Meeting:	Officer Decision
Meeting date:	N/A
Report of:	Head of Highways Asset Management
Portfolio of:	Environment, Transport and Planning Directorate

Highways Asset Management Annual Maintenance Report 2025/26

1. The Highway Asset Management service is responsible for the ongoing maintenance of key assets such as the cities council owned carriageways, footways, drainage systems, street lighting as well as the city walls.

2. Maintenance can be split into reactive maintenance and proactive maintenance, the proactive approach (capital) focuses on prolonging the life span of the council's assets. Whereas reactive maintenance is designed to respond to an immediate defect and make safe for continued use.

3. This report details recommended proactive and reactive interventions to be made by the Highway Asset Management service in the financial year 2025/26 and as such seeks approval for the annexed programmes.

Benefits and Challenges

Benefits

4. The programme of works contained in the annexes represents a balanced and risk-based programme informed by highway asset data, gathered and interpreted in accordance with national highways best practice – Well Managed Highway Infrastructure code of practice produced by the Chartered Institute of Highways & Transportation

Challenges

5. Funding – although the programme has developed a risk-based approach to highway asset management across the City of York Council area, our communities, businesses and visitors scrutinise our actions and demand more investment in highway asset maintenance. We have identified that

there is a £102m backlog in highway asset maintenance needs to bring all assets across the city up to standard. This places significant demands on our highway maintenance teams to deliver works that are effective, efficient, on time and to budget.

Policy Basis for Decision

6. The programme of works detailed in the annexes will contribute directly to the delivery of the commitments in the Council Plan (2023-27) and the Local Plan.

7. The programme of works reflects the four core 'EACH' commitments in the Council Plan 2023-27 – One City for All by:

- **Equalities and Human Rights** – by utilising highway asset data in a nationally consistent manner our works programme has been developed to reflect best practice amongst highways practitioners and does not have any intentional or unintentional bias built into its aims and outcomes.
- **Affordability** – the utilisation of appraisal and assurance approaches outlined in the Well Managed Highway Infrastructure code of practice ensures that the available budget is used in a risk based and effective way.
- **Climate & Environment** – the Highways maintenance teams utilise new vehicles and plant, including electric vehicles, which are being rolled out across front line services. Our teams recycle aggregates and other materials during repair and renewal works. Streetlighting technologies are being implemented that deliver electricity and carbon savings across the city. Our work is essential to manage the impacts of climate change, including flood and winter weather response, the service is monitoring climate impacts and climate change trends to identify how responses may need to be enhanced or increased in scope in future years.
  Maintenance schemes are prioritised to support sustainable travel to encourage travel choices that provide reduced carbon emissions.
- **Health and Wellbeing** – the work of Highways maintenance teams ensure all pedestrians, cyclists and vehicle users can safely travel around the highway network in our city. Active travel networks are essential in providing all users the opportunity to exercise and explore our urban and natural spaces that provide a wide range of health and wellbeing benefits.

Financial Strategy Implications

8. This report provides a breakdown of the programme of works derived to deliver budgets approved by Council on 27th February 2025. The Highway Asset Management service will be provided in accordance with the prescribed budgets, all schemes have been developed utilising national best practice appraisal and assurance methods and reflect a balanced and risk-based delivery of available funding.

Recommendation and Reasons

9. It is recommended that the programme of works detailed in the Annexes is approved, all works have been developed utilising nationally compliant best practice informed by highway asset information gather by trained highways officers.

Background

10. The total budget for 2025/26 was approved by Members on 27th February 2025 at Council, which reflects the proposals that were reported to Executive on 21st January 2025. Annex 1 provides detail of the budgets approved at Council.

Road and Footway proactive maintenance

11. In order to produce the programs of carriageway works for each financial year, information is drawn from a number of sources:

- Condition surveys are carried out independently with vehicle mounted Digital cameras. This service is provided by Vaisala (RoadAI), the data can provide other benefits including survey of signage and lining which may in turn lead to a proactive lining programme.

- Condition survey outputs are imported into specialist asset management software (Horizons) that assists with the visualisation of condition data and facilitates the development of annual programmes and lifecycle planning techniques.

- Treatment sets have been developed that consider the presence of specific defect types and applies them to create targeted triggered treatments that form the basis of the Forward Works Plan (Long list).

- In order to get best value from our maintenance programmes priority weightings are applied to condition data scores in an effort to prioritise treatment locations such that the worthiest sites rise towards the top. Priority factors and associated weightings include Transport priorities and traffic generators as well as the presence of cycle and bus routes.

- In developing and consulting on the 2025/26 maintenance programme the selected schemes have been assessed to understand any additional benefits that can be realised in support of the councils Active Travel goals (the emerging Local Transport Strategy, Movement and Place Plan, Local Cycling and Walking Improvement Plan & Bus Service Improvement Plan). Where possible designs have been extended to include other maintenance and/or modest improvements to Active Travel assets within or adjacent to the extents of the scheme. A key part of our funding is targeted to the repair and renewal of pavements to enable walking and wheeling in our city.

- This is then reviewed, and sense checked with the Highway Inspectors before being verified on site by Engineers as appropriate considering on-site data/conditions and more accurate costing of individual schemes.

- The above outline process is in accordance with National Guidelines from DfT

- Highways Inspectors undertake inspections to assess reactive maintenance needs.

- Skid resistance is captured annually using UKPMS (United Kingdom Pavement Management System) which is visual and machine surveys (SCANNER).

- SCRIM – Skid Coefficient Surveying, analysis, and data for forward work's needs.

- National Street Gazetteer- Monthly submission, data reviews, creation, and adjustment of new and existing streets data.

Notwithstanding previous levels of investment, the current funding levels are not sufficient to keep all our assets in a perfect condition. The estimated backlog of work required to bring all the carriageway assets to a perfect condition is £102M. Therefore, ensuring we get best value out of the available funding is critically important requiring the service to determine at what point intervention is made.

12. Whilst we recognise that all carriageway and footway assets are important, and we have a statutory duty to ensure that the highway is safe, we also endeavour to make sure our network is resilient and can support economic growth and local communities in York. However, it is recognised that the budget is limited, and as such during a time of diminishing resources and increasing customer expectations, all available funding requires effective prioritisation. The methodology used to prioritise investment obviously varies between the various asset types but

in all cases, the approach to deciding where to spend our money is risk based.

13. Having assessed the investment needs for each asset group, we consider this in the wider context of the whole highways service as we endeavour to undertake the right repairs at the right time in the lifecycle of all our assets.

14. In October 2021, in line with best practice, the Executive approved the adoption of a Highways Management Framework, which included the implementation of a Highway Infrastructure Asset Management Plan (HIAMP) and the Highway Safety Inspection Manual (HSIM) to optimise the allocation of resources for the management, operation, preservation and enhancement of the highway infrastructure to meet the needs of current and future users of the transport network.

Carriageway Proactive Treatments

15. To achieve best value, we undertake a range of interventions which include but are not limited to the following: Reconstruction, Resurfacing, Micro Surfacing, Surface Dressing, Footway Reconstruction including modular and asphalt, Footways resurfacing and Slurry Sealing.

16. Reconstruction involves digging down to repair or replace some or all of the foundation layers of the road and then putting a new surface back on top. Limited areas of reconstruction are sometimes used to solve localised problems as part of a resurfacing scheme. This year we are delivering some in-situ recycling sites that provide significant environmental benefits in reduced CO^2 emissions through much reduced use of primary aggregates and transport compared to traditional methods.

17. Resurfacing usually involves removing and replacing the existing road surface (although it is sometimes possible to lay the new surface on top of the old). Resurfacing differs from a surface treatment by using a thicker layer of material; usually at least 30mm thick and sometimes 100mm or more if several layers of the road are replaced. Resurfacing restores the road surface to a like new condition, removing surface problems and most unevenness.

18. Surface dressing and thin surfacing such as micro asphalts. These all involve laying a thin layer over the top of the existing road to seal the surface and restore grip, extending the life of the road. Due to the deterioration of the entire road network within the City of York, all planned surface dressing or micro asphalt sites will require pre-patching or crack sealing in advance of the dressing or micro asphalt. The extent of this pre-works can be less for micro asphalt, as micro asphalt can be applied as a

thicker coat and can regulate out some more minor irregularities. Micro asphalt is generally more expensive than a standard surface dressing (excludes lock chip), but it is more suited for urban areas. The key is to build a programme large enough to encourage more competitive rates for the micro programme.

19. The majority of our footway surfaces are made of asphalt. The rest of the footway network is surfaced with a range of different materials including paving slabs of various sizes and different styles of block paving. These can be grouped under the general term of 'modular paving'. These modules could be slabs or blocks and might be made of concrete or natural stone. There are a few other materials as well – for instance there are a few footways made of in-situ concrete – but the vast majority of the footway network has either an asphalt surface or a modular surface.

20. Footway surface treatments include slurry seals and micro asphalts. Both involve laying a thin layer over the top of the existing footway to seal the surface and extend its life. They will also rectify surface defects like cracks and potholes, either as part of the treatment process or through pre-patching works done to the more significant defects in advance of the surface treatment. Micro asphalt is a thicker two-coat process and can regulate out some dips in the footway.

21. Resurfacing involves removing the existing footway surface, whether it is asphalt or modular, and replacing it with a new surface. On an asphalt footway, resurfacing usually involves replacing all the asphalt – usually 75mm to 100mm thick.

22. In modular footways, it involves removing the modular paving and either relaying it and replacing broken units or replacing it with a suitable thickness of asphalt.

23. Reconstruction involves digging down to repair or replace the foundation layers of the footway and then putting a new surface back on top. Limited areas of reconstruction are sometimes used to solve localised problems as part of a resurfacing scheme.

24. Highway maintenance schemes will assess other existing highway infrastructure – speed cushions, drainage, lining, parking areas etc – and will seek to replace any required features to current active travel or accessibility standards in consultation with colleagues across the Highways and Transport service. Where possible improvements will be made within budget or through the delivery of wider funding during the scheduled works, this could include, amongst other things, improvements to parking to improve bus routes and minimise future maintenance needs,

improvement of the quality of cycle lanes or improvements to pedestrian crossings.

25. Further assessments will be undertaken this year to identify the impacts that have arisen from the long spells of flooding and sub-zero temperatures during the winter 2024-25. This could lead to certain sections of the network accelerating up the ranked scheme list, sections may require intermediate or basic maintenance prior to any long-term program intervention. For this work we have a budget allocation of £1.6M which is for all footways and carriageway reactive repairs, see Annex 7. A further £200K has been allocated specifically for reactive maintenance works along Active Travel Routes. This will increase the total budget allocation for reactive repair works to £1.8M.

26. A programme of work for 2024/25 is proposed in the following annexes:

Annex	Programme
1	Highway and Drainage Budgets (Summary)
2	Carriageways
3	Footways
4	Street Lighting Concrete Column Replacement
5	York City Walls Restoration Programme
6	Highway Drainage
7	Reactive Maintenance
8	Review of the 2024/25 Capital Highways Programme

27. A review of the delivery performance for the financial year 2024/25 can be viewed at Annex 8.

Integrated Transport Contribution

28. £1M is allocated from the Maintenance budget of £9,070k to the Integrated Transport programme. This forms part of the Transport Capital programme. This contributes to several areas (including road safety, traffic signals) where interventions are prioritised based on risk and where assets are expired or no longer in line with industry standards or government guidance.

29. The integrated transport contribution will be itemised and reported through the Transport Capital Programme.

Street Lighting

30. There are approximately 23,000 streetlights of various heights and construction within City of York Councils boundary, of which 21,500 are steel. The remainder are mounted on concrete columns. A substantial percentage of the steel columns are age expired, and all remaining concrete columns are expired.

31. The Council have invested capital funding in the street lighting service to carry out a risk-based street lighting column replacement programme. The service has replaced five thousand, 5,150 concrete columns over the last eight years. The replacement new steel columns have a thirty-year life expectancy, and they are all fitted with energy efficient LED lanterns when replaced. There remain 600 concrete columns to replace on the programme, and with the current level of funding, this will take approximately a further 2 years to remove all concrete columns from the inventory.

32. In 2025 / 26 we will continue with the removal of the concrete column assets. This on an ongoing replacement program, running over several years, to provide complete replacement with mild steel thermoplastic coated column assets. LED energy saving lights will be installed, if not already, on any assets being replaced. This will in turn, create an energy and carbon reduction saving. If they are already LED lights, they will be transferred to the new street lighting columns.

33. See Annex 4 for this year's concrete column replacement locations, which are concentrated in Maintenance Area 4 Strensall / Skelton Towthorpe and Maintenance Area 8 Acomb / Woodthorpe.

34. Additionally, to the concrete column replacement program, we will be replacing any steel columns, which have failed structural integrity testing.

35. We have faced problems keeping both Skeldergate Bridge and Ouse Bridge illuminated, due to older lamp technology and lack of Ingress Protection (IP) rating. This has led to water ingress within the existing light casings, which have been maintained, to retain the aesthetic nature of these lights on the bridge parapets. They have been refurbished previously at significant cost fifteen (15) years ago. This year we plan to replace the existing High Pressure sodium gear trays with new sealed units for ingress protection, against any water damage. These will be LED gear trays and hopefully reduce multiple maintenance visits in the future. This in turn will create energy and carbon saving, with a reduction in

power, achieved by replacing the existing technology. We will also deep clean the existing light heads and panels on these lights, and replace any missing panels as required.

36. A small further LED street lighting head replacement program will be undertaken also in 2025 / 26 with the remaining funding. This will involve converting a further 350 existing lighting heads to the new LED technology.

Drainage Improvements

37. The highway drainage asset is critical to ensuring the controlled removal of water from the carriageway to allow customers to use it safely. The impact that failure of the drainage assets can have on our highway, including wider transport infrastructure and private property is significant.

38. The Highways Act 1980 empowers highway authorities to construct and maintain drainage systems to remove surface water from the highway. More recently, the Flood and Water Management Act 2010 gives local authorities a role for the management of local flood risk.

39. The biggest challenge in managing our highway drainage and local flood risk is in some cases the location and condition of highway drainage assets are far from understood which presents real challenges in making the case for significant investment. Highway drainage assets across York have therefore had targeted investment where problems are known to exist. This makes proactive drainage projects much more difficult and therefore the approach to maintaining highway drainage assets has in the past been largely reactive. This is costly and does not address the issue of needing to understand where to invest to halt the deterioration.

40. The Highways drainage teams have developed our understanding of the drainage asset by undertaking a series of targeted inventory surveys in areas at risk of local flooding. We are working to coordinate maintenance activities across our teams and drainage assets whilst collecting on-the-go inventory and condition data for use in the future. This will improve the performance of this critical asset in the short term and begin to set the building blocks for future programmes of prioritised maintenance.

41. The Council is investing capital funding in the structural and hydraulic repairs and maintenance of our highway drainage system. Our teams are proactively prioritising the known drainage and highway flooding issues across the City, targeting the cause of the drainage issues rather than just the symptoms. The estimated backlog for these works is £10M. This proactive investment will have a positive impact on the highway

infrastructure, especially carriageways which often suffers from accelerated deterioration because of failing drainage systems.

42. In 2024/25 23 individual drainage improvement schemes have been completed, which have alleviated localised flooding issues, as part of the specific Proactive Investigations & Repair Programme. This programme will continue into 2025/26. We have also carried out significant emergency repair works at sink holes in 4 separate locations.

43. We are improving our knowledge of drainage infrastructure across the city to develop proactive capital schemes. These schemes will demonstrate evidence-based decisions on drainage improvements, enabling us to bid for further capital funding.

44. The schemes identified for this year's programme have been highlighted in Annex 6.

City Walls Investment

45. York City Walls and associated ancient monuments are an important symbol of the city. The City Walls attract more than 1 million users annually and are enjoyed by residents and visitors without charge. Sympathetically caring for and protecting the integrity of this group of heritage assets for both users and the image of the city is essential.

46. The budget for 2025/26 will be allocated towards ongoing inspection and essential maintenance works across the asset. In addition to this, the team will carry out a significant conservation project on Bootham Bar, to repair substantial deterioration to the existing roof structure.

47. In addition to the funding allocated to the above schemes, the Bar Walls Manager is exploring how partnership working across the city (and further afield) could help to maximise the value of the group of heritage assets for the good of residents and visitors. This includes York Walls in Bloom, 'York Walled City: Characterisation, Conservation, Culture & Community" a digital heritage project with Bradford university, and Education and research with local schools and the University of York.

Highways Structures

48. More than 40 Structural Reviews have been completed, to update the existing information on the Council's structural asset management system (AMX), to update assessed bridge capacities. General inspections on all the Council's structures have also been completed.

49. The proposed works for financial year 2025/26 include the following:

- Structural reviews of any remaining Council assets.

- Assessment of bridges and general maintenance works as required.
- General and Principal Inspections of Bridges / Structures.
- Bridge painting and general maintenance works at Skeldergate Bridge.
- Input of new information into AMX and utilisation of the database for scheduling further inspections and maintenance, as required.
- Preparation of tender documents for the necessary repairs, waterproofing and resurfacing works for the anticipated scheme at Lendal Bridge.
- Diving / confined space inspections of more than 15 existing structures, as scheduled by the AMX software.

50. The 2025/26 capital budget for the Highways Structures programme is as follows:

Scheme	**Budget £1,000s**
Special Bridge Maintenance	615
Non-Highways Structures	50
Lendal Bridge	1,800
Total	**2,465**

Consultation Analysis

51. The annual Highways maintenance programme utilises asset inspection, survey and condition data to initially assess how funding should be targeted. This is prioritised further in response to ongoing feedback from communities, businesses, elected members, partner organisations and utility providers amongst others. This is in adherence with national best practice in the development of a balanced and targeted highway asset management service.

52. In addition to ongoing consultation and feedback the Highways Asset maintenance teams develop schemes and programmes of works that are scrutinised in public via the Executive member for Transport Decision sessions and are appraised and assured through the work of the Transport Board.

Options Analysis and Evidential Basis

53. The Well Managed Highway Infrastructure code of practice produced by the Chartered Institute of Highways & Transportation is recognised as best practice across the industry. Highways Authorities develop programmes in adherence to its recommendations, incentivisation funding has been allocated where best practice has been adopted.

54. The programme of works detailed in this report has been developed in accordance with the code of practice, as such the range of projects and interventions presented in the annexes are presented as the only option.

Organisational Impact and Implications

55. *[The following **implications sub-headings must be included**, with comments from relevant Service Areas. Decision Report authors are advised to work with relevant contacts at an early stage to allow appropriate input into the report.*

- ***Financial***
  This report provides further breakdown of the budgets approved at 2025/26 Budget Council. The Highway Asset Management service will be provided in accordance with the prescribed budgets.
- ***Human Resources (HR)***
  There are no HR implications contained within this report. However, should additional resources be required by the Council to deliver the maintenance programme these would be established and resourced in accordance with council policy.
- ***Legal***
  The Council has a statutory duty to carry out highway maintenance under Section 41 of the Highways Act 1980 and this report sets out the proposals and budgets to allow this to happen in the forthcoming financial year.
- ***Procurement***
  There are no Procurement implications contained in this report.
- ***Health and Wellbeing***
  Well maintained roadways and footpaths are important for active travel and for overall city accessibility; in particular for people with physical disability or sensory impairments, the elderly, and the very young. There are no further public health comments on the recommendations set out in this paper.
- ***Environment and Climate action***
  The Highway maintenance programme plays an important role in achieving the climate change ambitions of the Council. The creation and upkeep of high-quality highways assets will be required to

support the increase in active travel and public transport required from the Local Transport Strategy and Climate Change Strategy.

The installation of LEDs and innovation in new construction methods and materials is having a positive impact on reducing embodied and operational carbon emissions.

There is still more work to fully understand the carbon impact of the activity within the highway maintenance programme, and to minimise this wherever possible.

As our climate changes, adaptation is increasingly being considered within the design of highways assets to ensure resilience to extreme weather events, improving long-term safety and reducing overall costs.

- ***Affordability***
  There are no affordability implications contained in this report.
- ***Equalities and Human Rights****, contact: Assistant Director of Customer, Communities and Inclusion - every Decision Report must consider whether to have an Equalities Impact Assessment (EIA) and this section will include the key recommendations from the EIA or explain why no EIA is required.*

  No EIA has been developed to support the proposed programme of works, as detailed in paragraph 56 and 57 of this report, the programme has been developed to adhere to national best practice using highway asset data gathered by trained operatives. As such no intentional or unintentional bias has been built into the programme.

  Further assessment and mitigations will be developed for each stage of the individual works detailed in the annexes of this report which will be monitored and assessed by programme and monitoring boards and working groups throughout the lifetime of the works programme.
- ***Data Protection and Privacy***
  The data protection impact assessment (DPIAs) screening questions were completed for the recommendations and options in this report and as there is no personal, special categories or criminal offence data being processed to set these out, there is no requirement to complete a DPIA at this time. However, this will be reviewed following the approved recommendations and options from this report and a DPIA completed if required.
- ***Communications***
  Communications acknowledges the content of the report and will work with colleagues to provide a detailed communications plan for

the schedule of works for 25/26, ensuring robust stakeholder management and preparedness for reactive enquiries.

- ***Economy***
  There are no Economy implications contained in this report.

Risks and Mitigations

56. This report details the proposed programme of works that will be delivered by the Highways team in 2025/26. The programme has been developed to adhere to national best practice using highway asset data gathered by trained operatives. As such a risk-based approach is inherent in the methodologies and appraisal tools that have formulated the works programme.

57. Further risk assessment and mitigations will be developed for each stage of the individual works detailed in the annexes of this report which will be monitored and assessed by programme and heath and safety monitoring boards and working groups throughout the lifetime of the works programme.

Wards Impacted

58. The report and the programme that it details affect all wards.

Contact details

For further information please contact the authors of this Decision Report.

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Annexes

- Annex 1 Highway and Drainage Budgets
- Annex 2 Patching, Renewal, Retexture, Retread, Dressing Schemes
- Annex 3 Footway Schemes
- Annex 4 Street Lighting
- Annex 5 City Walls
- Annex 6 Drainage Schemes
- Annex 7 Reactive Maintenance
- Annex 8 Review of 2024/25 Programme

ANNEX 1

Highway and Drainage Budgets

The table below provides detail of the budgets approved at 2025/26 Budget Council.

Highway & Drainage Budgets 2025/26	Budget	
Highway Schemes	£	9,070,000
Drainage Investigation & Renewal	£	1,000,000
York City Walls Restoration Programme	£	650,000
Replacement of Unsound Lighting Columns	£	578,000
Special Bridge Maintenance (Structures)	£	615,000
Essential Bridge Maintenance (Lendal Bridge)	£	1,800,000
Non-Highways Structures Investigation & Renewal	£	50,000
Highways & Transport - Ward Committees	£	-
Castle Mills Lock	£	700,000

The Highway Schemes budget line **(£9,070k)** includes several smaller budget lines that are shown in the annexes of the report. The table below details the breakdown. Officers are accessing all schemes to identify those with potential to deliver wider active travel enhancements and will bring forward designs for such improvements as the schemes are progressed.

Highway Schemes	Budget	Detail
Active Travel Schemes (Contribution)	£ 300,000	Annex 2
Carriageway Patching	£ 1,250,988	Annex 2
Carriageway Renewal	£ 2,994,513	Annex 2
Carriageway Retexture	£ 157,447	Annex 2
Carriageway Retread	£ 144,414	Annex 2
Surface Dressing	£ 448,151	Annex 2
Footway Repairs	£ 974,487	Annex 3
Reactive Maintenance (inc. Active Travel)	£ 1,800,000	Annex 7
Integrated Transport Schemes	£ 1,000,000	Main Report
Total	**£ 9,070,000**	

ANNEX 2

Active Travel Schemes (Contribution)

Name of Scheme	Type	Budget
Active Travel Schemes (Contribution)	Active Travel	£ 300,000
Total Active Travel Schemes		**£ 300,000**

Carriageway Patching Schemes

Name of Scheme	Type	Budget
Priory Wood Way & Hawthorn Spinney, Huntington	Patching	£ 43,654
Malton Road	Patching	£ 333,757
Nelsons Lane	Patching	£ 32,748
Hob Moor Terrace	Patching	£ 89,476
Whitestone Drive / Dorian Drive	Patching	£ 95,280
Kestrel Wood Way	Patching	£ 66,547
Museum Street	Patching	£ 297,149
Unallocated Funding (Active Travel improvement works)	Patching	£ 292,377
Subtotal Patching Schemes		**£ 1,250,988**

Carriageway Renewal Schemes

Name of Scheme	Type	Budget	
Riverside Crescent	Renewal	£	61,481
A1079 Hull Road	Renewal	£	844,587
Heworth Green, Malton Road & Stockton Lane	Renewal	£	238,365
Maple Avenue	Renewal	£	165,611
A59 York Road	Renewal	£	419,783
Albemarle Road	Renewal	£	251,110
Blake Street	Renewal	£	277,149
Tadcaster Road	Renewal	£	449,813
2026 / 27 Capital Programme Design Fees	Renewal	£	114,646
Programme Management Fees	Renewal	£	114,646
Allocation for Car Park Lining Works	Renewal	£	57,323
Subtotal Carriageway Renewal Schemes		**£**	**2,994,513**

Carriageway Retexture Schemes

Name of Scheme	Type	Budget	
Jockey Lane / Malton Road	Retexture	£	104,149
Monks Cross Drive	Retexture	£	43,272
B1224 Wetherby Road	Retexture	£	10,025
Subtotal Carriageway Retexture Schemes		**£**	**157,447**

Carriageway Retread Schemes

Name of Scheme	Type	Budget
Broad Highway Section 1	Retread	£ 77,388
Broad Highway Section 2	Retread	£ 24,609
Abelton Grove	Retread	£ 22,927
Pasture Close Skelton	Retread	£ 19,490
Subtotal Carriageway Retread Schemes		**£ 144,414**

Surface Dressing Schemes

Name of Scheme	Type	Budget
Corban Lane Wiggington	Surface Dressing	£ 81,628
Strensall Road / North Moor Road / Huntington Road	Surface Dressing	£ 113,435
Sherriff Hutton Road	Surface Dressing	£ 68,242
Field Lane Heslington	Surface Dressing	£ 53,921
York Road Dunnington	Surface Dressing	£ 49,188
Main Street Wheldrake	Surface Dressing	£ 51,836
Wheldrake Lane	Surface Dressing	£ 29,900
Subtotal Surface Dressing Schemes		**£ 448,151**

ANNEX 3

Pavement and Active Travel Schemes

Name of Scheme	Type	Budget	
Keble Park South	Footway Repair	£	40,126
Jackson Street	Footway Repair	£	114,646
Lamplugh Crescent Phase 2	Footway Repair	£	85,984
Shirley Avenue	Footway Repair	£	120,378
Lendal Phase 2	Footway Repair	£	171,968
Blake Street	Footway Repair	£	171,968
Huntington Road	Footway Repair	£	97,449
Drummond View	Footway Repair	£	40,126
Foss Islands Link Road	Cycleway Repair	£	40,126
South Lane Haxby	Slurry Seal	£	22,929
St Benedicts Road	Slurry Seal	£	14,904
Walkway - Albemarle Road to Knavesmire Road	Slurry Seal	£	14,904
Walmgate Stray - Fulford Road to Wentworth Way	Slurry Seal	£	19,490
Bridge Lane	Slurry Seal	£	19,490
Total Footway Repair Schemes		**£**	**974,487**

ANNEX 4

Replacement of Unsound Lighting Columns

Name of Scheme	Type	Budget
Replacement of Unsound Lighting Columns: Maintenance Area 4: Strensall / Skelton Towthorpe Maintenance Area 8: Acomb / Woodthorpe	Lighting Columns	£ 578,000
Total Replacement of Unsound Lighting Columns		**£ 578,000**

ANNEX 5

York City Walls Restoration Programme

Name of Scheme	Type	Budget
Replacement of existing Roof at Bootham Bar	Repair / Replace	£ 370,000
City Walls Inspections, Repairs & Maintenance	Repair / Maintain	£ 280,000
Total York City Walls Restoration Programme		**£ 650,000**

ANNEX 6

Drainage Schemes

Name of Scheme	Type	Budget
Proactive Drainage Investigation & Repair Schemes	Drainage	£ 125,000
Drainage Repairs & Maintenance (various locations)	Drainage	£ 250,000
Emergency Sinkhole Repairs	Drainage	£ 125,000
A1079 Hull Road	Drainage	£ 187,500
A59 York / Harrogate Road Investigation Works	Drainage	£ 31,250
A59 York / Harrogate Road Drainage Repair Works	Drainage	£ 125,000
Albemarle Road	Drainage	£ 31,250
Heworth Green	Drainage	£ 31,250
Maple Avenue	Drainage	£ 93,750
Total Drainage Investigation & Renewal		**£ 1,000,000**

ANNEX 7

Reactive Maintenance Programme

Name of Scheme	Type	Budget
Pothole Permanent Repairs (various locations)	Maintenance	£ 1,340,000
Targeted Repairs	Maintenance	£ 200,000
Proactive Lining Programme	Maintenance	£ 60,000
Reactive Maintenance on Active Travel Routes	Maintenance	£ 200,000
Total Reactive Maintenance Programme		**£ 1,800,000**

ANNEX 8

Review of the City of York Council 2024/25 Capital Highways Programme

2024/25 Patching Schemes

Name of Scheme	Type	Progress	Comment
Corban Lane Wigginton	Patching	Complete	
Huntington Road	Patching	Complete	
Sherriff Hutton Road Strensall	Patching	Complete	
Wheldrake Lane	Patching	Complete	
Main Street Wheldrake	Patching	Complete	
Cycle Route New Lane Huntington to Kathryn Avenue	Patching	Complete	
York Road Dunnington	Patching	Complete	
Field Lane Heslington	Patching	Complete	
Middlewood Close	Patching	Deferred	Delivery 2025/26

2024/25 Carriageway Renewal Schemes

Name of Scheme	Type	Progress	Comment
B1224 York Road	Renewal	Complete	
Clifton Park Avenue	Renewal	Complete	
Halifax Way Elvington	Renewal	Complete	
Bishopthorpe Road	Renewal	Complete	
Malton Road (Little Hopgrove Roundabout)	Renewal	Complete	
Grimston Bar A64 Roundabout	Renewal	Complete	
Elvington Lane	Renewal	Complete	
Almsford Road Acomb	Renewal	Complete	

2024/25 Surface Dressing Schemes

Name of Scheme	Type	Progress	Comment
Dauby Lane	Surface Dressing	Complete	
Hazel Bush Lane Stockton on the Forest	Surface Dressing	Complete	
Strensall Road / Ox Carr Lane	Surface Dressing	Complete	
Common Lane Dunnington	Surface Dressing	Complete	

2024/25 Footway Repair Schemes

Name of Scheme	Type	Progress	Comment
St Benedict Road	Footway Repair	Complete	
Lendal Phase 1	Footway Repair	In Progress	Completion 30/03/2025
Holroyd/Giles Avenue	Footway Repair	Complete	
Lamplugh Crescent Phase 1	Footway Repair	Complete	
Wiggington Road - Cycleway Scheme	Footway Repair	Complete	
Wiggington Road - Footway Scheme	Footway Repair	Complete	
Footway Slurry Sealing Schemes	Footway Repair	Complete	

2024/25 Drainage Schemes

Name of Scheme	Type	Progress	Comment
Proactive Drainage Investigation & Repair Schemes			
The Leyes	Drainage	Complete	
Huntington Road	Drainage	Complete	
Stamford Bridge Road	Drainage	Complete	
Sheriff Hutton Road	Drainage	Complete	
Towthorpe Moor Lane	Drainage	Complete	
Tranby Ave Hull Road Roundabout	Drainage	Complete	
Bewlay Street	Drainage	Complete	
Knapton Thorn Dyke	Drainage	Complete	
A166 Sledmore Crossing	Drainage	Complete	
Strensall Road	Drainage	Complete	
Wiggington Road	Drainage	Complete	
Tower Street	Drainage	Complete	
Pickett Street	Drainage	Complete	
Thanet Road	Drainage	Complete	
Bradley Lane	Drainage	Complete	
Tower Street	Drainage	Complete	
Tranby Ave	Drainage	Complete	
North Street	Drainage	Complete	
Hull Road	Drainage	Complete	
Dunnington Pear Tree Close	Drainage	Complete	
Carr Lane	Drainage	Complete	
Marble Arch	Drainage	Complete	
Eboracum Way	Drainage	Complete	

Name of Scheme	Type	Progress	Comment
Sinkhole Repair Schemes			
Avenue Road	Drainage	Complete	
Avenue Terrace	Drainage	Complete	
Leeman Road near Iron Railway Bridge	Drainage	Complete	
Trafalgar Street	Drainage	Complete	

Name of Scheme	Type	Progress	Comment
Pre-carriageway Resurfacing Drainage Repair Schemes			
Wiggington Road	Drainage	Complete	
Huntington Road	Drainage	Complete	
Field Lane Heslington	Drainage	Complete	
Grimston Bar	Drainage	Complete	

2024/25 Street Lighting Schemes

Name of Scheme	Type	Progress	Comment
Programme 15 Structure Failures	Lighting Repairs	Complete	
York Road Strensall Lighting Improvements	Lighting Repairs	Complete	

Name of Scheme	Type	Progress	Comment
Street Lighting LED Conversions	LED Conversion	Complete	