

# **Report of the Strategic Director, Place to the meeting of Bradford South Area Committee to be held on 17th March 2022.**

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## **Subject:**

**HIGHWAY MAINTENANCE NON-CLASSIFIED ROADS AND SURFACE DRESSING  
ALLOCATION FOR BRADFORD SOUTH - 2022/23**

## **Summary statement:**

This report provides information on Capital Highway Maintenance funding and makes recommendations on the allocation for Non-Classified road resurfacing schemes and Surface Dressing sites.

## **EQUALITY & DIVERSITY:**

It is expected that there will be no disproportionate impact on Equality & Diversity from the project recommended for implementation within this report.

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Jason Longhurst  
Strategic Director  
Place

Report Contact: Andrew Whelan  
Principal Engineer Highway  
Maintenance  
Phone: (01274) 434409  
E-mail: [andrew.whelan@bradford.gov.uk](mailto:andrew.whelan@bradford.gov.uk)

## **Portfolio:**

Regeneration, Planning & Transport

## **Overview & Scrutiny Area:**

Regeneration and Environment

## **1.0. SUMMARY**

- 1.1. This report details the allocation of the capital highway maintenance budget to the Non-Classified road network and Surface Dressing sites for 2022/23 in Bradford South.

## **2.0. BACKGROUND**

- 2.1. The capital highway maintenance element of the Local Transport Plan for all classification of road for Bradford in 2022/23 is anticipated to be £4,286,000.
- 2.2. It is essential that local highway maintenance continues to be prioritised, reflecting the economic and social importance to communities and the need to safeguard the largest single local public asset. As such the allocation is to be prioritised on those roads in most need of maintenance.
- 2.3. The varying types and classifications of roads are routinely monitored by standardised survey equipment. The sites chosen for inclusion are those that have been shown to be in the most need of repair on the most recent survey. This is supplemented by those roads that are known to have suffered increased deterioration due to the ageing process and recent winter weather.
- 2.4. An initial recommended selection of Non-Classified and Surface Dressing sites is included in Appendices 1 and 2 (respectively) attached.
- 2.5. The list of Non-Classified resurfacing sites (Appendix 1) shows an initially recommended priority programme, based on overall condition to the value of £300,000. This is anticipated to be the budget available for Bradford South. A reserve list is also presented within Appendix 1. Members may seek to substitute schemes from the recommended programme for those on the reserve list as is deemed necessary to meet local highway maintenance concerns. Also, if it transpires that it is not feasible to progress any of the originally selected schemes, these will be substituted with alternatives from the reserve lists.
- 2.6. The suggested programme of Surface Dressing sites, totalling 55,839m<sup>2</sup> (approx. £195,436) is attached as Appendix 2.
- 2.7. In order that programme delivery can be achieved within the appropriate financial year it is imperative that the committee approves a works programme at this stage.

### **3.0. OTHER CONSIDERATIONS**

- 3.1. None.

### **4.0. FINANCIAL & RESOURCE APPRAISAL**

- 4.1. The total value of schemes on the Appendix 1 list exceeds the likely allocated spend on Non-Classified roads for this financial year. This is in the region of £1.5 million for the whole of the Bradford Metropolitan District, which would equate to around £300,000 for Bradford South.
- 4.2. Indicative funding has been identified for each scheme but the actual cost will be determined through the scheme development process. The identification of a reserve list of works is necessary in order to offset schemes that inevitably will be delayed as a consequence of unforeseen circumstances such as work by statutory bodies and conflicts with other major schemes etc. There may also need to be further adjustment to the programme following the more detailed costing process. Any sites that are deferred for whatever reason will roll over to the following years list.
- 4.3. The total value of the schemes identified in Appendix 2 does not exceed the capital allocation for Surface Dressing, consequently it is the intention that work will be completed on all of those sites listed, however it is possible that some of the schemes may need to be deferred, again likely due to conflicts with works by other bodies, statutory undertakers etc. Any schemes that are deferred for whatever reason will roll over to the following years programme.

### **5.0. RISK MANAGEMENT AND GOVERNANCE ISSUES**

- 5.1. A failure to prioritise highway maintenance schemes based upon condition and safety survey data will result in an increased requirement for reactive maintenance and lead to a reduction in road safety conditions and an associated increase in successful insurance claims against the Council.

### **6.0. LEGAL APPRAISAL**

- 6.1. There are no specific issues arising from this report. The course of action proposed is in accordance with the Council's power as Highway Authority.

### **7.0. OTHER IMPLICATIONS**

#### **7.1. SUSTAINABILITY IMPLICATIONS**

None.

#### **7.2. GREENHOUSE GAS EMISSIONS IMPACTS**

There is no impact on the Council's own and the wider District's carbon footprint and emissions from other greenhouse gases arising from this report.

#### **7.3. COMMUNITY SAFETY IMPLICATIONS**

Effective maintenance of the highway network is essential to ensure the safe passage of pedestrians and road users alike.

**7.4. HUMAN RIGHTS ACT**

In formatting the proposals, due regard has been given to the Human Rights Act and there are no implications which have been identified.

**7.5. TRADE UNION**

None.

**7.6. WARD IMPLICATIONS**

The suggested programmes have been determined on the basis of condition surveys, hence the proposed level of funding may differ from ward to ward for the programme year. However, it is considered that, over a number of years, monies expended on maintenance works within each Area Committee will even out (proportionate to the length, nature and condition of highways).

**7.7. AREA COMMITTEE ACTION PLAN IMPLICATIONS**

The development and implementation of schemes included in this report support priorities within the Bradford South Area Committee Ward Plans.

**7.8 IMPLICATIONS FOR CORPORATE PARENTING**

None.

**7.9 ISSUES ARISING FROM PRIVACY IMPACT ASSESSMENT**

None.

**8.0. NOT FOR PUBLICATION DOCUMENTS**

8.1. None.

**9.0. OPTIONS**

9.1. That the Bradford South Area Committee adopts the recommended schemes detailed in Appendix 1 and 2.

9.2. That the Bradford South Area Committee adopts the recommended schemes detailed in Appendix 1 and 2, with any substitutions (to a similar value) from the reserve list in Appendix 1.

**10.0. RECOMMENDATIONS**

10.1. That the Bradford South Area Committee approves the proposed programme of works as shown in Appendix 1 and 2.

**11.0. APPENDICES**

11.1 Appendix 1 – Highway Maintenance Proposed Capital Programme for Non-PRN (Non-classified roads).

11.2 Appendix 2 – Proposed Programme for Surface Dressing.

**12.0. BACKGROUND DOCUMENTS**

12.1. None.

## Appendix 1 - Highway Maintenance Proposed Capital Programme for Non-PRN (Non-classified roads)

Road Name	Ward	From	To	Length	Budget
<b><u>Priority Sites</u></b>					
Necropolis Road, Lidget Green	Great Horton	Cemetery Road	End	380	£39,000
Raeburn Drive, Buttershaw	Royds	Harbour Road	No 50	250	£32,000
Jackson Hill Lane, Queensbury	Queensbury	Full Length		280	£25,000
Enfield Parade, Wibsey	Wibsey	Full Length		220	£28,000
Hollingwood Lane**	Great Horton	Old Railway Bridge	Hollingwood Drive	200	£26,000
Arkwright Street, Tyersal	Tong	Full Length		230	£34,000
Haycliffe Lane, Little Horton	Wibsey/Great Horton	St Enochs Road	No 184 inc under bridge	500	£60,000
Kesteven Road, Holme Wood	Tong	Broadstone Way	Wenborough Lane	470	£56,000
				<b>Total</b>	<b>£300,000</b>
<b><u>Reserve Sites</u></b>					
Albert Crescent, Queensbury	Queensbury	Full Length	(M)	90	£4,000
Barden Avenue, Buttershaw	Royds	Full Length		420	£52,000
Beacon Brow, Horton Bank Top	Queensbury	Full Length	(M)	130	£7,000
Bierley Lane, Bierley	Tong	Section adjacent to Currer Avenue		100	£20,000
Deanstones Lane, Queensbury	Queensbury	Full Length		750	£58,000
Edgehill Close, Queensbury	Queensbury	Full Length		80	£12,000
Edward Turner Close, Low Moor	Royds	Full Length	(M)	80	£5,000
Elmfield Drive, Odsal	Wibsey	Full Length		780	£84,000
Eltham Grove, Buttershaw	Royds	Full Length	(M)	80	£5,000
Griffe Drive, Wyke	Wyke	Full Length	(M)	250	£19,000
Griffe Road, Wyke	Wyke	Whitehall Road	Griffe Head Road	360	£55,000
Grouse Moor Lane, Queensbury	Queensbury	Sections (HRA)		60	£11,000
Heysham Drive, Holme Wood	Tong	Full Length	inc sections to 142, 72, 10	490	£60,000
Hill End Lane, Queensbury	Queensbury	Ford Hill	Depot entrance	70	£11,000
Kirkley Avenue, Wyke	Wyke	Full Length	(M)	100	£7,000
Lane Top/Bridle Stile Ln	Queensbury	Thornton Road	End of track	120	£14,000
Lower Wyke Green, Wyke (Ancient Highway)	Wyke	Full Length		225	£18,000
Madison Avenue, Holme Wood	Tong	No45	Broadstone Way	230	£28,000

Mossy Bank Close, Queensbury	Queensbury	Full Length	(M)	170	£9,000
Northside Road, Lidget Green	Great Horton	Northside Terrace	New Bed nr Ambulance Station	220	£26,000
Pendle Court, Queensbury	Queensbury	Full Length		40	£25,000
Ramsden Avenue, Lidget Green	Great Horton	Odd numbers		45	£7,000
Ramsden Avenue, Lidget Green	Great Horton	Even numbers		80	£10,000
Reevy Drive, Buttershaw	Royds	Harbour Road	3 Mostyn Grove (M)	70	£8,000
Reevy Drive, Buttershaw	Royds	Reevylands Drive	Verdun Gr inc junction (M)	90	£9,000
Reevy Rd/St Helena Rd roundabout	Wibsey/Royds	Inc approaches		100	£10,000
Reynolds Avenue, Lidget Green	Great Horton	Top Section	No 1 to 23	50	£7,000
Rooley Lane, Odsal	Wibsey	Mayo Avenue	Manchester Road	580	£72,000
Runswick Street, Bankfoot	Wibsey	Full Length		135	£18,000
Scholemoor Avenue, Lidget Green	Great Horton	Clayton Road	Brooksbank Avenue	250	£29,000
South Street, Oakenshaw	Wyke	Cleckheaton Road	Boundary	40	£9,000
Verdun Road, Wibsey	Royds	Harbour Road	Reevy Drive	125	£16,000
Walker Avenue, Lidget Green	Great Horton	Full Length		90	£12,000
Windy Bank Lane, Queensbury	Queensbury	Crooked Lane	School Cote Brow	280	£25,000

\*\* Please note that Hollingwood Lane is provisional, if deterioration is less than anticipated then it is proposed that it will remain on the surface dressing list and will be replaced with Northside Road from the reserve resurfacing list.

## Appendix 2 – Proposed Programme for Surface Dressing

Site	Ward	Area	From	To	Post Code
Briarwood Drive, Wibsey	Wibsey	2585	Full length		BD6 1SG
Briarwood Cres, Wibsey	Wibsey	1100	Full length		BD6 1SD
Briarwood Ave, Wibsey	Wibsey	715	Full length		BD6 1RX
Briarwood Grove, Wibsey	Wibsey	742.5	Full length		BD6 1SF
Carr Bottom Ave, Little Horton	Wibsey	2090	Carr Bottom Rd closure	cul-de-sac	BD5 9BG
Tyersal Lane, Tyersal	Tong	900	Cutler Heights Lane	Former railway bridge	BD4 9HR
Shetcliffe Lane, Bierley	Tong	5362.5	Burberry Close	Tong Street	BD4 6QF
Wyke Lane, Wyke	Wyke	1190	Westfield Lane	Griffe Head Road	BD12 9BX
Ashley Road, Wyke	Wyke	880	Full length		BD12 9JR
Wyke Cres, Wyke	Wyke	2550	Full length		BD12 9AY
Beverley Drive, Wyke	Wyke	350	Full length		BD12 9AU
Clare Road, Wyke	Wyke	1365	Full length		BD12 8JU
Griffe Drive, Wyke	Wyke	510	Blackstone Ave	Tofts Avenue	BD12 8QB
Brighthouse Road, low moor	Wyke	3640	Full length		BD12 0NQ
Woodrow Drive, low moor	Wyke	2400	Full length		BD12 0JT
Lowfield Close, low moor	Wyke	840	Full length		BD12 0JX
B6147 Cooper Lane, Buttershaw	Royds / Queensbury	11049	Full length		BD6 3PB
Windermere Road, Great Horton	Great Horton	4590	Great Horton Rd	Hollingwood Lane	BD7 4BB
Hollingwood Lane, Bradford	Great Horton	4500	Clayton Road	Hollingwood Drive	BD7 4DB
Common Road, Low Moor	Royds	4500	Huddersfield Road	Abb Scott Lane	BD12 0TN
Park Lane, Queensbury	Queensbury	3210	Full length		BD13 1QU
Mossy Bank Close, Queensbury	Queensbury	770	Albert Road	End	BD13 1PX