LN	Asphalt/Both	Nil	F/T M and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
24	MARLOWE CL	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
24	MILLINGTON CL	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
24	MILTON AVE	Asphalt/Paved	2	F/T L and V/T M	Walked	C/W 40mm F/W 25mm	Quarterly	
24	PRESTBURY CL	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
24	PRIMROSE CL	Asphalt/Both	1	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
24	PRW No44	Asphalt	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
24	PRW No49	Asphalt	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
24	PRW No53	Asphalt	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
24	SOUTHEY CL	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
24	SPENSER CL	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
24	ST THOMAS CRT	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
24	TOFT CL	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	

Key - F/T  
foot traffic  
and V/T  
Vehicular  
Traffic

AREA	ROAD NAME	Construction Type of Adopted Highway	Claims History (Last 5 years)	Functionality/ usage of highway (f/T and V/T)	inspection Method	Investigatory level	HBC Frequency
25	ADDINGHAM AVE	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
25	ALEXANDER DR	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
25	ALMOND GRV	Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
25	ALVERTON CL	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
25	BRINTON CL	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
25	BUCKLAND CL	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
25	CHILLINGTON AVE	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
25	CUNNINGHAM RD	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
25	DUNDALK RD	Asphalt/Both	6	F/T M and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly
25	DITTON RD	Asphalt/Both	9	F/T L and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly
25	GATHURST CRT	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
25	HALE RD	Asphalt/Both	3	F/T M and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly
25	HOSCAR CRT	paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
25	JASMIN GRV	paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
25	LALESTON CL	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
25	LOWERHOUSE LN	Asphalt/Both	Nil	F/T M and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly
25	MONTGOMERY RD	Asphalt/Paved	2	F/T L and V/T M	Walked	C/W 40mm F/W 25mm	Quarterly
25	MYRTLE GRV	paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
25	NETHERFIELD	Asphalt/Both	2	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
25	OLDGATE	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
25	PARBOLD CRT	paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
25	PARLINGTON CL	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
25	POULTON DR	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
25	ROWTHORN CL	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
25	SOMERVILLE RD	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
25	SPEKE RD	Asphalt/Both	1	F/T L and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly
25	ST MICHAELS RD	Asphalt/Both	Nil	F/T M and V/T M	Walked	C/W 40mm F/W 25mm	Quarterly
25	STANDISH CRT	paved	1	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
25	TEDDER SQ	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
25	THORNTON	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly

25

WAVELL AVE

Asphalt/Both

Nil

F/T L and V/T L

Walked

C/W 40mm F/W 25mm

Quarterly

AREA	ROAD NAME	Construction Type	Claims History (Last 5 years)	Functionality/ usage of highway (f/T and V/T)	inspection Method	Investigatory level	HBC Frequency	Key - F/T foot traffic and V/T Vehicular Traffic
		of Adopted Highway						
26	ASH PRIORS	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
26	ASTLEY CL	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
26	AUBOURN CL	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
26	AYLSHAM CL	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
26	BILLINGTON RD	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
26	BLACKBROOK CL	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
26	BLAIR DR	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
26	BROOKDALE	Asphalt/Paved	1	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
26	BROXTON CL	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
26	BURNHAM CL	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
26	BURNSALL DR	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
26	CAXTON CL	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
26	CHAPEL LN	Asphalt/Both	Nil	F/T L and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
26	CHATSWORTH DR	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
26	CHEDWORTH DR	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
26	CHERRY SUTTON	Asphalt/Paved	6	F/T L and V/T M	Walked	C/W 40mm F/W 25mm	Quarterly	
26	CLANFIELD AVE	Asphalt/Both	Nil	F/T L and V/T M	Walked	C/W 40mm F/W 25mm	Quarterly	
26	COLUMBINE CL	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
26	CROSTON CL	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
26	DARLEY CL	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
26	ELLERTON CL	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
26	FENTON CL	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
26	GAINFORD CL	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
26	GREAT ASHFIELD	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
26	HADDON DR	Asphalt/Both	Nil	F/T L and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
26	HAMBLETON CL	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
26	HOUGH GREEN RD	Asphalt/Paved	1	F/T M and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
26	LANGTON CL	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
26	LEA CROSS GRV	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
26	MADELEINE MCKENNA CRT	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
26	MORTLAKE CL	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
26	NAUGHTON LEA	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
26	NEWLAND CL	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	

26	NEWSHAM CL	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
26	NORTHERN LN	Asphalt/Paved	Nil	F/T L and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly
26	ORCHARD WAY	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
26	OXTON CL	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
26	PARKLANDS	Asphalt/Paved	Nil	F/T L and V/T M	Walked	C/W 40mm F/W 25mm	Quarterly
26	PORTHCAWL CL	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
26	PRESCOT RD	Asphalt/Both	Nil	F/T M and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly
26	RAINBOW CL	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
26	RAVENFIELD DR	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
26	REDBOURNE DR	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
26	SHIPTON CL	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
26	TIVERTON CL	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
26	TURNER CL	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
26	WARKWORTH CL	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly

Key - F/T  
foot  
traffic and  
V/T  
Vehicular  
Traffic

AREA	ROAD NAME	Construction Type of Adopted Highway	Claims History (Last 5 years)	Functionality/ usage of highway (f/T and V/T)	inspection Method	Investigatory level	HBC Frequency	Vehicular Traffic
27	AFTON	Asphalt/Paved	1	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
27	AIRE	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
27	ALT	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
27	ARDEN	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
27	ARKENSTONE CL	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
27	ARLEY DR	Asphalt/Paved	4	F/T M and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
27	ATTERBURY CL	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
27	AVON	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
27	BECHERS	Asphalt/Paved	1	F/T L and V/T M	Walked	C/W 40mm F/W 25mm	Quarterly	
27	BRANDON	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
27	CATFORD CL	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
27	DANESCROFT	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
27	DEEPDALE	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
27	DOVEDALE CRT	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
27	DOWNSIDE	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
27	DUNSFORD	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
27	DURLESTON CL	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
27	EDENDALE	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
27	EVERSLEY	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
27	FLANDER CL	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
27	FOXCOTE	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
27	FULBECK	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
27	GLEADMERE	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
27	GRIZEDALE	Asphalt/Paved	1	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
27	HOUGH GREEN RD	Asphalt/Paved	1	F/T M and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
27	IRIS CL	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
27	LIVERPOOL RD	Asphalt/Both	5	F/T M and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	

27	MISTY CL	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
27	ORMOND CL	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
27	PLUMLEY GARDENS	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
27	PRESCOT RD	Asphalt/Both	Nil	F/T M and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly
27	RUFFORD CL	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
27	SIMONSIDE	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
27	WHERNSIDE	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly

AREA	ROAD NAME	Construction Type of Adopted Highway	Claims History (Last 5 years)	Functionality/ usage of highway (f/T and V/T)	inspection Method	Investigatory level	HBC Frequency	Key - F/T foot traffic and V/T Vehicular Traffic
28	AVONDALE DR	Asphalt/Both	Nil	F/T L and V/T M	Walked	C/W 40mm F/W 25mm	Quarterly	
28	BANKFIELD RD	Asphalt/Both	1	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
28	BUDWORTH AVE	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
28	CRADLEY	Asphalt/Both	1	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
28	DELAMERE AVE	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
28	GAINSBOROUGH CRT	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
28	LIVERPOOL PL	Asphalt/Both	5	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
28	LIVERPOOL RD	Asphalt/Both	Nil	F/T M and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
28	MARLING PARK	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
28	PRESCOT RD	Asphalt/Both	Nil	F/T M and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
28	QUARRY CRT	Asphalt/Both	1	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
28	RADNOR DR	Asphalt/Both	Nil	F/T L and V/T M	Walked	C/W 40mm F/W 25mm	Quarterly	
28	ROSTHERNE CR	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
28	SHERWOOD CL	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
28	SUNNINGDALE AVE	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
28	TABLEY AVE	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
28	WILSDEN RD	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
28	WOODVILLE PL	Asphalt/Both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	

AREA	ROAD NAME	Construction Type of Adopted Highway	Claims History (Last 5 years)	Functionality/usage of highway (f/T and V/T)	inspection Method	Investigatory level	HBC Frequency	Key - F/T foot traffic and V/T Vehicular Traffic
29	ACREFIELD RD	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
29	CRAWFORD AVE	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
29	DITCHFIELD RD	Asphalt/Both	3	F/T L and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
29	GUTTICAR RD	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
29	LIVERPOOL RD	Asphalt/Both	5	F/T M and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
29	MANOR PL	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
29	MANOR RD	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
29	MAYFIELD AVE	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
29	NEWBANK PL	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
29	NEWBANK RD	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
29	ROYAL AVE	Asphalt/Paved	Nil	F/T M and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	

AREA	ROAD NAME	Construction Type of Adopted Highway	Claims History (Last 5 years)	Functionality/ usage of highway (f/T and V/T)	inspection Method	Investigatory level	HBC Frequency	Key - F/T foot traffic and V/T Vehicular Traffic
30	APPLEBY CL	Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
30	APPLEBY WK	Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
30	AYCLIFFE WK	Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
30	BORROWDALE RD	Asphalt/Paved	Nil	F/T L and V/T M	Walked	C/W 40mm F/W 25mm	Quarterly	
30	CORONATION DR	Asphalt/Paved	2	F/T M and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
30	CORONET WAY	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
30	DERWENT RD	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
30	DITCHFIELD PL	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
30	DITCHFIELD RD	Asphalt/Paved	3	F/T M and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
30	EDINBURGH RD	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
30	GAISGILL CRT	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
30	HANLEY RD	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
30	KENDAL RD	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
30	KESWICK CL	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
30	LANGDALE CL	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
30	LEIGH GREEN CL	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
30	LEVENS WAY	Paved	1	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
30	LODGE RD	Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
30	LONSDALE CL	Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
30	LUNE WAY	Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
30	QUEENS AVE	Asphalt/Paved	Nil	F/T M and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
30	REGAL CR	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
30	RIDSDALE	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
30	ROYAL AVE	Asphalt/Paved	Nil	F/T M and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
30	ROYAL PL	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
30	THIRLMERE WAY	Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	

AREA	ROAD NAME	Construction Type of Adopted Highway	Claims History (Last 5 years)	Functionality/ usage	inspection	Investigatory level	HBC Frequency	Key - F/T foot traffic and V/T Vehicular Traffic
				of highway (f/T and V/T)				
31	ASH GROVE	Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
31	BERRY RD	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
31	BLUNDELL RD	Asphalt/Paved	1	F/T L and V/T M	Walked	C/W 40mm F/W 25mm	Quarterly	
31	CORONATION DR	Asphalt/Paved	2	F/T M and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
31	CROSSWAY	Asphalt/Paved	Nil	F/T L and V/T M	Walked	C/W 40mm F/W 25mm	Quarterly	
31	EASTWAY	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
31	FRANCIS CL	Asphalt/Paved	1	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
31	GRAHAM CL	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
31	GRAHAM RD	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
31	GRANGE DR	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
31	HALE RD	Asphalt/both	3	F/T M and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
31	HANLEY CL	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
31	HANLEY RD	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
31	NICHOLAS RD	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
31	NORTHWAY	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
31	RYDAL WAY	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
31	SOUTH WAY	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	

AREA	ROAD NAME	Construction Type of Adopted Highway	Claims History (Last 5 years)	Functionality/usage of highway (f/T and V/T)	inspection Method	Investigatory level	HBC Frequency	Key - F/T foot traffic and V/T Vehicular Traffic
32	ABBEY CL	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
32	ABBEY RD	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
32	ANDREW CL	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
32	ARNOLD PL	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
32	BARONS CL	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
32	CANTERBURY RD	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
32	CORONATION DR	Asphalt/both	2	F/T M and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
32	CROWN AVE	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
32	DEANSWAY	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
32	DITCHFIELD PL	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
32	DITCHFIELD RD	Asphalt/both	3	F/T M and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
32	EDGEWOOD CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
32	EDWARDS WAY	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
32	HALE RD	Asphalt/both	3	F/T M and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
32	HERALDS CL	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
32	HEYES RD	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
32	KENNETH RD	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
32	NORFOLK PL	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
32	PHILIP RD	Asphalt/Paved	Nil	F/T M and V/T M	Walked	C/W 40mm F/W 25mm	Quarterly	
32	RADFORD CL	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
32	SUFFOLK PL	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
32	WESTMINSTER CL	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
32	WINCHESTER PL	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
32	WYNCROFT CL	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
32	WYNCROFT RD	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
32	YORK RD	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	

AREA	ROAD NAME	Construction Type	Claims History (Last 5 years)	Functionality/	inspection	Investigatory level	HBC	Key - F/T foot traffic and V/T Vehicular Traffic
		of Adopted Highway		usage of highway (f/T and V/T)				
33	ASH LN	Asphalt/both	Nil	F/T L and V/T M	Walked	C/W 40mm F/W 25mm	Quarterly	
33	BEAUFORT CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
33	BRIARFIELD AVE	Asphalt/Paved	1	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
33	BROADWAY	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
33	CLINCTON CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
33	CLINCTON VIEW	Asphalt/both	Nil	F/T L and V/T M	Walked	C/W 40mm F/W 25mm	Quarterly	
33	DALE CL	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
33	DITCHFIELD RD	Asphalt/both	3	F/T M and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
33	EVERITE RD	Asphalt/both	Nil	F/T L and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
33	FIELDGATE	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
33	GAVIN RD	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
33	HALL AVE	Asphalt/both	Nil	F/T L and V/T M	Walked	C/W 40mm F/W 25mm	Quarterly	
33	LAKESIDE CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
33	MARSHGATE	Asphalt/both	Nil	F/T L and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
33	MEADWAY	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
33	OAKFIELD DR	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
33	ROSEWOOD GR	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
33	SANDIWAY AVE	Asphalt/Paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
33	SPINNEY AVE	Asphalt/both	Nil	F/T M and V/T M	Walked	C/W 40mm F/W 25mm	Quarterly	
33	SPRINGFIELD RD	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
33	WESTGATE	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
33	WOODVIEW CR	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
33	WOODVIEW RD	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	

AREA	ROAD NAME	Construction	Claims History (Last 5 years)	Functionality/ usage	inspection	Investigatory level	HBC	Key - F/T foot traffic and V/T Vehicular Traffic
		Type of Adopted Highway		of highway (f/T and V/T)			Method	
34	ALBRIGHT RD	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
34	BAGULEY AVE	Asphalt/paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
34	BLACKBURNE AVE	Asphalt/paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
34	BROUGHTON WAY	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
34	CHURCH MEADOW WK	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
34	CLAPGATE CR	Asphalt/both	2	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
34	FOUNDRY LN	Asphalt/both	Nil	F/T L and V/T M	Walked	C/W 40mm F/W 25mm	Quarterly	
34	GOLD TRIANGLE COMPLEX	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
34	HALE CRT	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
34	HALE RD	Asphalt/both	3	F/T M and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly	
34	HALEBANK RD	Asphalt/both	Nil	F/T L and V/T M	Walked	C/W 40mm F/W 25mm	Quarterly	
34	HARRISON ST	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
34	HEATHVIEW CL	Asphalt/paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
34	HEATHVIEW RD	Asphalt/paved	Nil	F/T L and V/T M	Walked	C/W 40mm F/W 25mm	Quarterly	
34	HOLLINS WAY	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
34	KENVIEW CL	Asphalt/paved	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
34	LOVELL TRC	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
34	MERSEY VIEW RD	Asphalt/both	Nil	F/T L and V/T M	Walked	C/W 40mm F/W 25mm	Quarterly	
34	MONTAGUE RD	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
34	NEWSTEAD RD	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
34	PICKERINGS RD	Asphalt/both	1	F/T L and V/T M	Walked	C/W 40mm F/W 25mm	Quarterly	
34	STAPLETON WAY	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
34	WATERSIDE	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	
34	WHELDON RD	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly	

Key - F/T foot  
traffic and V/T  
Vehicular  
Traffic

AREA	ROAD NAME	Construction Type of Adopted Highway	Claims History (Last 5 years)	Functionality/ usage of highway (f/T and V/T)	inspection Method	Investigatory level	HBC Frequency
35	ALMOND TREE CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
35	APPLE TREE CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
35	ARKLOW DR	Asphalt/both	Nil	F/T L and V/T M	Walked	C/W 40mm F/W 25mm	Quarterly
35	ARAN CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
35	ASSHETON WK	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
35	BAILEYS LN	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
35	BANDON CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
35	BROCK GARDENS	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
35	CARLOW CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
35	CARR LN	Asphalt/both	Nil	F/T L and V/T L	Driven	C/W 40mm F/W 25mm	Quarterly
35	CHERRY TREE CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
35	CHURCH END	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
35	CHURCH END MEWS	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
35	CHURCH RD	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
35	CLAMLEY GARDENS	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
35	COCKLADE LN	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
35	CRAB TREE CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
35	CURLENDER WAY	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
35	DUNGEON LN	Asphalt/both	4	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
35	ELLWOOD CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
35	ENNIS CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
35	GREENORE DR	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
35	HALE PARK	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
35	HALE RD	Asphalt/both	3	F/T L and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly
35	HALEGATE RD	Asphalt/both	Nil	F/T L and V/T H	Walked	C/W 40mm F/W 25mm	Quarterly
35	HALEBANK RD	Asphalt/both	Nil	F/T L and V/T M	Walked	C/W 40mm F/W 25mm	Quarterly
35	HESKETH RD	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
35	HIGHER RD	Asphalt/both	Nil	F/T L and V/T L	Driven	C/W 40mm F/W 25mm	Quarterly
35	HIGH ST	Asphalt/both	Nil	F/T L and V/T M	Walked	C/W 40mm F/W 25mm	Quarterly

35	HOLLY CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
35	HOGHTON GARDENS	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
35	HOGHTON RD	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
35	IRELAND RD	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
35	IVY FARM CRT	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
35	JOHN MIDDLETON CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
35	KILDARE CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
35	LADYPOOL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
35	LANGFORD	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
35	LIGHTHOUSE RD	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
35	LOWER RD	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
35	LUMLEY WK	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
35	MALIN CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
35	MEOLS CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
35	MORCOTT LN	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
35	OLD HIGHER RD	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
35	ORCHARD DELL COTTAGE	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
35	ORFORD CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
35	PEACH TREE CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
35	PEAR TREE CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
35	PEPPER ST	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
35	PHEASANT FIELDS	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
35	RAMSBROOK LN	Asphalt/both	2	F/T L and V/T L	Driven	C/W 40mm F/W 25mm	Quarterly
35	ROSSALL CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
35	ST MARYS CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
35	THORN TREE CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
35	TOWN LN	Asphalt/both	Nil	F/T L and V/T M	Walked	C/W 40mm F/W 25mm	Quarterly
35	TURTON CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
35	VICARAGE CL	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
35	WELLINGTON GATE	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
35	WEXFORD AVE	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly
35	WITHIN WAY	Asphalt/both	Nil	F/T L and V/T L	Walked	C/W 40mm F/W 25mm	Quarterly

ROAD NAME	ROAD NUMBER	Construction Type of Adopted Highway	Claims History (Last 5 years)	Functionality/usage of highway (f/T and V/T)	inspection Method	Investigatory level	HBC Frequency	Key - F/T foot traffic and V/T Vehicular Traffic
ASHLEY WAY WEST	A562/B/06.	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
ASHLEY WAY WEST	A562/B/07.	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
ASHLEY WAY WEST	A562/BC/01.	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
ASHLEY WAY WEST	A562/BC/02.	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
ASHLEY WAY	A562/B/08.	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
ASHLEY WAY	A562/B/09.	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
ASHLEY WAY	A562/BC/03.	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
ASHLEY WAY	A562/BC/04.	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
ASHLEY WAY	A562/BC/05.	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
ASTMOOR ROAD	AR/01/A	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
ASTMOOR ROAD	AR/02/A	Asphalt		F/T L and V/T M	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
ASTMOOR ROAD	AR/03/A	Asphalt		F/T L and V/T M	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
ASTMOOR ROAD	AR/04/A	Asphalt		F/T L and V/T M	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
ASTMOOR ROAD	AR/05/A	Asphalt		F/T L and V/T M	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
ASTMOOR ROAD	AR/06/A	Asphalt		F/T L and V/T M	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
ASTMOOR ROAD	AR/07/A	Asphalt		F/T L and V/T M	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
ASTMOOR ROAD	AR/08/A	Asphalt		F/T L and V/T M	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
ASTMOOR ROAD	AR/09/A	Asphalt		F/T L and V/T M	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
ASTMOOR ROAD	AR/03/B	Asphalt		F/T L and V/T M	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
ASTMOOR ROAD	AR/04/B	Asphalt		F/T L and V/T M	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
ASTMOOR ROAD	AR/05/B	Asphalt		F/T L and V/T M	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
ASTMOOR ROAD	AR/06/B	Asphalt		F/T L and V/T M	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
ASTMOOR ROAD	AR/07/B	Asphalt		F/T L and V/T M	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
ASTMOOR ROAD	AR/08/B	Asphalt		F/T L and V/T M	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
ASTMOOR ROAD	AR/09/B	Asphalt		F/T L and V/T M	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
ASTMOOR SPINE ROAD	AR/10/A	Asphalt/Paved		F/T L and V/T M	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
ASTMOOR SPINE ROAD	AR/11/A	Asphalt/Paved		F/T L and V/T M	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
ASTMOOR SPINE ROAD	AR/12/A	Asphalt/Paved		F/T L and V/T M	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
ASTMOOR SPINE ROAD	AR/13/A	Asphalt/Paved		F/T L and V/T M	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
ASTMOOR SPINE ROAD	AR/14/A	Asphalt/Paved		F/T L and V/T M	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
ASTMOOR SPINE ROAD	AR/10/B	Asphalt/Paved		F/T L and V/T M	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
BRIDGEWATER EXPRESSWAY	A533/E	Asphalt	Gateway 2118-2045	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
BRIDGEWATER EXPRESSWAY	A533/EA.	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
BRIDGEWATER EXPRESSWAY	A533/EC.	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
BRIDGEWATER EXPRESSWAY	A533/EF.	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
BRIDGEWATER EXPRESSWAY	A533/EH.	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
BRIDGEWATER EXPRESSWAY	A533/EM.	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
BRIDGEWATER EXPRESSWAY	A533/EN.	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
BRIDGEWATER EXPRESSWAY	A533/ER	Asphalt	Closed Oct 2017	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	

BRIDGEWATER EXPRESSWAY	A533/GL.	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
BRIDGEWATER EXPRESSWAY	A533/GN.	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
BRIDGEWATER EXPRESSWAY	A533/GQ.	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
BRIDGEWATER EXPRESSWAY	A533/GS.	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
BRIDGEWATER EXPRESSWAY	A533/GU.	Asphalt	Up slip to dog-bone under gateway from Oct 2017 to 2045	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
BRIDGEWATER EXPRESSWAY	A533/GV	Asphalt	Closed Oct 2017	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
BRIDGEWATER XWAY SLIP ON	A533/GP.	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
BRIDGEWATER XWAY SLIP OFF	A533/EP	Asphalt	Closed Oct 2017	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
BRIDGEWATER XWAY SLIP OFF	A533/EQ	Asphalt	Closed Oct 2017	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
BRIDGEWATER XWAY SLIP ON	A533/GK	Asphalt	Closed Oct 2017	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
CENTRAL EXPRESSWAY	A533/CL	Asphalt	Gateway 2118-2045	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
CENTRAL EXPRESSWAY	A533/CN	Asphalt	Gateway 2118-2045	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
CENTRAL EXPRESSWAY	A533/CQ	Asphalt	Gateway 2118-2045	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
CENTRAL EXPRESSWAY	A533/CS	Asphalt	Gateway 2118-2045	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
CENTRAL EXPRESSWAY	A533/CU	Asphalt	Gateway 2118-2045	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
CENTRAL EXPRESSWAY	A533/JJ/01	Asphalt	Gateway 2118-2045	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
CENTRAL EXPRESSWAY	A533/J	Asphalt	Gateway 2118-2045	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
CENTRAL EXPRESSWAY	A533/JA	Asphalt	Gateway 2118-2045	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
CENTRAL EXPRESSWAY	A533/JC	Asphalt	Gateway 2118-2045	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
CENTRAL EXPRESSWAY	A533/JE	Asphalt	Gateway 2118-2045	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
CENTRAL EXPRESSWAY	A533/JF	Asphalt	Gateway 2118-2045	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
CENTRAL EXPRESSWAY	A533/JG	Asphalt	Gateway 2118-2045	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
CENTRAL EXPRESSWAY	A533/JH	Asphalt	Gateway 2118-2045	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
CENTRAL EXPRESSWAY	A533/JK	Asphalt	Gateway 2118-2045	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
CENTRAL EXPRESSWAY	A533/JL	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
CHESTER RD	A56/J/05	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
CHESTER RD	A56/L	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
CHESTER RD	A56/LA	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
CHESTER RD	A56/LB	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
CHESTER RD	A56/N/01	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
CHESTER RD	A56/N/05	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
CHESTER RD	A56/N/10	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
CHESTER RD	A56/TA	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
CHESTER RD	A56/TB	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
CHESTER RD	A56/TC/01	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
CHESTER RD	A56/NC	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
CHESTER RD ROUNDABOUT	A56/NB	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
CHESTER/NORTHWICH RD R'BOUT	A56/LC	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
CLIFTON LANE ROUNDABOUT	A557/CE	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
CLIFTON ROAD	A557/C/05	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
CLIFTON ROAD	A557/CA	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
CLIFTON ROAD	A557/EU	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly

DARESBURY BY-PASS	A56/P	Asphalt	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
DARESBURY BY-PASS	A56/PA	Asphalt	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
DARESBURY EXPRESSWAY	A558/B	Asphalt	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
DARESBURY EXPRESSWAY	A558/BA	Asphalt	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
DARESBURY EXPRESSWAY	A558/BC	Asphalt	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
DARESBURY EXPRESSWAY	A558/BD	Asphalt	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
DARESBURY EXPRESSWAY	A558/BG	Asphalt	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
DARESBURY EXPRESSWAY	A558/BK	Asphalt	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
DARESBURY EXPRESSWAY	A558/BL	Asphalt	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
DARESBURY EXPRESSWAY	A558/D	Asphalt	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
DARESBURY EXPRESSWAY	A558/DB	Asphalt	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
DARESBURY EXPRESSWAY	A558/DE	Asphalt	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
DARESBURY EXPRESSWAY	A558/DG	Asphalt	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
DARESBURY EXPRESSWAY	A558/DH	Asphalt	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
DARESBURY EXPRESSWAY	A558/DK	Asphalt	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
DARESBURY EXPRESSWAY	A558/DL	Asphalt	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
DESOTO ROAD WEST	A533/FH	Asphalt	F/T L and V/T M	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
DARESBURY EXPRESSWAY	A558/BN/01	Asphalt	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
DARESBURY EXPRESSWAY R/ABOUT	A558/BN/02	Asphalt	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
DARESBURY EXPRESSWAY	A558/BN/03	Asphalt	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
EASTERN XWAY/CHESTER RD R'ABOUT	A56/R	Asphalt	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
EAST LANE	HL/07/A	Asphalt	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
EAST WAY	HL/07/B	Asphalt	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
HALLWOOD LINK ROAD	HL/11/A	Asphalt	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
HALLWOOD LINK ROAD	HL/12/A	Asphalt	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
HALLWOOD LINK ROAD	HL/12/B	Asphalt	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
HALLWOOD LINK ROAD	HL/13/A	Asphalt	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
HALLWOOD LINK ROAD	HL/14/A	Asphalt	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
HALLWOOD LINK ROAD	HL/14/B	Asphalt	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
HALLWOOD LINK ROAD	HL/15/A	Asphalt	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
HALLWOOD LINK ROAD	HL/15/B	Asphalt	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
HALLWOOD LINK ROAD	HL/16/A	Asphalt	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
HALTON LINK ROAD	HL/01/A	Asphalt	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
HALTON LINK ROAD	HL/02/A	Asphalt	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
HALTON LINK ROAD	HL/03/A	Asphalt	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
HALTON LINK ROAD	HL/03/B	Asphalt	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
HALTON LINK ROAD	HL/04/A	Asphalt	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
NORTHWAY	HL/05/A	Asphalt	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
NORTHWAY	HL/06/A	Asphalt	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SOUTHWAY	HL/09/A	Asphalt	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SOUTHWAY	HL/10/A	Asphalt	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SOUTHWAY	HL/10/B	Asphalt	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
WEST LANE	HL/08/A	Asphalt	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly

WEST WAY	HL/08/B	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
KECKWICK ROUNDABOUT	A558/BM	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
NORTHWICH ROAD	A533/AQ/05	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
NORTHWICH ROAD	A533/AT	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
NORTHWICH ROAD	A533/AW	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
PART OF SLIP TO DOCKS/STATION	A557/CT	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
QUEENSWAY	A533/F	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
QUEENSWAY	A533/FA	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
QUEENSWAY	A533/FB	Asphalt	Temp Closed Oct 2017	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
QUEENSWAY	A533/FC	Asphalt	Temp Closed Oct 2017	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
QUEENSWAY	A533/FD	Asphalt	Temp Closed Oct 2017	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
QUEENSWAY	A533/FE	Asphalt	Temp Closed Oct 2017	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
QUEENSWAY	A533/FK	Asphalt	Temp Closed Oct 2017	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
QUEENSWAY	A533/FL	Asphalt	Temp Closed Oct 2017	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
QUEENSWAY	A533/FM	Asphalt	Temp Closed Oct 2017	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
QUEENSWAY	A533/G	Asphalt	Temp Closed Oct 2017	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
QUEENSWAY	A533/GE	Asphalt	Temp Closed Oct 2017	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
QUEENSWAY	A533/GF	Asphalt	Temp Closed Oct 2017	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
QUEENSWAY	A533/GH	Asphalt	Temp Closed Oct 2017	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
QUEENSWAY	A533/EU	Asphalt	Temp Closed Oct 2017	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
QUEENSWAY	A533/ET	Asphalt	Temp Closed Oct 2017	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
RIVINGTON ROAD ROUNDABOUT	A533/AR	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
ROCKSAVAGE EXPRESSWAY	A557/ER	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
ROCKSAVAGE EXPRESSWAY	A557/ES	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
ROUNDABOUT SOUTH M56	A557/CB	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
RUNCORN EXPRESSWAY	A5126/B	Asphalt	Gateway 2118-2045	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
RUNCORN EXPRESSWAY	A5126/BA	Asphalt	Gateway 2118-2045	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
RUNCORN EXPRESSWAY	A5126/BC	Asphalt	Gateway 2118-2045	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
RUNCORN EXPRESSWAY	A5126/BD	Asphalt	Gateway 2118-2045	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
RUNCORN EXPRESSWAY	A5126/BE	Asphalt	Gateway 2118-2045	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
RUNCORN EXPRESSWAY	A5126/BF	Asphalt	Gateway 2118-2045	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
RUNCORN EXPRESSWAY	A5126/BG	Asphalt	Gateway 2118-2045	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
RUNCORN EXPRESSWAY	A5126/BH	Asphalt	Gateway 2118-2045	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
RUNCORN EXPRESSWAY	A5126/BK	Asphalt	Gateway 2118-2045	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
RUNCORN EXPRESSWAY	A557/CD	Asphalt	Gateway 2118-2045	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
RUNCORN EXPRESSWAY	A557/CF	Asphalt	Gateway 2118-2045	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
RUNCORN EXPRESSWAY	A557/CG	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
RUNCORN EXPRESSWAY	A557/CY	Asphalt	Temp Closed Oct 2017	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
RUNCORN EXPRESSWAY	A557/ET	Asphalt	Temp Closed Oct 2017	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
RUNCORN SPUR ROAD	A557/EJ	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
RUNCORN SPUR ROAD	A557/EK	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
RUNCORN SPUR ROAD	A557/EL	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SLIP OFF TO WEST BANK	A557/GB	Asphalt	Temp Closed Oct 2017	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly

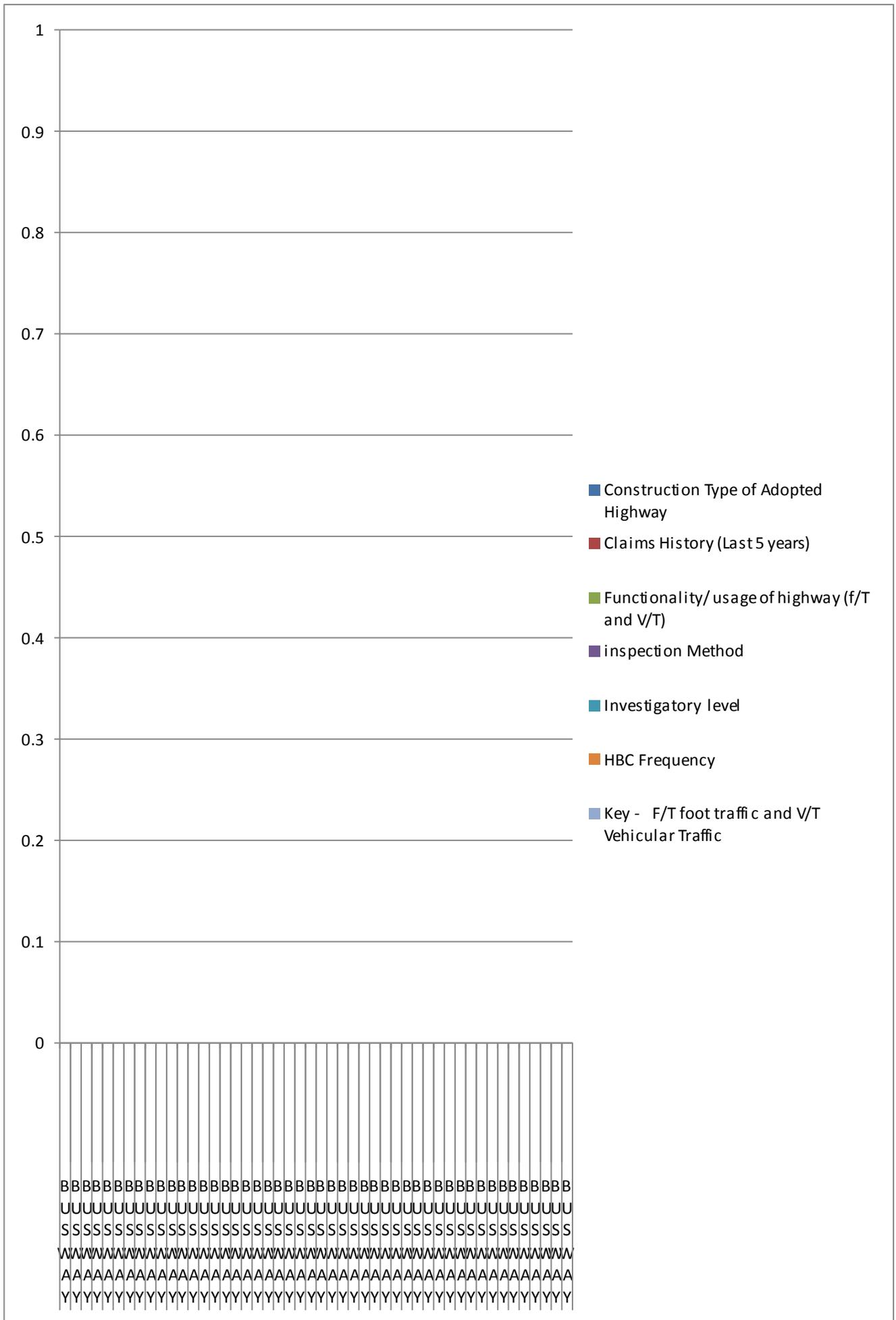
SLIP RRD OFF SPEKE RD	A562/D	Asphalt	Gateway 2118-2045	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SLIP ROAD OFF TO EVERITE ROAD	A562/CA	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SLIP ROAD ONTO A562	A562/C	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SLIP ROAD ONTO A562/BA	A562/F	Asphalt	Gateway 2118-2045	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SLIP OFF BRIDGEWATER EXPRESSWAY	A533/GM	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SLIP OFF TO ASTMOOR	A558/BE.	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SLIP OFF TO ASTMOOR	A558/BE.	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SLIP OFF TO ASTMOOR	A558/DF.	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SLIP OFF TO BEECHWOOD	A533/CF	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SLIP OFF TO CASTNER KELLNER	A557/CN	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SLIP OFF TO DOCKS AND STATION	A557/CS	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SLIP OFF TO HALTON BROOK	A533/CR	Asphalt	Gateway 2118-2045	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SLIP OFF TO HALTON VILLAGE	A533/JB	Asphalt	Gateway 2118-2045	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SLIP OFF TO M56	A5126/BJ	Asphalt	Gateway 2118-2045	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SLIP OFF TO MIMOSA ROAD	A533/GR	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SLIP OFF TO MIMOSA ROAD	A533/EB	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SLIP OFF TO NORTHWICH	A558/DM	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SLIP OFF TO NORTON PRIORY	A558/BH	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SLIP OFF TO NORTON PRIORY	A558/DA	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SLIP OFF TO PALACEFIELDS	A533/JS	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SLIP OFF TO ROCK SAVAGE	A557/CJ	Asphalt	Gateway 2118-2045	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SLIP OFF TO ROCK SAVAGE	A557/CJA	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SLIP OFF TO RUNCORN OLD TOWN	A533/EG	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SLIP OFF TO RUNCORN SPUR ROAD	A533/CM	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SLIP OFF TO SOUTHGATE	A533/JN	Asphalt	Gateway 2118-2045	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SLIP OFF TO WEST BANK	A533/FG	Asphalt	Temp Closed Oct 2017	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SLIP OFF TO WEST BANK	A533/GC	Asphalt	Temp Closed Oct 2017	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SLIP OFF TO WSTON DOCK	A557/EM	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SLIP OFF-WESTON POINT E'WAY	A557/EH	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SLIP ON SPEKE ROAD	A562/CB	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SLIP ON WESTON POINT E'WAY	A557/EK	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SLIP ON FROM A562 ROUNDABOUT	A533/GA	Asphalt	Gateway 2118-2045	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SLIP ON FROM ASTMOOR	A558/BF	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SLIP ON FROM ASTMOOR	A558/DJ	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SLIP ON FROM BEECHWOOD	A533/CH	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SLIP ON FROM CASTNER KELLNER	A557/CQ	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SLIP ON FROM DOCKS/STATION	A557/CV	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SLIP ON FROM HALTON BROOK	A533/CT	Asphalt	Gateway 2118-2045	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SLIP ON FROM HALTON VILLAGE	A533/JD	Asphalt	Gateway 2118-2045	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SLIP ON FROM JCT A533/A558	A533/CV	Asphalt	Gateway 2118-2045	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SLIP ON FROM MIMOSA ROAD	A533/ED	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SLIP ON FROM MIMOSA ROAD	A533/GT	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SLIP ON FROM NORTON PRIORY	A558/BJ	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly

SLIP ON FROM PALACEFIELDS	A533/CD	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SLIP ON FROM PALACEFIELDS	A533/JU	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SLIP ON FROM ROCK SAVAGE	A557/CL	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SLIP ON FROM RUNCORN SPUR	A533/CP	Asphalt	Gateway 2118-2045	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SLIP ON FROM SOUTH GATE	A533/JQ.	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SLIP ON FROM WATERLOO RD	A533/GJ	Asphalt	Gateway 2118-2045	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SLIP ON FROM WEST BANK	A533/FJ	Asphalt	Gateway 2118-2045	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SLIP ON FROM WESTON DOCK	A557/EP	Asphalt	Temp Closed Oct 2017	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SLIP ON TO DESOTO ROAD EAST	A533/GD	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SLIP ON TO NORTON PRIORY	A558/DC	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SLIP ON TO PALACEFIELDS	A533/CB	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SOUTHERN EXPRESSWAY	A533/CA	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SOUTHERN EXPRESSWAY	A533/CC	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SOUTHERN EXPRESSWAY	A533/CE	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SOUTHERN EXPRESSWAY	A533/CG	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SOUTHERN EXPRESSWAY	A533/CJ	Asphalt	Gateway 2118-2045	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SOUTHERN EXPRESSWAY	A533/CK	Asphalt	Gateway 2118-2045	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SOUTHERN EXPRESSWAY	A533/JM	Asphalt	Gateway 2118-2045	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SOUTHERN EXPRESSWAY	A533/JP	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SOUTHERN EXPRESSWAY	A533/JR	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SOUTHERN EXPRESSWAY	A533/JT	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SOUTHERN EXPRESSWAY	A533/JV	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SPEKE ROAD	A562/B/01	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SPEKE ROAD	A562/B/05	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SPEKE ROAD	A562/BA/01	Asphalt	Gateway 2118-2045 part	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SPEKE ROAD	A562/BA/05	Asphalt	Gateway 2118-2045 part	F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
SOUTHERN EXPRESSWAY R'BOUT	A533/C	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
WATKINSON WAY	A557/3/05	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
WATKINSON WAY	A557/2/95	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
WATKINSON WAY	A557/3/15	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
WATKINSON WAY	A557/3/10	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
WATKINSON WAY	A557/2/90	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
WATKINSON WAY	A557/2/85	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
WATKINSON WAY	A557/3/20	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
WATKINSON WAY	A557/2/80	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
WATKINSON WAY	A557/3/25	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
WATKINSON WAY	A557/3/40	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
WATKINSON WAY	A557/3/30	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
WATKINSON WAY	A557/2/70	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
WATKINSON WAY	A557/2/75	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
WATKINSON WAY	A557/2/60	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
WATKINSON WAY	A557/2/65	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
WATKINSON WAY	A557/3/35	Asphalt		F/T L and V/T H	Driver and spotter	C/W 40mm F/W 25mm	Quarterly



ROAD NAME	ROAD No	Construction Type	Claims History (Last 5 years)	Functionality/	inspection Method	Investigatory level	HBC Frequency	Key - F/T foot traffic and V/T Vehicular Traffic
		of Adopted Highway		usage of highway (f/T and V/T)				
BUSWAY	UV2071/A	Asphalt	Nil	F/T L and V/T L	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
BUSWAY	UV2071/AB	Asphalt	Nil	F/T L and V/T L	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
BUSWAY	UV2071/ABA	Asphalt	Nil	F/T L and V/T L	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
BUSWAY	UV2071/AC	Asphalt	Nil	F/T L and V/T L	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
BUSWAY	UV2071/AD	Asphalt	Nil	F/T L and V/T L	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
BUSWAY	UV2071/AE	Asphalt	Nil	F/T L and V/T L	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
BUSWAY	UV2071/AF	Asphalt	Nil	F/T L and V/T L	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
BUSWAY	UV2071/AG	Asphalt	Nil	F/T L and V/T L	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
BUSWAY	UV2071/AH	Asphalt	Nil	F/T L and V/T L	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
BUSWAY	UV2071/AJ	Asphalt	Nil	F/T L and V/T L	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
BUSWAY	UV2071/AK	Asphalt	Nil	F/T L and V/T L	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
BUSWAY	UV2071/AL	Asphalt	Nil	F/T L and V/T L	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
BUSWAY	UV2071/AM	Asphalt	Nil	F/T L and V/T L	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
BUSWAY	UV2071/AN	Asphalt	Nil	F/T L and V/T L	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
BUSWAY	UV2071/B	Asphalt	Nil	F/T L and V/T L	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
BUSWAY	UV2071/BA	Asphalt	Nil	F/T L and V/T L	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
BUSWAY	UV2071/BAA	Asphalt	Nil	F/T L and V/T L	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
BUSWAY	UV2071/BAB	Asphalt	Nil	F/T L and V/T L	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
BUSWAY	UV2071/BB	Asphalt	Nil	F/T L and V/T L	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
BUSWAY	UV2071/BC	Asphalt	Nil	F/T L and V/T L	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
BUSWAY	UV2071/BD	Asphalt	Nil	F/T L and V/T L	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
BUSWAY	UV2071/BG	Asphalt	Nil	F/T L and V/T L	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
BUSWAY	UV2071/BK	Asphalt	Nil	F/T L and V/T L	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
BUSWAY	UV2071/C	Asphalt	Nil	F/T L and V/T L	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
BUSWAY	UV2071/CA	Asphalt	Nil	F/T L and V/T L	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
BUSWAY	UV2071/CB	Asphalt	Nil	F/T L and V/T L	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
BUSWAY	UV2071/CC	Asphalt	Nil	F/T L and V/T L	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
BUSWAY	UV2071/CD	Asphalt	Nil	F/T L and V/T L	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
BUSWAY	UV2071/CE	Asphalt	Nil	F/T L and V/T L	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
BUSWAY	UV2071/CF	Asphalt	Nil	F/T L and V/T L	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
BUSWAY	UV2071/CG	Asphalt	Nil	F/T L and V/T L	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
BUSWAY	UV2071/DA	Asphalt	Nil	F/T L and V/T L	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
BUSWAY	UV2071/DB	Asphalt	Nil	F/T L and V/T L	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
BUSWAY	UV2071/DBA	Asphalt	Nil	F/T L and V/T L	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
BUSWAY	UV2071/DC	Asphalt	Nil	F/T L and V/T L	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	
BUSWAY	UV2071/DD	Asphalt	Nil	F/T L and V/T L	Driver and spotter	C/W 40mm F/W 25mm	Quarterly	

BUSWAY	UV2071/DG	Asphalt	Nil	F/T L and V/T L	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
BUSWAY	UV2071/E	Asphalt	Nil	F/T L and V/T L	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
BUSWAY	UV2071/EA	Asphalt	Nil	F/T L and V/T L	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
BUSWAY	UV2071/EB	Asphalt	Nil	F/T L and V/T L	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
BUSWAY	UV2071/F	Asphalt	Nil	F/T L and V/T L	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
BUSWAY	UV2071/G	Asphalt	Nil	F/T L and V/T L	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
BUSWAY	UV2071/GA	Asphalt	Nil	F/T L and V/T L	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
BUSWAY	UV2071/GB	Asphalt	Nil	F/T L and V/T L	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
BUSWAY	UV2071/GE	Asphalt	Nil	F/T L and V/T L	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
BUSWAY	UV2071/H	Asphalt	Nil	F/T L and V/T L	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
BUSWAY	UV2071/X	Asphalt	Nil	F/T L and V/T L	Driver and spotter	C/W 40mm F/W 25mm	Quarterly
BUSWAY	UV2071/HBA	Asphalt	Nil	F/T L and V/T L	Driver and spotter	C/W 40mm F/W 25mm	Quarterly



<b>REPORT TO:</b>	<b>Executive Board</b>
<b>DATE:</b>	<b>17<sup>th</sup> June 2021</b>
<b>REPORTING OFFICER:</b>	<b>Strategic Director – Enterprise Community &amp; Resources</b>
<b>PORTFOLIO:</b>	<b>Climate Change</b>
<b>SUBJECT:</b>	<b>Public Sector Decarbonisation Fund</b>
<b>WARDS:</b>	<b>Borough Wide</b>

### **1.0 PURPOSE OF THE REPORT**

1.1 To provide an update on a recent bid to the Public Sector Decarbonisation Fund and to seek approval for additional funding from the Capital Programme to support the bid.

### **2.0 RECOMMENDATION**

2.1 That:

(1) the award of £1,295,846m from the Public Sector Decarbonisation Fund be noted.

(2) Council be asked to include the Decarbonisation Scheme at a gross cost of £1,677,673 within the 2021/22 capital programme, to be funded as set out within paragraph 3.4.

### **3.0 SUPPORTING INFORMATION**

3.1 Towards the end of 2020, the Government launched a Public Sector Decarbonisation Fund of 1bn of grant funding, up to 100% of capital costs for energy efficiency and heat decarbonisation projects within public sector non-domestic buildings. Timescales for bids were tight and needed to be submitted by January 2021, with work completed by September 2021.

3.2 The purpose of the Scheme was to help make eligible buildings more energy efficient and install low carbon heating measures, for example; insulation, glazing, heating controls, and heat pumps.

3.3 All bids had to include some form of heat decarbonisation of a building by installation of a low carbon heating technology. For example, heat pumps or connections to low carbon heat networks. The cost to save a tonne of carbon (CO<sub>2</sub>e) over the lifetime of the project must also be no more than £500. This

limited the amount of funding the Council could bid for as it needed to ensure costs were aligned with carbon savings.

3.4 The Council developed a bid focussed on the DCBL Stadium, which included replacing the current gas boilers with air source heat pumps; replacing existing lighting fittings with new energy efficient LED lighting; replacing single glazed windows; and installing additional insulation.

3.5 The improvements will significantly reduce the carbon footprint of the building and support the Council's commitment to reduce its impact on the environment. As part of the programme a significant amount of design work for the heating system and assessment of the electric demand of the building need to be completed. Given the tight timescales for delivery, a full procurement process would have meant that timescales could not have been achieved.

3.6 The bid proposed the Council's term contractors for design services, electrical services and heating, who had all recently gone through a competitive tender process, would deliver the work programme.

3.7 In February 2021, the Council was awarded £1,295,846 to deliver the improvements.

3.8 Since the award of the funding, a Project Team has been established led by Property Services to deliver the scheme. To date the focus has been on completing the final design work and firming up costs in advance of commencing the works in July. This work is nearing completion. All quotes have been revisited and the final quotes for the new heating system will be submitted in mid-June. Three suppliers have been approached for costs.

3.9 To date a number of cost variations have been identified. These are attributed to mainly ancillary works. The design work has established that the Air Source Heat pumps cannot be located on the roof as originally envisaged without significant reinforcement works. The preferred solution is to locate them at ground level as a less costly alternative. This will require some additional ground works and the locations available mean that slightly longer pipe runs will be required. In addition, there are some noise attenuation works that are required to ensure there is no impact from the noise of the pumps on nearby properties and some additional electrical upgrade are required. The cost of the additional works are in the region of £370,000. It is proposed that these are funded from borrowing on the basis that the scheme will significantly reduce the Council's carbon footprint and in future years will mean that routine maintenance such as boiler replacement, light replacement and ceiling works will be avoided. The scheme will increase the electrical load but as the Stadium draws power from the recently constructed Solar Farm on St Michael's Golf Course it has the potential to reduce running costs of the Stadium over time.

To date a number of cost variations have been identified. These relate to:-

- Groundworks in preparation for the ASHP and additional pipework runs

- Power supply upgrades to include modification of existing power supply feed with Scottish power and
- noise attenuation schemes.

These costs have been offset by reducing the planned roofing installation and removing the replacement windows in the project as they have less carbon reduction impact on the project. The net effect of the changes is to increase costs for the project by approximately £370,000.

#### **4.0 POLICY IMPLICATIONS**

4.1 The retrofit of the DCBL Stadium and the decarbonisation of the heating system is in line with the Council's commitment to reduce its carbon footprint and the impact on the environment.

#### **5.0 OTHER IMPLICATIONS**

5.1 Investment in energy efficient measures has the potential to reduce the Council's energy costs and reduce carbon emissions.

#### **6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES**

##### **6.1 Children and Young People in Halton:**

None

##### **6.2 Employment, Learning and Skills in Halton:**

Encouraging investment in energy-efficiency will benefit from lower carbon emissions, job creation, supply chain development and increased competitiveness and security of energy supply.

##### **6.3 A Healthy Halton:**

None

##### **6.4 A Safer Halton:**

None

##### **6.5 Halton's Urban Renewal:**

The transition to a low carbon economy can support the development of the local economy. Ensuring that future economic growth is decoupled from the consumption of fossil fuels and the inevitable carbon emissions.

#### **7.0 RISK ANALYSIS**

7.1 A risk register was developed as part of the original bid for funding and

will be monitored and updated by out term contractors.

**8.0 EQUALITY AND DIVERSITY ISSUES**

None

**9.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972**

None

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A  
of the Local Government Act 1972.

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