

Transportation & Highways

Highway Maintenance Programme of Works for 2011

Introduction

There are approximately 900 miles of roads within the Wakefield District which, together with the adjacent footways and verges, make up the highway network. It is the responsibility of Wakefield Council, as Highway Authority, to maintain this network for the safety of the travelling public.

Various machine based surveys are commissioned annually to monitor the condition of the network. These are backed up by a team of technicians who are permanently engaged in inspecting the condition of the carriageways, footways and verges to identify any areas in need of attention. Reports from members of the public can also be vital to this undertaking, as they help focus our attention on areas that may have deteriorated more rapidly than expected. All the information gathered is then compiled and processed to determine the most appropriate treatments for all the roads and footways under consideration.

These roads and footways are then prioritised in order of condition, worst at the top, for each of the treatment types identified. Available funds are then allocated to each treatment type to build up a programme of work to be delivered within the specified year.

Whilst every effort will be made to deliver the treatment for each and every road within the specified year, there are quite a high number of unforeseen circumstances that can arise and interfere with this process and will inevitably result in delays, which can vary from a couple of months up to an entire year. Some typical examples of these circumstances are listed below:-

- Planned maintenance works by one of the public utility companies, such as the renewal of a major gas or water supply.
- Major developments such as a large housing development or shopping centre.
- Planned maintenance works by one of the companies working in partnership with the Council, such as WDH.
- Weather conditions.
- Budget levels.

If anything does cause a delay we would generally postpone the resurfacing until the other works are complete to ensure the final surfacing on the carriageway is left undisturbed and where possible is then protected from further disturbance for a number of years.

In order to maintain a complete and up to date view of the highway network the process of building the works programmes is repeated and reviewed on an annual basis. All roads deteriorate at different rates depending on location, use and traffic volumes. This will inevitably mean that some roads will deteriorate faster than others and will need to be treated earlier than originally anticipated. New roads will also be identified for treatment and added to the programme. This will also mean that the treatment of other roads will be delayed to accommodate this. Where practical every effort will be made to treat all the roads within their given year.

Treatment Options

Carriageways

Structural Patching – Used when localised weak areas are found in roads that are otherwise generally sound. The surface is removed from the affected area and replaced with new material, normally in two layers. The main benefit of this treatment is the minimisation of costs by treating only ‘damaged’ areas. The process is often followed by Surface Dressing or Thin Surfacing to seal the surface to prevent further deterioration.

Surface Dressing – This is the most economical method of road maintenance and is used mainly on rural roads to restore skidding resistance. It seals the surface to stop water seeping into the fabric of the road and leaves the surface with a uniform appearance. The process involves hot bitumen being sprayed on the road surface and chippings being applied and rolled in. Temporary speed limits of 20 mph are applied to the sites to reduce the risk of damage from loose chippings. On completion of the work the road surface is swept to remove excess chippings.

Thin Surfacing – Used as an alternative to surface dressing on urban roads. It also seals the surface to stop water seeping into the fabric of the road and leaves the surface with a uniform appearance.

It is a cold applied material made up from bitumen, stone and synthetic fibres. The new surface improves ride quality and restores skidding resistance. When the new surface is first applied it is left with a very rough texture which can give the impression of being unfinished. The interaction with traffic completes the process by abrading the uneven surface to leave a smooth, even surface that looks much more aesthetically pleasing.

Plane and Resurface – Used at locations where the existing surface of the road needs replacing. A machine is used to remove the old surface which is then replaced with new material. This material is laid hot so it needs some time to cool before traffic can use it. Once laid it provides a surface with increased strength, improved skidding resistance and a quieter finished surface.

Retread – Used at locations where the existing surface of the road needs replacing. This is a more environmentally friendly treatment in that in the majority of cases no material is sent to landfill. The process involves pulverising the top approx. 75mm of the carriageway. This is then remixed with a fresh bitumen emulsion to create a material that can be regraded and rolled to form a re-vitalised pavement. The surface is then sealed with the application of a surface dressing. When used in urban locations the process is then fully completed a year later with the application of thin surfacing.

Reconstruction – Sometimes a road may have deteriorated so much that it needs strengthening. The damaged areas will be removed and reconstructed in individual layers. The new construction provides a surface with increased strength, improved skidding resistance and a quieter finished surface. However, the road may need to be closed for a long time whilst this work is carried out.

Footways

Thin Surfacing – This is the most economical method of maintaining the footway network. It is a cold applied material made up from bitumen, stone and synthetic fibres. It seals the surface to stop water seeping into the fabric of the footway and leaves the surface with a uniform appearance.

Reconstruction – Used at locations where the footway has deteriorated to the point of needing strengthening. The damaged areas are removed and reconstructed in individual layers. The footway needs to be closed whilst the work is carried out.

2011 Proposed Programme

Ackworth, North Elmsall & Upton

Street Name	District	Carriageway Treatment	Footway Treatment
A628 Pontefract Road	Ackworth	Thin surfacing	
A639 Doncaster Road	Thorpe Audlin	Thin surfacing	
Rose Avenue	Upton	Thin surfacing	
Thorpe Lane	Thorpe Audlin	Thin surfacing	
Kimberley Close	Thorpe Audlin	Thin surfacing	
A628 Barnsley Road	Ackworth	Surface dressing	
B6474 New Lane	Upton	Structural Patching	
C43 High Street	Upton	Structural Patching	
C43 Waggon Lane	Upton	Structural Patching	
C43 Harewood Lane	Upton	Structural Patching	
C43 Wrangbrook Road	Upton	Structural Patching	
C43 Tom Wood Ash Lane	Upton	Structural Patching	

Airedale & Ferry Fryston

Street Name	District	Carriageway Treatment	Footway Treatment
Watling Road	Airedale	Retread	
Elizabeth Drive	Airedale	Retread	
Acacia Drive	Airedale	Thin surfacing	
Spittal Hardwick Lane	Townville	Surface dressing	

Altofts & Whitwood

Street Name	District	Carriageway Treatment	Footway Treatment
B6421 Aketon Road	Castleford	Plane & resurface	
C521 Altofts Lane	Whitwood	Thin surfacing	
A655 Whitwood Common Lane	Whitwood	Structural Patching	
A655 Willowbridge Lane	Whitwood	Structural Patching	
California Drive	Whitwood	Structural Patching	

Castleford Central & Glasshoughton

Street Name	District	Carriageway Treatment	Footway Treatment
Ferrybridge Road	Castleford	Thin surfacing	
Leake Street	Castleford	Thin surfacing	
A656 Front Street	Glasshoughton	Thin surfacing	
Wilson Street	Castleford	Thin surfacing	
B6136 Holywell Lane	Glasshoughton	Surface dressing	
Broadmead	Castleford	Structural Patching	
Queen's Park Drive	Castleford	Thin surfacing	
Sagar Street	Castleford	Thin surfacing	

Crofton, Ryhill & Walton

Street Name	District	Carriageway Treatment	Footway Treatment
Cemetery Road	Ryhill	Thin surfacing	



Station Road	Cold Hiendley	Thin surfacing
Springhill Avenue	Crofton	Thin surfacing
The Grove	Walton	Thin surfacing
A61 Barnsley Road	Woolley	Surface dressing
C2 Church Lane	Ryhill	Surface dressing
B6378 Harrison Road	Crofton	Structural Patching
C5 Harrison Road	Crofton	Structural Patching
C5 High Street	Crofton	Structural Patching
C17 Brier Lane	Ryhill	Structural Patching
Spurr Grove	Walton	Thin surfacing

Featherstone

Street Name	District	Carriageway Treatment	Footway Treatment
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West Lane	Sharlston	Thin surfacing	
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Hemsworth

Street Name	District	Carriageway Treatment	Footway Treatment
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Moorfield Crescent	Hemsworth	Retread	
Highfield Place	Hemsworth	Thin surfacing	
B6273 Wakefield Road	Fitzwilliam	Surface dressing	
B6273 Wakefield Road	Kinsley	Surface dressing	
B6428 Hemsworth Lane	Fitzwilliam	Surface dressing	
B6428 Offley Lane	Fitzwilliam	Surface dressing	

Horbury & South Ossett

Street Name	District	Carriageway Treatment	Footway Treatment
Quarry Hill	Horbury Bridge	Structural Patching	

Knottingley

Street Name	District	Carriageway Treatment	Footway Treatment
Pinders Garth	Ferrybridge	Retread	
Spawd Bone Lane	Knottingley	Structural Patching	
Castleford Lane	Ferrybridge	Structural Patching	

Normanton

Street Name	District	Carriageway Treatment	Footway Treatment
Sunny Bank	Normanton	Thin surfacing	
Garth Avenue	Normanton	Thin surfacing	
B6133 Snyderdale Road	Normanton	Surface dressing	

Ossett



Street Name	District	Carriageway Treatment	Footway Treatment
B6129 Wakefield Road	Ossett	Plane & resurface	
Church Street	Ossett	Thin surfacing	
South Parade	Ossett	Thin surfacing	
B6128 Kingsway	Ossett	Surface dressing	
Queen Street	Ossett	Structural Patching	
Ventnor Way	Ossett	Structural Patching	
Prospect Road	Ossett	Structural Patching	
B6128 Prospect Road	Ossett	Structural Patching	
Top Headlands	Ossett	Structural Patching	

Pontefract North

Street Name	District	Carriageway Treatment	Footway Treatment
A639 Jubilee Way	Pontefract	Thin surfacing	
Water Lane	Pontefract	Thin surfacing	
Spittal Hardwick Lane	Townville	Surface dressing	
Monkhill Lane	Lady Balk	Surface dressing	
Baghill Lane	Pontefract	Structural Patching	
Cobblers Lane	Pontefract	Thin surfacing	
Swanhill Lane	Pontefract	Thin surfacing	

Pontefract South

Street Name	District	Carriageway Treatment	Footway Treatment
Fairfax Road	Pontefract	Retread	

Alden Crescent	Pontefract	Thin surfacing
A639 Mill Hill Road	Pontefract	Thin surfacing
Apple Tree Close	Pontefract	Thin surfacing
Castlegate Drive	Chequerfield	Surface dressing
Churchbalk Lane	Carleton	Structural Patching

South Elmsall & South Kirkby

Street Name	District	Carriageway Treatment	Footway Treatment
Church Avenue	South Kirkby	Retread	
Hutton Drive	South Elmsall	Thin surfacing	
East Avenue	South Elmsall	Thin surfacing	
C3 Common Road	South Kirkby	Thin surfacing	
C3 Stockingate	South Kirkby	Thin surfacing	
Carroll Court	South Elmsall	Thin surfacing	
B6422 Hague Lane	South Kirkby	Surface dressing	
B6422 Hemsworth Road	South Kirkby	Surface dressing	
Carroll Court	South Elmsall	Thin surfacing	

Stanley & Outwood East

Street Name	District	Carriageway Treatment	Footway Treatment
Ouchthorpe Lane	Stanley	Plane & resurface	
A642 Aberford Road	Stanley	Surface dressing	
Canal Lane	Stanley	Structural Patching	

Wakefield East



Street Name	District	Carriageway Treatment	Footway Treatment
A642 Aberford Road	Eastmoor	Thin surfacing	
Queen Elizabeth Road	Eastmoor	Thin surfacing	
Park Lodge Lane	Eastmoor	Thin surfacing	
Warren Avenue	Portobello	Thin surfacing	
Ivy Lane	Eastmoor	Thin surfacing	

Wakefield North

Street Name	District	Carriageway Treatment	Footway Treatment
Barstow Square	Wakefield	Plane & resurface	
Kensington Road	St Johns	Plane & resurface	
A650 Wood Street	Wakefield	Thin surfacing	
Cross Street	Wakefield	Thin surfacing	
Oakleigh Avenue	Flanshaw	Thin surfacing	
Brookfields	Netherton	Thin surfacing	
Cliff Road			

Wakefield Rural

Street Name	District	Carriageway Treatment	Footway Treatment
Wood Lane	Middlestown	Retread	
A636 Denby Dale Road Roundabout	Durkar	Plane & resurface	
Malkin Drive	West Bretton	Thin surfacing	
C89 Hill Top Road	Newmillerdam	Thin surfacing	

Slack Lane	Newmillerdam	Thin surfacing
C66 Bretton Lane	West Bretton	Thin surfacing
Cliff Road	Painthorpe	Thin surfacing
A642 New Road	Middlestown	Surface dressing
Painthorpe Lane	Painthorpe	Surface dressing
Water Lane	Coxley	Surface dressing
Bull Lane	Crigglestone	Structural Patching
Fishponds Lane	Crigglestone	Structural Patching
Stoney Lane	Crigglestone	Structural Patching
Boyne Hill	Crigglestone	Structural Patching
A637 Bar Lane	Midgley	Structural Patching
Blacker Lane	Calder Grove	Structural Patching

Wakefield South

Street Name	District	Carriageway Treatment	Footway Treatment
Warwick Street	Agbrigg	Retread	
Milnthorpe Lane	Sandal	Thin surfacing	
B6389 Agbrigg Road	Agbrigg	Thin surfacing	
Cublely Avenue	Kettlethorpe	Thin surfacing	
Fulwood Grove	Kettlethorpe	Thin surfacing	
Walton Lane	Sandal	Surface dressing	

Wakefield West

Street Name	District	Carriageway Treatment	Footway Treatment
A642 Horbury Road	Wakefield	Surface dressing	
B6475 Thornes Road	Thornes	Structural Patching	

Lawfield Lane	Wakefield	Structural Patching
Park Grove Road	Wakefield	Structural Patching
Broadway	Lupset	Structural Patching
Calder Island Way	Calder Island	Structural Patching

Wrenthorpe & Outwood West

Street Name	District	Carriageway Treatment	Footway Treatment
A650 Wakefield 41 Roundabout	Outwood	Plane & resurface	
Lindale Lane	Kirkhamgate	Retread	
Brandy Carr Road	Kirkhamgate	Thin surfacing	
A650 Wrenthorpe Bypass	Outwood	Surface dressing	
A650 Wrenthorpe Bypass	Outwood	Structural Patching	