

Calderdale MBC

Wards Affected: All

Cabinet: 11th March 2024

Highways Capital Maintenance Programme for 2024/25

Report of the Assistant Director Strategic Infrastructure

1. Purpose of Report

- 1.1 Well-Maintained Highways are key to delivering the Council's Vision 2024 and beyond. The ongoing improvements and consistent maintenance of highways are vital in advancing towards the Council's Vision 2024. These actions are instrumental in strengthening our resilience and providing a solid base for talent and enterprise to thrive. Such focus on superior highway infrastructure also plays a pivotal role in achieving our goals for carbon reduction.
- 1.2 Whilst addressing the basics of highway maintenance and road safety within the constraints of the available funding, this programme takes forward the Council's agenda of responding to climate change and public health issues by supporting active travel and carbon reduction wherever possible. Better connectivity is also an important tool in our ambition to reduce inequalities and build strong sustainable towns.
- 1.3 To seek approval for the proposed Highway Capital Maintenance Programme including City Region Sustainable Transport Settlement (CRSTS), Pothole Fund and Network North allocation.

2. Need for a decision.

- 2.1 Cabinet approval is required to deliver the proposed Highway Capital Maintenance Programme for the financial year 2024/25.

3. Recommendation

It is recommended that Cabinet: -

- 3.1 Approve the Highway Capital Maintenance Programme for the financial year 2024/25 detailed in the report to allow the relevant Funding Agreements to be signed by the Council and the West Yorkshire Combined Authority (WYCA).
- 3.2 Authorise the Assistant Director, Strategic Infrastructure, in consultation with the Cabinet Member with responsibility for Public Services and Communities (including Operational Highways) to agree any required changes to the programme and agree reprofiling of indicative annual allocations with WYCA within the investment period taking into account the latest funding allocations.

4. Background

- 4.1 High quality highway infrastructure is essential for the behavioural change required to encourage and embed modal shift, to provide access to reliable public transport services, and attractive and safe cycling and walking routes. Good quality highway infrastructure will be essential in meeting the ambitious targets for carbon reduction and support objectives for biodiversity and ecology as set out in our Climate Action Plan.
- 4.2 The funding mechanism for highway maintenance within the West Yorkshire region, along with all other areas, has changed. From the financial year 2022/23 the CRSTS provides a five-year funding allocation intended to ensure that the Mayoral Combined Authorities (MCA) can manage their highway programmes effectively and develop a forward programme. In 2024/25, Calderdale will receive a share of the funding based on the following criteria:

Element	Measure
Safer Roads	Population
Network Management Renewals	No of Signals
Network Management Enhancements	No of Signals
Asset Management and Enhancements	Network Length
Active Travel and Public Rights of Way	PROW Network Length

4.3 Calderdale's five-year indicative CRSTS allocation is detailed in the table.

CRSTS Settlement 2022 - 2026	22/23 £M	23/24 £M	24/25 £M	25/26 £M	26/27 £M	Total 5 Years £M
Asset Management and Enhancements	5.95	6.70	5.95	5.95	5.95	30.50
Safer Roads	0.44	0.44	0.44	0.44	0.44	2.20
Active Travel/PROW	0.19	0.19	0.19	0.19	0.19	0.95
Network Management Renewals	0.16	0.16	0.16	0.16	0.16	0.80
Network Management Enhancements	0.19	0.19	0.19	0.19	0.19	0.95
Total	6.93	7.68	6.93	6.93	6.93	35.40

- 4.4 In the 2023 Spring Budget, the government unveiled a £200 million fund dedicated to local authorities for pothole repairs and road improvements. Following this announcement WYCA received an allocation of £6.49 million for the 2023 & 2024 financial year as part of this Pothole Fund. Calderdale has received £0.78 million from this allocation.
- 4.5 Additionally, in October 2023 the Government announced a new plan for transport spending: Network North. Through this, the Government announced a reallocation of £36bn of funding earmarked for HS2 to a range of other high priority transport schemes across the North, the Midlands and Great Britain, investing in hundreds of projects in towns, cities and rural areas.
- 4.6 As part of the Network North Fund, the government committed an extra £8.3 billion for highway maintenance over the next decade, spanning from 2023 to 2033. This funding is reserved for local road resurfacing and broader maintenance tasks on local highways. Out of this £8.3 billion, local authorities in the North West, North East, and Yorkshire and the Humber are set to receive £3.3 billion. Of the funding allocated to WYCA Calderdale will receive an additional £0.55 million in 2024/25 with further funding to be allocated in future years.
- 4.7 Officers are currently in the process of assembling programmes of work to allow contractors to commence permanent pothole repairs and additional highway maintenance activity using these funds in the upcoming financial year.
- 4.8 Every financial year, particularly in the final quarter, project planning often encounters delays due to increment weather, unforeseen issues with obtaining statutory consents and other project-related challenges. These delays lead to mean some project and spend slip into the subsequent financial year. With the CRSTS and Pothole Fund, it is expected that there will be a minor underspend from the 2023/24 CRSTS allocation. This amount will be confirmed in early April and delivered as part of the 2024/25 programme.
- 4.9 The persistent challenge of inflation is clearly reflected in the pricing of the recent Highway Works framework contracts. The increases in inflation have impacted on every facet of the construction industry. Compounding this issue, supply chain

disruptions have led to significant shortages and delays in obtaining various items and materials. In response, officers have, wherever feasible, incorporated inflation considerations into their scheme cost estimates. However, there remains the possibility that unexpected expenses and delays, exceeding the anticipated levels, could affect the overall programme as outlined in this report.

- 4.10 A joint Strategic Outline Case (SOC1 & SOC2) from all five West Yorkshire partner districts (Bradford, Calderdale, Kirklees, Leeds, Wakefield) has been approved. These submissions encompass the CRSTS funding agreement for the first three years of the five-year funding period. The SOC2 submission specifically addresses funding for the financial years 2023/24 and 2024/25
- 4.11 The Highway Asset Management programme contained in this report is based on the indicative annual allocation of £5.95 million, but we are currently in discussions with WYCA to reprofile our annual allocations increasing our spend in 2024/25 and 2025/26. This has the benefit of ensuring we spend our overall allocation within the investment period and also that we will be in a position to take advantage of any underspend across the wider CRSTS programme should the opportunity arise.
- 4.12 Appendix 1 and 2 contains the proposed capital maintenance programme for 2024/25.

Capital Maintenance Programme 2024/25

5. Asset Management and Enhancements (£5.95M (inc. fees and contingencies))

- 5.1 The Asset Management and Enhancements funding allocation is further divided between carriageway maintenance, structures and borough wide initiatives as shown in the table below.

Asset Management and Enhancements	2024/25 £M
Carriageway Maintenance	3.90
Structures Programme	1.30
Borough Wide Initiatives	0.75
Total	5.95

5.2 Carriageway Maintenance (£3.9M (inc. fees and contingencies))

- 5.2.1 This programme of work covers Surface Dressing and Carriageway Resurfacing / Patching. The programme is split between Classified (A, B, C) and Unclassified Roads. Well maintained carriageways and footways are the primary building block in the creation of a highway network that encourages “active travel” which will in turn accelerate the move to the more sustainable modes. The programme included as Appendix 1.
- 5.2.2 The programme is devised by analysing a number of different survey types in association with the classification of the road under consideration, the surveys are undertaken in the second half of the previous year to inform the programme for the following year. More details of the surveys used can be found in Appendix 3.
- 5.2.3 Analysing this survey condition data allows us to create a long list of roads for further consideration. Through a process of workshops and site visits a prioritised programme is developed using engineering judgement taking into account other factors such as customer and Councillor feedback, impact on public transport and links to other work.
- 5.2.4 The Council’s performance indicators for the road condition of principal roads (A-roads) requires the Council to remain within the 5% target for “urgent maintenance required to principal roads” (a target agreed by all West Yorkshire Council’s in consultation with the West Yorkshire Combined Authority). The Council’s current performance indicator is at 3%. Despite this the underlying data is showing a deterioration in the condition of the Classified Road network (A, B and C), with 6% rated as Red and 33% rated as Amber.
- 5.2.5 The target for the “unclassified road” network is 10%. However, in order to reduce the unclassified roads from their current 18% to 10% it would require a significant increase in investment to reach this figure.

- 5.2.6 It is important to acknowledge this year that several surveys, initially planned for mid 2023, have encountered delays due to a range of issues affecting our supply partners. Consequently, the list of roads featured in Appendix 1 for this year is largely based on the data from surveys conducted in 2022, supplemented where possible with data from 2023. Furthermore, there is a continuous effort by officers to evaluate the findings of these postponed surveys. Roads that are identified as being in a deteriorated state in these subsequent evaluations will be prioritised for maintenance as part of the extensive borough-wide intervention maintenance programme.

5.3 Structures Programme 2024-2025 (£1.3M (inc. fees and contingencies))

- 5.3.1 The Council's asset extends to 290 highway structures, consisting of 207 Carriageway Bridges, 16 Footbridges, 61 culverts with a span > 1.5m, and 6 Subway. In addition there are over 730 km of highway walls. The vehicular bridges are inspected on a regular basis with general inspections taking place every two years and a more detailed principal inspection every five as per the requirements of The Design Manual for Roads and Bridges.
- 5.3.2 The programme is then developed using a risk-based approach, with any inspections identifying structures as potentially compromised being prioritised as urgent. Structures that may have already collapsed are also assessed, and selection of these are determined by ongoing inconvenience to the public, the risk of further collapse and the ongoing cost to the council of any temporary measures required.
- 5.3.3 The proposed Structures Programme for 2023/24 is detailed in Appendix 2.

5.4 Borough Wide Initiatives (£0.75M (inc. fees and contingencies))

- 5.4.1 A sum of £0.75 million has been allocated to tackle various small-scale projects across the borough. This investment is aimed at improving highway safety, encompassing efforts like the removal of unnecessary street furniture, targeted resurfacing, and patching of footways, and addressing urgent maintenance needs identified in the 2023 condition surveys. Additionally, the funding covers Asset Condition Surveys, essential for providing the data needed to guide and develop future programme strategies.

5.5 Safer Roads Programme (£0.34M (inc. fees and contingencies))

Calderdale's CRSTS settlement includes £0.34M for "safe roads". The final schemes will be dependent upon further analysis but will be taken from the following:

Local Safety Schemes

- 5.5.1 Programme of interventions, including installation of new speed camera sites, guided by annual Sites and Lengths reports, post-collision investigations or data collection following receipt of complaints from Emergency Services, Councillors and public. The 2024/25 programme will be taken from a long list of 16 sites that are currently being prioritised.

Speed Management Programme

- 5.5.2 Programme of interventions guided by internal review of available speed data and data collection following representations by Emergency Services, Councillors and public. The 2024/25 programme will be taken from a long list of 20 sites that are currently being prioritised.

20mph Areas Additional Physical Measures

- 5.5.3 Additional physical measures at specific points determined by data collection and repeat complaints to reinforce Calderdale's 20mph signed-only areas. Specific focus on entry points and main commuter routes through those areas. The 2024/25 programme will be taken from a long list of 24 sites that are currently being prioritised.

Pedestrian Crossing Programme

- 5.5.4 Introduction of a range of formal crossing facilities to reduce / remove severance due to traffic in local communities. This programme is intended to encourage active travel. The 2024/25 programme will be taken from a long list of 23 sites that are currently being prioritised.

Disability Discrimination Act (DDA) Routes and Improvements

- 5.5.5 Provision of DDA compliant pedestrian routes within local communities addressing an absence of dropped kerbs, poor footway widths / cambers and crossing points. This is being led by public engagement and partnership working with local health providers.

Minor traffic schemes

- 5.5.6 Minor signing, lining and traffic management schemes addressing requests from local communities.

5.6 Active Travel and Public Rights of Way (£0.19M (inc. fees and contingencies))

- 5.6.1 As part of their initiative to promote Active Travel, His Majesty's Government (HMG) approved capital funding specifically for the Public Right of Way (PROW) Network. As detailed in the table below Calderdale has the longest network in West Yorkshire:

District	PROW Length (Km)
Calderdale	1,400
Kirklees	1,100
Bradford	1,000
Leeds	800
Wakefield	560

5.6.2 Although this heading is badged “Active Travel and Public Rights of Way” the HMG expectation is that it will be targeted at those routes that will support active travel. It is therefore recommended that the funding is spent on those schemes, in accordance with the priorities of the Local Access Forum and the Countryside & Rights of Way Service (CROWS).

5.7 Traffic Signals: Network Management Renewals (£0.16M (inc. fees and contingencies)) and Network Management Enhancements (£0.19M (inc. fees and contingencies))

5.7.1 The five West Yorkshire Districts continue to work closely to develop a coherent and integrated system of traffic signals and urban traffic control across the region. The CRSTS settlement includes two linked elements. Funding for Network Management Renewals aims to renew ageing signals assets and bring down the average age of Calderdale’s signalised crossings and junctions while at the same time replacing halogen lamps with LED to deliver better reliability and reduced energy consumption and carbon emissions.

5.7.2 Network Management Enhancements will deliver the latest traffic management systems, which will reduce delay with specific emphasis on pedestrian and cycle detection and priority for bus movements. Replacement of existing wireless equipment with new digital technology will improve remote management and monitoring of signal sites including enhanced fault detection.

5.7.3 **On Street Assets-** Refurbishment of signalised crossings and junctions. Conversion from halogen to LED delivering increased reliability and reduced energy consumption. Introduction of improved pedestrian / cycle detection and preparedness for bus priority. A two-year (2023/4 – 2024/5) programme of upgrades is in progress covering the following sites:

5.7.4 Crossings

- A646 / Burnley Road / Ewood Drive, Mytholmroyd
- A641 Bradford Road / Clifton Mills, Bailiff Bridge
- A58 / Godley Lane / Old Godley Lane, Shibden
- A629 Keighley Road / Foundry Street North, Ovenden

5.7.5 Junctions

- A58 / A6036 Leeds Road / Bradford Road, Stump Cross
- A58 / A672 Rochdale Road / Oldham Road, Ripponden

5.8 Sustainable Transport - Retrofit of bus priority to recently installed signal sites. Installation of smart traffic management to additional crossing and junction sites as they are refurbished. Delivering improved bus journey time reliability and improved detection for pedestrians and cyclists.

5.9 Innovation - Additional variable message signs at critical points on the network. Automatic generation of real time traffic information using traffic monitoring software.

5.10 Decarbonisation - Review of smart traffic management implementation to ensure

that efficiency of the network is maintained and maximised. Implementation of further detection to assist changes in fixed time plans at older sites and provide more consistent journey times.

- 5.11 **Technology and Communications** - Replacement of existing wireless equipment with more reliable, higher capacity communications to improve remote management of traffic signals and fault detection. Installation of digital CCTV at critical sites to improve traffic monitoring and management.

6. Financial Implications

- 6.1 The programme of work and available funding to deliver the CRSTS capital schemes and initiatives is summarised below:

Programmes	Allocation 2024/25 £M
Carriageway Maintenance	3.10
Borough Wide Initiatives	0.75
Structures Maintenance	2.10
Safer Roads	0.44
Active Travel and Public Rights of Way	0.19
Network Management Renewals and Enhancements	0.36
CRSTS Sub-Total	6.93
Pothole Fund	0.78
Network North	0.55
Total Capital Maintenance	8.26

- 6.2 The overall Capital Programme detailed in the report and the Appendices will be reviewed throughout the financial year in order to ensure that the overall programme is contained within the approved budgets.
- 6.3 In delivering programmes of work, officers will be proactive in ensuring that an integrative approach is taken. For example, lining will not be renewed in advance of carriageway surfacing being renewed, resurfacing will not take place where planned major project schemes or other stakeholder schemes would undermine the work shortly thereafter, unless there is an immediate risk. Opportunities to address infrastructural details, like dropped/pedestrian crossings, will also be identified. Ultimately, this integrated approach will improve the Council's transport infrastructure assets.

7. Legal Implications

- 7.1 There are no legal implications. Any schemes, projects or third-party funding arrangements requiring legal advice or a legal agreement to be in place will be instructed to the Council's legal services team.

8. Human Resources and Organisation Development Implications

- 8.1 There are no direct HR implications arising from this report. However, significant vacancies within Strategic Infrastructure will need to be filled to mitigate risks and ensure the effective delivery of the programme. This is an ongoing piece of work in conjunction with HR, Recruitment and Resourcing.

9. Consultation

- 9.1 Consultation is carried out with the general public, stakeholders and Members as appropriate. This is particularly relevant with the integrated transport schemes, as this programme impacts on the public realm as opposed to the maintenance of the asset. Details of specific works will be shared with residents and Ward Members.

10. Environment, Health, and Economic Implications

- 10.1 The Highways Maintenance and the Integrated Transport programmes have broad implications relating to economic growth, environmental, safety and community issues and will make a significant contribution towards the council's corporate strategic priorities especially those that can be influenced by active travel modes.

11. Equality and Diversity

- 11.1 All issues surrounding equality and diversity are considered as part of the development of schemes within the capital programme. Where appropriate, and as developed, schemes with the above programme will also be subject to a full equality impact assessment.

12. Summary and Recommendations

- 12.1 The above report and appendices details how the £6.93 million CRSTS capital maintenance funding for 2023/24 will be allocated.
- 12.2 In addition, plans have been developed to deliver the £0.78 million Pothole Fund and additional £0.55 million allocated from Network North.

It is recommended that:

- 12.3 Approve the Highway Capital Maintenance Programme for the financial year 2024/25 detailed in the report to allow the relevant Funding Agreements to be signed by the Council and the West Yorkshire Combined Authority (WYCA).
- 12.4 Authorise the Assistant Director, Strategic Infrastructure, in consultation with the Cabinet Member with responsibility for Public Services and Communities (including Operational Highways) to agree any required changes to the programme and agree reprofiling of indicative annual allocations with WYCA within the investment period taking into account the latest funding allocations.

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Appendix 1

Carriageway Maintenance Programme (£3.9M)

Resurfacing		
Road Name	Location	Ward
UPPER WASHER LANE	KING CROSS	SOWERBY BRIDGE
ALBERT STREET	HALIFAX	PARK WARD
ASHBOURNE GROVE	PELLON	PARK WARD
UPPER WASHER LANE	KING CROSS	SOWERBY BRIDGE
HIGH LEVEL WAY	HALIFAX	PARK WARD
ILLINGWORTH WAY	ILLINGWORTH	ILLINGWORTH AND MIXENDEN
LINDLEY ROAD	BLACKLEY	ELLAND
SCARR BOTTOM ROAD	HALIFAX	SOWERBY BRIDGE
PLAINS LANE	ELLAND	ELLAND
UPPER LANE	NORTHOWRAM	NORTHOWRAM AND SHELF
DARCEY HEY LANE	KING CROSS	SOWERBY BRIDGE
DELPH HILL ROAD	KING CROSS	SOWERBY BRIDGE
GREEN ROYD	WEST VALE	GREETLAND AND STAINLAND
GREENUPS TERRACE	SOWERBY BRIDGE	SOWERBY BRIDGE
WARLEY ROAD	KING CROSS	PARK WARD
SHROGGS ROAD	HALIFAX	OVENDEN
HEY LANE	OUTLANE	RYBURN
STYES LANE	SOWERBY	RYBURN
SOWERBY CROFT LANE	SOWERBY BRIDGE	SOWERBY BRIDGE
TOWNGATE	SOWERBY	RYBURN
FREE SCHOOL LANE	HALIFAX	SKIRCOAT
CORPORATION STREET	SOWERBY BRIDGE	SOWERBY BRIDGE
Resurfacing - Scheme tie-in		
Road Name	Location	Ward
WAKEFIELD ROAD	BRIGHOUSE	BRIGHOUSE
SHELF ROAD	HEBDEN BRIDGE	CALDER
HEBBLE END	HEBDEN BRIDGE	CALDER
STAINLAND ROAD	ELLAND	ELLAND

Surface Dressing – Pre patching		
Road Name	Location	Ward
BROAD STREET	TODMORDEN	TODMORDEN
THE HOLLINS	TODMORDEN	TODMORDEN
BROUGHAM ROAD	BOOTH TOWN	TOWN WARD
TURNER PLACE	ILLINGWORTH	OVENDEN
CHARLES AVENUE	SOUTHOWRAM	TOWN WARD
STAKE LANE	CRAGG VALE	LUDDENDENFOOT
BROW LANE	SHELF	NORTHOWRAM AND SHELF
HIGHFIELD ROAD	ELLAND	ELLAND
BACK LANE	ILLINGWORTH	OVENDEN
BEECHWOOD AVENUE	SOWERBY	RYBURN
BEECHWOOD CLOSE	HOLMFIELD	ILLINGWORTH AND MIXENDEN
BELGRAVE AVENUE	CLAREMOUNT	NORTHOWRAM AND SHELF
BELGRAVE DRIVE	CLAREMOUNT	NORTHOWRAM AND SHELF
BELLE VUE ROAD	SHELF	NORTHOWRAM AND SHELF
BOWLING GREEN ROAD	STAINLAND	GREETLAND AND STAINLAND
BROCKWELL GARDENS	SOWERBY	RYBURN
CHARLES STREET	SOWERBY BRIDGE	SOWERBY BRIDGE
CLOUGH HOUSE LANE	BARKISLAND	RYBURN
COCK HILL LANE	SHELF	NORTHOWRAM AND SHELF
COOKSON STREET	BRIGHOUSE	BRIGHOUSE
DINELEY AVENUE	TODMORDEN	TODMORDEN
DODGE HOLME DRIVE	MIXENDEN	ILLINGWORTH AND MIXENDEN
ELLEN ROYD LANE	LUDDENDEN FOOT	LUDDENDENFOOT
GILES HILL LANE	SHELF	NORTHOWRAM AND SHELF
HANSON LANE	HALIFAX	PARK WARD
HAYS LANE	MIXENDEN	ILLINGWORTH AND MIXENDEN
HEDGE TOP LANE	NORTHOWRAM	NORTHOWRAM AND SHELF
HIGH STONES ROAD	CRAGG VALE	LUDDENDENFOOT
HUNTER HILL ROAD	MIXENDEN	ILLINGWORTH AND MIXENDEN
JAGGER GREEN LANE	HOLYWELL GREEN	GREETLAND AND STAINLAND
KESWICK CLOSE	SIDDAL	TOWN WARD
LAWRENCE ROAD	HALIFAX	SKIRCOAT
LENNOX ROAD	TODMORDEN	TODMORDEN
LAWRENCE ROAD	HALIFAX	TOWN WARD
MYRTLE AVENUE	ILLINGWORTH	ILLINGWORTH AND MIXENDEN
HAMPDEN PLACE	HALIFAX	PARK WARD
MYRTLE DRIVE	ILLINGWORTH	ILLINGWORTH AND MIXENDEN
MYRTLE PLACE	ILLINGWORTH	ILLINGWORTH AND MIXENDEN
ST PETERS AVENUE	SOWERBY	RYBURN
THRUM HALL LANE	HALIFAX	PARK WARD
EDGE LANE	COLDEN	CALDER
RIPON STREET	HALIFAX	PARK WARD
CROSS STONE ROAD	TODMORDEN	TODMORDEN
ROILS HEAD ROAD	HALIFAX	WARLEY
WICKING LANE	SOYLAND	RYBURN
TOOTHILL BANK	RASTRICK	RASTRICK
THRUSH HILL ROAD	MYTHOLMROYD	LUDDENDENFOOT
FOLLY HALL LANE	CRAGG VALE	LUDDENDENFOOT

ROPER GREEN	MIXENDEN	ILLINGWORTH AND MIXENDEN
KEBROYD LANE	TRIANGLE	RYBURN
LANE HEAD ROAD	RIPPONDEN	RYBURN
GLEN VIEW ROAD	HEBDEN BRIDGE	CALDER
CASTLEFIELDS DRIVE	RASTRICK	RASTRICK
BLAITHROYD LANE	SOUTHOWRAM	TOWN WARD
BOOTH HILL	LUDDENDEN	LUDDENDENFOOT

2024 Surface Dressing		
Road Name	Location	Ward
WEST LODGE CRESCENT	AINLEY TOP	ELLAND
NEW HEY ROAD	AINLEY TOP	ELLAND
GRIMESCAR ROAD	AINLEY TOP	ELLAND
BRANCH LANE	AINLEY TOP	ELLAND
LINDLEY MOOR ROAD	AINLEY TOP	ELLAND
STANLEY ROAD	AINLEY TOP	ELLAND
CREST ROAD	AINLEY TOP	ELLAND
ROYD AVENUE	AINLEY TOP	ELLAND
ST ALBANS AVENUE	AINLEY TOP	ELLAND
ST ANNES AVENUE	AINLEY TOP	ELLAND
ST GEORGES AVENUE	AINLEY TOP	ELLAND
BRANCH ROAD	AINLEY TOP	ELLAND
ASHFIELD ROAD	GREETLAND	GREETLAND AND STAINLAND
CHESTNUT CLOSE	GREETLAND	GREETLAND AND STAINLAND
CHERRY TREE DRIVE	GREETLAND	GREETLAND AND STAINLAND
CEDAR GROVE	GREETLAND	GREETLAND AND STAINLAND
MILNER LANE	GREETLAND	GREETLAND AND STAINLAND
MILNER CLOSE	GREETLAND	GREETLAND AND STAINLAND
MOORLANDS ROAD	GREETLAND	GREETLAND AND STAINLAND
GOLDFIELDS WAY	GREETLAND	GREETLAND AND STAINLAND
GOLDFIELDS VIEW	GREETLAND	GREETLAND AND STAINLAND
GOLDFIELDS CLOSE	GREETLAND	GREETLAND AND STAINLAND
GOLDFIELDS AVENUE	GREETLAND	GREETLAND AND STAINLAND
SCHOOL STREET	GREETLAND	GREETLAND AND STAINLAND
DIXON CLOSE	GREETLAND	GREETLAND AND STAINLAND
HIGHFIELD AVENUE	GREETLAND	GREETLAND AND STAINLAND
EXLEY LANE	ELLAND	ELLAND
HULLEN EDGE ROAD	ELLAND	ELLAND
BRYAN ROAD	ELLAND	ELLAND
BROOMFIELD	ELLAND	ELLAND
HULLEN EDGE GARDENS	ELLAND	ELLAND
HAMMERSTONES ROAD	ELLAND	ELLAND
HULLEN ROAD	ELLAND	ELLAND
ILLINGWORTH ROAD	ILLINGWORTH	ILLINGWORTH AND MIXENDEN
NATTY LANE	ILLINGWORTH	ILLINGWORTH AND MIXENDEN
MEADOW DRIVE	WHEATLEY	OVENDEN
MEADOW LANE	WHEATLEY	OVENDEN
BACK MEADOW LANE	WHEATLEY	OVENDEN
MEADOW CRESCENT	WHEATLEY	OVENDEN
MOOR END ROAD	HALIFAX	WARLEY

MOUNT TABOR ROAD	HALIFAX	WARLEY
SADDLEWORTH ROAD	BARKISLAND	RYBURN
TEWIT LANE	ILLINGWORTH	ILLINGWORTH AND MIXENDEN
TEWIT GREEN	ILLINGWORTH	ILLINGWORTH AND MIXENDEN
POPPLES DRIVE	ILLINGWORTH	ILLINGWORTH AND MIXENDEN

Steel Slag Sub-Base - Reconstruction		
MILL GROVE*	BRIGHOUSE	BRIGHOUSE
WITHINFIELDS*	SOUTHOWRAM	TOWN
BELL STREET*	CLAREMOUNT	NORTHOWRAM AND SHELF
<p>These roads were constructed using a recycled material, "Steel Slag". They degrade with age needing a complete reconstruction by taking up the recycled material and reconstruction with traditional material. This process is vastly more expensive than tradition construction and as such will need to be carefully considered for the additional costs and disposal of the construction material which requires special disposal. The reconstruction works will be planned during 24-25 financial year and works likely to be carried out late 24-25 and into the following financial year.</p>		

Appendix 2

Structures Programme (£1.3M)

Structure	Description	Location
Lineholme	Concrete repairs	Lydgate, Todmorden
	Scour repair	
Scaitcliffe	Concrete repairs	Burnley Rd, Todmorden
	Scour repair	
	Masonry repairs	
	Invert repair	
Gas Works Bridge	Options appraisal for future programme	Sowerby Bridge
	Concept design and feasibility	
Shears Viaduct	Design	Ovenden Rd, Halifax
Brighouse Bridge	Re-painting	A641 Brighouse
	Steelwork repairs	
Lob Mill retaining wall	Re-construction	A646, Halifax Rd, Todmorden
Midgelden Brook walls	Damaged walls, fill voids behind walls, scour prevention	Bacup Rd, Todmorden
Wall inspections	Scheduled inspection of most critical walls	Across the borough
Wall repairs (future)	Budget required for inevitable future defects in district.	Across the borough

Appendix 3

Highway Asset Surveys

Name	Type of Survey	Frequency	Which Roads
Vaisala	AI based video capture of the network using computer algorithms to derive the condition of the road network.	Ongoing	Entire Network
Course Visual Inspection	Visual inspection of the road network.	Annual	Unclassified Network
Scanner (Surface Condition Assessment for the National Network of Roads)	Provides a consistent method of measuring the surface condition of road carriageways, using automated road condition survey machines. These surveys examine such parameters as: <ul style="list-style-type: none"> • Rut depth (wear along wheel tracks) • Longitudinal profile (rise and fall of road surface when travelling along it) • Overall texture (important for drainage and skid resistance) • Amount and nature of cracking (type and pattern of cracking indicates amount and depth of deterioration) • Edge deterioration • Geometry (gradient / crossfall / radius of curvature – all contributing to ride quality) 	Annual	Classified Network
SCRIM (Sideway-force Coefficient Routine Investigation Machine)	These surveys identify those locations where the skid resistance is below investigatory levels and relate to the risk of an accident	Triennial	Classified
Service Requests	Once the above survey results have been analysed and prioritised in accordance with overall condition, reference is then made to the number of service requests held in INSIGHT, the highway customer service and asset register management system. However, due diligence is also applied as not all communities make service requests and consequently the primary factor remains the results of the condition surveys.	On-going	Entire Network
Horizons	Horizons is the software package used to extrapolate the above datasets and produce and prioritise the capital carriageway programme.	On-going	N/A