Meeting:	Officer Decision
Meeting date:	N/A
Report of:	Head of Highways Asset Management
Portfolio of:	Environment and Regulatory Services

Highways Asset Management Annual Maintenance Report 2026/27

1. City of York Council are responsible for 800km of roads, 1000km of footways and 250km of walk/cycleways alongside many thousands of highway gullies, streetlights and other assets. We must target our funding to address the needs of all of these assets and our priority, in line with the above codes of practice and policies, has to be to ensure overall safety.

2. Highway maintenance in York is delivered in accordance with our Local Transport Strategy which is developing concepts-based on Movement & Place making principles and reinforces the modal transport hierarchy which prioritises sustainable transport options and outcomes.

3. 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 delivered in accordance with the Well-Managed Highway Infrastructure: Code of Practice (2016) and our councillor-approved Highway Safety Inspection Manual (HSIM – approved by the Executive in Autumn 2021).

4. Our risk-based approach is based on the nationally recognised standard for managing highway assets and ensures that limited budgets are directed to defects that meet intervention thresholds for safety. The Department for Transport set incentivisation outcomes for all Highways Authorities and have recently developed a local road maintenance rating system to ensure funding delivers targeted outcomes.

5. Maintenance can be split into reactive maintenance and proactive maintenance. The proactive approach focuses on prolonging the life span of the Council's assets. Reactive maintenance is designed to respond to an immediate defect and make it safe for continued use.

6. This report details recommended proactive and reactive interventions to be made by the Highway Asset Management Service, in the financial year 2026/27, and as such seeks approval for the annexed programmes. This report is based on the highways capital budget approved at City of York Full Council in February 2026. An additional programme will be published in the coming weeks outlining additional schemes in light of the final funding settlement from the York & North Yorkshire Combined Authority being greater than was anticipated when the original budget was approved.

Benefits and Challenges

Benefits

7. The programme of works contained in the annexes represents a balanced and risk-based programme, informed by highway asset data. This is gathered and interpreted in accordance with the *Well Managed Highway Infrastructure Code of Practice,* produced by the *Chartered Institute of Highways & Transportation.*

8. The highway maintenance programme supports the identified outcomes in City of York Council's Local Transport Strategy - https://www.york.gov.uk/council/local-transport-strategy - and it's implementation plan which was approved in 2024. A programme aligned to the strategy will deliver benefits to all and will reinforce sustainable travel ambitions and outcomes.

Challenges

9. 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 needed to bring all assets across the city to a perfect condition. This places significant demands on our highway maintenance teams to deliver works that are effective, efficient, on time and to budget.

10. The recently developed DfT local road maintenance rating system - DfT Rating System – has assessed all Highway Authorities against a range of metrics to identify performance in the delivery of highways maintenance budgets. CYC have been assessed, like the vast majority of authorities as having an Amber rating (red/amber/green traffic light system). York scored a green rating for the additional investment that the council contributes above the core funding ported via the York & North Yorkshire

Combined Authority and amber for overall asset condition and best practice.

11. The rating and the underlying data reinforce the need for continued investment by CYC in the provision of highway asset management teams, the data shows that other similar authorities score well for the range of preventative treatments they carry out to prolong the life of assets in the mid-range of condition. It is essential that we continue to invest in these works and increase investment in preventative treatments wherever possible.

Policy Basis for Decision

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

13. 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 Highway 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. The service is working with the ADEPT Carbon Leadership Programme to adapt approaches to align with council and industry wide carbon adaptation needs.

- **Health and Wellbeing** – the work of Highways maintenance teams ensure all pedestrians, cyclists public transport and private 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

14. This report provides a breakdown of the programme of works derived to deliver budgets approved by Council on 12th February 2026. Final budget settlements from the York & North Yorkshire Combined Authority have been subsequently confirmed, 27th March 2026, an additional programme of works will be published to identify how the wider funding will be delivered. 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

15. 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 gathered by trained highways officers and that a supplementary programme of works will be brought forward for approval following the combined authority financial settlement.

Background

16. The total budget for 2026/27 was approved by Members on 12th February 2026 at Council, which reflects the proposals that were reported to Executive on 27th January 2026. Annex 1 provides detail of the budgets approved at Council. An additional programme of works will be published following the approval of the funding settlement from the York & North Yorkshire Combined Authority.

17. 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.

18. 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 to prolong their life. As such our investments target not only those assets in the poorest condition but others whose condition would deteriorate significantly without investment.

19. 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. These documents will be reviewed in year supported by a review of the Highway Design Guide.

20. A programme of work for 2026/27 is proposed in the following annexes:

Annex	**Programme**
1	Highway and Drainage Budgets (Summary)
2	Carriageways
3	Pavement and Active Travel
4	Street Lighting Concrete Column Replacement
5	York City Walls Restoration Programme
6	Highway Drainage
7	Reactive Maintenance
8	Review of the 2025/26 Capital Highways Programme

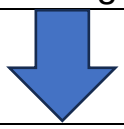
21. A review of the delivery performance for the financial year 2025/26 can be viewed at Annex 8.

Road, Pavement and Active Travel proactive maintenance

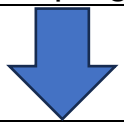
22. To produce the programs of carriageway works for each financial year, information is drawn from several sources:

Proactive Maintenance:

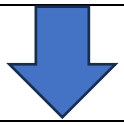
Condition surveys are carried out independently with vehicle mounted Digital cameras. This service is provided by Vaisala (RoadAI), the data can provide other benefits including survey of signage and lining



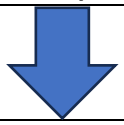
Condition survey outputs are imported into specialist asset management software (Horizons) that assists with the visualisation of condition data and supports the development of annual programmes and lifecycle planning



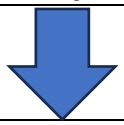
Treatment sets are developed for specific defect types to create targeted triggered treatments which form the basis of the Forward Works Plan (Long list). The ranked list identifies works within the discrete small survey sections, other parts of the carriageway may not trigger works



Priority weightings are applied to the base condition data scores to prioritise treatment locations. Priorities and associated weightings include active travel routes, bus routes, transport priorities and traffic generators



The prioritised schemes are assessed to understand additional benefits that can be realised in support of the council's active travel goals - Local Transport Strategy, Movement and Place Plan, Local Cycling and Walking Improvement Plan and Bus Service Improvement Plan. Where possible designs are extended to include other modest improvements to sustainable travel assets within or adjacent to the extents of the scheme



This information provides a starting point for further review and engineering assessment. Some higher-ranking schemes are progressed, but others may be deferred to be managed by reactive means until a wider scheme can be economically justified (works are often triggered for only a small part of the whole road/street) or until other developer or regeneration led opportunities can be realised. In some cases the data is

not representative of the actual asset condition following engineering assessments and schemes are not taken forward or may be deferred to later years

- The Road Condition Survey data in step 1 above can be accessed via York Open Data. This is a representation of the raw survey data as exported from our survey software. Condition data is collected on every 10m section of carriageway and to provide easily understood outputs it is then averaged to align with the full street length. The lifecycle planning tool referenced in steps 2 and 3 above works at a much more targeted level in terms of survey lengths and the individual types of defects. The prioritisation and engineering assessment steps in the above further refine and prioritise the candidate schemes.

- The above outline process is in accordance with National Guidelines from DfT. Schemes are based on fundamentals of condition need, but the process ensures that available funding is targeted and avoids 'worst first' principles which would address condition but not the wider need.

- 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.

- Despite this, year on year investment has ensured that our highway condition scores have remained broadly stable in recent years, and are maintained at a comparable rate to other similar highway authorities and are in line with national averages. The findings of the DfT Rating system, as referenced in paragraphs 10 and 11, show the need for targeted preventative treatments to our unclassified network which has seen a slight decline in condition scoring over recent years.

Proactive Treatments:

23. To achieve best value, we undertake a range of interventions which include, but are not limited, to the following: carriageway reconstruction, carriageway resurfacing, micro-surfacing, surface dressing, footway reconstruction including modular and asphalt, footway resurfacing and slurry sealing.

24. Reconstruction involves digging down to repair or replace some or all 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.

25. 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.

26. 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 the 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.

27. Most 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 most of the footway network has either an asphalt surface or a modular surface.

28. 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.

29. 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.

30. 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.

31. 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.

32. 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 and accessibility standards, in consultation with colleagues across the Highways and Transport service. Where possible, improvements will be made within the budget, or through the delivery of wider funding during the scheduled works. This could include improvements to parking and bus routes and minimise future maintenance needs. Other areas could focus on the improvement of the quality of cycle lanes, adding dropped kerbs and improvements to pedestrian crossings.

Reactive Maintenance

33. Highways Inspectors undertake routine and reactive inspections to assess reactive maintenance needs. Intervention levels defined in our Highway Safety Inspection Manual are used to determine where actionable defects require repair work. All repairs are scheduled in accordance with risk ranging from urgent repair priorities through to none-urgent programmed repairs. In all cases the team need to work with Streetworks coordinators to obtain permits to schedule road closures and traffic management needs to ensure travel around the network is not unduly impacted.

34. Our teams deliver works in this prioritised basis to ensure critical defects are made safe. This targeted approach means that some defects will not be categorised as requiring repair and these will be left unaddressed. Ongoing inspections will monitor the asset and any defects breaching intervention levels will be repaired. Dedicated basic maintenance teams and contractors carry out all works, works within the highway need to be carried out by approved contractors and cannot be undertaken by others.

    Any defects should be reported via our reporting tools:
    https://www.york.gov.uk/homepage/22/report-problems-online

35. Further assessments will be undertaken this year to identify the impacts that have arisen from the long spells of heavy rainfall, flooding and cold temperatures during the winter 2025-26. This could lead to certain sections of the network accelerating up the ranked scheme list or engineering assessments identifying the need for repair. Sections may require intermediate or basic maintenance prior to any long-term program

intervention. For this work we have an increased budget allocation of £2M 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 £2.2M.

Integrated Transport Contribution

36. £1M is allocated from the Maintenance budget of £10,070k to the Integrated Transport programme. This forms part of the Transport Capital programme. This contributes to several areas (including road safety and 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.

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

Street Lighting

38. There are approximately 23,000 street light assets in York, and 19,600 are mounted on steel or concrete columns, many of which are now age expired. The team inspect and respond to faults across the network throughout the year, a dedicated out of hours service is in place to support this.

39. 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 over 5,000 concrete columns over the last eight years. The replacement new steel columns have a 30-year life expectancy, and they are all fitted with energy efficient LED lanterns. There are a small number of concrete columns to replace, which will completed as a part of the 2026/27 capital programme.

40. In 2026/27 we will carry out a targeted replacement program, to provide replacement of some of the more at-risk steel street lighting columns. These will be replaced with mild steel thermoplastic coated column assets, with a 30-year guarantee, and LED energy saving lights will be installed. 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.

41. See Annex 4 for this year's concrete column replacement programme, which is located on Shipton Road A19 (Rawcliffe Lane to A1237).

42. In addition to the above, we'll deliver a replacement programme for the existing concrete column assets, which have failed structural integrity testing. We'll commence the replacement program of age expired steel column assets, at a height of 8 or 10 metres, including any steel columns that have failed testing. In 2026/27 this will be Maintenance Area 3, which covers multiple streets within Huntington, New Earswick, Guildhall, Rawcliffe and Clifton.

Drainage Improvements

43. The highway drainage asset is critical to ensuring the controlled removal of water from the carriageway to allow all road users 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. The team inspect and respond to faults across the network throughout the year, a dedicated out of hours service is in place to support this.

44. 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.

45. 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 – for example attending to a sinkhole following the collapse of underlying drainage. This is costly and does not address the issue of needing to understand where to invest to halt the deterioration.

46. The Highways drainage teams have developed our understanding of the drainage asset targeted inventory surveys which are helping to coordinate maintenance activities across our teams 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.

    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.

47. In 2025/26 more than 20 individual drainage improvement schemes were delivered, which have alleviated localised flooding issues, as part of the Proactive Investigations and Repair Programme. This drainage improvement programme will continue into 2026/27.

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

49. As the Navigation Authority City of York Council is responsible for maintaining navigable access on the River Foss, this role extends to point just beyond Yearsley baths. Although demand for navigation has declined over the years a one off investment is planned to renew and replace the lock gates at Castle Mills in the River Foss Basin.

50. The team work with other partners to ensure the navigation status is protected through input to planning applications and other regulatory needs and the delivery of a small but dedicated maintenance budget.

51. The team are also responsible, as the Reservoir 'Undertaker', for the impoundment of Oulston Reservoir at the source of the River Foss 18miles north of York, this historic arrangement (along with further locks and associated downstream features that are no longer in service) was put in place to support navigation during times of low flow. The team ensure formal reservoir inspections are carried out and target maintenance works to address any outcomes from these inspections. City of York Council are only responsible for the maintenance and management of the dam and associated features and do not have any further ownership or accountability at this site.

City Walls Investment

52. 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.

53. The budget for 2026/27 will be allocated towards ongoing inspection and essential maintenance works across the asset.

54. 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. A tap to donate trial is also in place and will be reviewed for wider implementation.

Highways Structures

55. General inspections of nearly fifty existing highway structures have been completed, which will provide reports, noting any defects and the proposed remedial works required to these structures. All information has now been updated on the asset management system (AMX). Retaining Wall Inspections have been carried out at various locations across the service area, and details regarding maintenance requirements, have been added to the work bank schedule, on the asset management system (AMX).

56. Inspections and structural reviews of the council's structural assets will continue into 2026/27. The refurbishment scheme on Lendal Bridge planned for April 2026 has been deferred to Summer 2027, an enhanced inspection regime will be developed to monitor the bridge ahead of a new date and programme being developed for the implementation of the waterproofing, resurfacing and painting works.

57. The 2026/27 capital budget for the Highways Structures programme is as follows:

Scheme	**Budget £1,000s**
Special Bridge Maintenance	872
Non-Highways Structures	50
Total	**922**

Consultation Analysis

58. 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.

59. In addition to ongoing consultation and feedback the Highways Asset maintenance teams develop schemes and programmes of works that may be 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

60. 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.

61. 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

62.

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 enable the Council to comply with its duty in the forthcoming financial year.

Procurement

There are no Procurement implications contained in this report.

Health and Wellbeing

Well maintained roadways, walking and cycling routes 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

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

The communications team works closely with highways colleagues. A detailed communications plan that encompasses this report and reflects the schedule of works for 2026/2027 will be required, to keep residents and businesses informed, minimise disruption and ensure robust stakeholder management and preparedness for reactive enquiries.

Economy

There are no Economy implications contained in this report.

Risks and Mitigations

63. This report details the proposed programme of works that will be delivered by the Highways team in 2026/27. 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.

64. 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 health and safety monitoring boards and working groups throughout the lifetime of the works programme.

Wards Impacted

65. 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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Report approved:	Yes/~~No~~
Date:	31/03/26

Annexes

- Annex 1 Highway and Drainage Budgets
- Annex 2 Patching, Renewal, Dressing Schemes
- Annex 3 Footway Schemes
- Annex 4 Street Lighting
- Annex 5 City Walls Restoration
- Annex 6 Drainage Schemes
- Annex 7 Reactive Maintenance
- Annex 8 Review of 2025/26 Programme

ANNEX 1

Highway and Drainage Budgets

The table below provides detail of the budgets approved in 2026/27 Budget Council.

Highway & Drainage Budgets 2026/27	Budget	
Highway Schemes	£	10,070,000
Drainage Investigation & Renewal	£	1,000,000
York City Walls Restoration Programme	£	550,000
Replacement of Unsound Lighting Columns	£	578,000
Special Bridge Maintenance (Structures)	£	1,072,000
Non-Highways Structures Investigation & Renewal	£	50,000
Castle Mills Lock	£	600,000

The Highway Schemes budget line **(£10,070k)** includes several smaller budget lines that are shown in the annexes of the report. The table below details the breakdown.

Highway Schemes	Budget	Detail
Active Travel Schemes (Contribution)	£ 150,000	Annex 2
Carriageway Patching	£ 1,632,609	Annex 2
Carriageway Renewal	£ 2,348,671	Annex 2
Carriageway Retexture	£ 99,560	Annex 2
Surface Dressing	£ 743,976	Annex 2
Footway Repairs	£ 1,395,185	Annex 3
Reactive Maintenance (inc. Active Travel)	£ 2,200,000	Annex 7
Integrated Transport Schemes	£ 1,000,000	Main Report
Contribution to highways work in major projects	£ 500,000	Main Report
Total	**£ 10,070,000**	

ANNEX 2

Further Active Travel Schemes (Contribution)

Name of Scheme	Type	Budget
Further Active Travel Schemes (Contribution)	Active Travel	£ 150,000
Total Active Travel Schemes		**£ 150,000**

Carriageway Patching Schemes

Name of Scheme	Type	Budget
A19 Lingcroft Lane to Crockey Hill	Patching	£ 381,692
A1079 Speed Markings & Pre-Surface Dressing Patching	Patching	£ 493,298
Church Lane	Patching	£ 18,973
Cemetery Road	Patching	£ 76,171
Heslington Lane	Patching	£ 44,084
Broad Highway	Patching	£ 16,183
North Lane	Patching	£ 18,504
North Moor	Patching	£ 25,134
Carr Lane	Patching	£ 57,678
Wheatfield Lane	Patching	£ 36,607
Osbaldwick Village	Patching	£ 14,286
Future Years Design / Consultancy Fees	Indirect Cost	£ 100,000
Programme Management Fees	Indirect Cost	£ 100,000
Car Park Lining	Indirect Cost	£ 50,000
Previous Years Liability / Retention	Indirect Cost	£ 200,000
Subtotal Patching Schemes		**£ 1,632,609**

Carriageway Renewal Schemes

Name of Scheme	Type	Budget
Beckfield Lane	Renewal	£ 510,039
Keble Park North	Renewal	£ 248,762
Murton Way	Renewal	£ 212,696
Sandy Lane	Renewal	£ 303,758
A1237 (East & West Approaches to Haxby Roundabout)	Renewal	£ 164,061
Grosvenor Road (Developer Contribution)	Renewal	£ 152,900
New Lane (Developer Contribution)	Renewal	£ 70,312
Moor Lane, Copmanthorpe (Developer Contribution)	Renewal	£ 63,615
Back Lane South, Wheldrake (Developer Contribution)	Renewal	£ 55,245
Jockey Lane	Renewal	£ 236,604
Abelton Grove	Renewal	£ 79,101
Middlewood Close	Renewal	£ 76,171
Ferry Lane	Renewal	£ 97,756
Mansfield Street	Renewal	£ 77,653
Subtotal Carriageway Renewal Schemes		**£ 2,348,671**

Carriageway Retexture Schemes

Name of Scheme	Type	Budget
Tadcaster Road	Retexture	£ 44,820
Elvington Lane	Retexture	£ 54,740
Subtotal Carriageway Retexture Schemes		**£ 99,560**

Surface Dressing Schemes

Name of Scheme	Type	Budget
Priory Wood Way & Hawthorn Spinney, Huntington	Surface Dressing	£ 21,163
Malton Road	Surface Dressing	£ 119,653
Whitestone Drive / Dorian Drive	Surface Dressing	£ 18,625
Kestrel Wood Way	Surface Dressing	£ 5,647
A59 York Road	Surface Dressing	£ 275,443
Broad Highway	Surface Dressing	£ 79,910
Elvington Lane - Wheldrake Lane to boundary	Surface Dressing	£ 85,200
Elvington Lane - Hull Rd to Common Lane	Surface Dressing	£ 138,335
Subtotal Surface Dressing Schemes		**£ 743,976**

ANNEX 3

Footway Schemes

Name of Scheme	Type	Budget
Goodramgate	Footway Repair	£ 415,174
Back Swinegate	Footway Repair	£ 136,159
Little Stonegate	Footway Repair	£ 191,962
Beckfield Lane: Grayshon Drive - Norman Drive	Footway Repair	£ 225,444
Key Cycle Route Network - Knavesmire (York Racecourse)* *Scheme extent to be extended subject to approval of additional active travel funding	Cycle Route Repair	£ 370,643
Slurry Sealing (Various Locations)	Slurry Seal	£ 55,803
Total Footway Repair Schemes		**£ 1,395,185**

ANNEX 4

Replacement of Unsound Lighting Columns

Name of Scheme	Type	Budget
Replacement of Unsound Lighting Columns Shipton Road A19 (Rawcliffe Lane to A1237) Maintenance Area 3: Huntington, New Earswick, Guildhall, Rawcliffe & Clifton.	Lighting Repairs	£ 578,000
Total Replacement of Unsound Lighting Columns		**£ 578,000**

ANNEX 5

York City Walls Restoration Programme

Name of Scheme	Type	Budget
City Walls Inspections, Repairs & Maintenance	Repair / Maintain	£ 550,000
Total York City Walls Restoration Programme		**£ 550,000**

ANNEX 6

Drainage Schemes

Name of Scheme	Type	Budget
Proactive Investigations & Repair Schemes	Drainage	£ 250,000
Various Location Repairs	Drainage	£ 250,000
Sinkhole Repair Schemes	Drainage	£ 125,000
Pre-Carriageway Drainage Schemes	Drainage	£ 375,000
Total Drainage Investigation & Renewal		**£ 1,000,000**

ANNEX 7

Reactive Maintenance Programme

Name of Scheme	Type	Budget	
Pothole Permanent Repairs (various locations)	Maintenance	£	1,540,000
Targeted Repairs	Maintenance	£	400,000
Proactive Lining Programme	Maintenance	£	60,000
Reactive Maintenance on Active Travel Routes	Maintenance	£	200,000
Total Reactive Maintenance Programme		**£**	**2,200,000**

ANNEX 8

Review of the City of York Council 2025/26 Capital Highways Programme

2025/26 Patching Schemes

Name of Scheme	Type	Progress	Comment
Priory Wood Way & Hawthorn Spinney, Huntington	Patching	Complete	
Malton Road	Patching	Complete	
Nelsons Lane	Patching	Complete	
Hob Moor Terrace	Patching	Complete	
Whitestone Drive / Dorian Drive	Patching	Complete	
Kestrel Wood Way	Patching	Complete	
Museum Street	Patching	In Progress	

2025/26 Carriageway Renewal Schemes

Name of Scheme	Type	Progress	Comment
Riverside Crescent	Renewal	Complete	
A1079 Hull Road	Renewal	Complete	
Heworth Green, Malton Road & Stockton Lane	Renewal	Complete	
Maple Avenue	Renewal	Complete	
A59 York Road	Renewal	Complete	
Albemarle Road	Renewal	Complete	
Blake Street	Renewal	In Progress	
Tadcaster Road	Renewal	Complete	

2025/26 Retexture Schemes

Name of Scheme	Type	Progress	Comment
Jockey Lane	Retexture	Deferred	Delivery 2026/27
Monks Cross Drive	Retexture	Complete	
B1224 Wetherby Road	Retexture	Complete	

2025/26 Retread Schemes

Name of Scheme	Type	Progress	Comment
Broad Highway Section 1	Retread	Complete	
Broad Highway Section 2	Retread	Complete	
Abelton Grove	Retread	Deferred	Delivery 2026/27
Pasture Close Skelton	Retread	Complete	

2025/26 Surface Dressing Schemes

Name of Scheme	Type	Progress	Comment
Corban Lane Wiggington	Surface Dressing	Complete	
Strensall Road / North Moor Road / Huntington Road	Surface Dressing	Complete	
Sherriff Hutton Road	Surface Dressing	Complete	
Field Lane Heslington	Surface Dressing	Complete	
York Road Dunnington	Surface Dressing	Complete	
Main Street Wheldrake	Surface Dressing	Complete	
Wheldrake Lane	Surface Dressing	Complete	

2025/26 Footway Repair Schemes

Name of Scheme	Type	Progress	Comment
Keble Park South	Footway Repair	Complete	
Jackson Street	Footway Repair	Complete	
Lamplugh Crescent Phase 2	Footway Repair	Complete	
Shirley Avenue	Footway Repair	Complete	
Lendal Phase 2	Footway Repair	Complete	
Blake Street	Footway Repair	Complete	
Huntington Road	Footway Repair	Complete	
Drummond View	Footway Repair	Complete	
Foss Islands Link Road	Footway Repair	Complete	
South Lane Haxby	Slurry Seal	Complete	
St Benedicts Road	Slurry Seal	Complete	
Walkway - Albemarle Road to Knavesmire Road	Slurry Seal	Complete	
Walmgate Stray - Fulford Road to Wentworth Way	Slurry Seal	Complete	
Bridge Lane	Slurry Seal	Complete	

2025/26 Drainage Schemes

Name of Scheme	Type	Progress	Comment
Proactive Drainage Investigation & Repair Schemes			
Heslington Lane	Drainage	Complete	
Bone Dyke Strensall	Drainage	Complete	
Dauby Lane	Drainage	Complete	
Askham Bryan Westwood Lane	Drainage	Complete	
Moor Lane Murton	Drainage	Complete	
North Moor Road Huntington Primary School	Drainage	Complete	
Malton Road	Drainage	Complete	
Huntington Road	Drainage	Complete	
Mill Lane	Drainage	Complete	
Corban Lane	Drainage	Complete	

Name of Scheme	Type	Progress	Comment
Sinkhole Repair Schemes			
St Leonard's Place	Drainage	Complete	
Cemetery Road	Drainage	Complete	
Osbaldwick Lane	Drainage	Complete	

Name of Scheme	Type	Progress	Comment
Various Location Drainage Repair / Maintenance Schemes			
Various Location Repairs / Drainage Maintenance	Drainage	Complete	

Name of Scheme	Type	Progress	Comment
Pre-carriageway Resurfacing Drainage Repair Schemes			
A1079 Hull Road	Drainage	Complete	
A59 York / Harrogate Road	Drainage	Complete	
Albemarle Road	Drainage	Complete	
Heworth Green	Drainage	Complete	
Maple Avenue	Drainage	Complete	

2025/26 Street Lighting Schemes

Name of Scheme	Type	Progress	Comment
Replacement of Unsound Lighting Columns			
Maintenance Area 4: Strensall / Skelton Towthorpe	Lighting Columns	Complete	
Maintenance Area 8: Acomb / Woodthorpe	Lighting Columns	Complete	

2025/26 City Walls Investment

Name of Scheme	Type	Progress	Comment
City Walls Inspections and Basic Maintenance	Repairs	Complete	
Replacement of existing Roof at Bootham Bar	Repairs	Complete	