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Local Highways Maintenance Transparency Report

The Department for Transport expects all local highways authorities to publish information about their highways maintenance activities to help local taxpayers see the difference that funding is making in their areas.

Our Highway Network

The Kirklees Highway Service is responsible for managing an extensive and diverse range of assets, including roads, footways, cycleways, bridges, lighting, drainage systems, and more. This section outlines the scale of our network, the types of infrastructure managed, and the importance of regular maintenance in ensuring safety, supporting active travel, and maintaining the overall efficiency of the highway network.

Table 1 Lengths of highway, footways and cycleways (km)

A Road	B and C roads	U roads (unclassified Roads)	Total Roads	Footways	Other Public rights of way	Cycle lanes	Cycleways (from Cycling Kirklees – These cycleways include dedicated off-road paths, shared-use paths, and greenways)
210.1km	238.6km	1445.6km	1894.3km	2100.36km	1056km	Not available	32.19km

As well as the above listed assets, Kirklees Council's Highway Service also manage:

- 4km of Vehicle Restraint System (VRS)
- 238 Traffic signal junctions and crossings
- 17 Sign gantries and mast arms
- 17 Variable messaging signs
- 52,958 Street lighting columns
- 75,653 Gullies
- 2,180 Traffic bollards
- And other unlisted assets for which numbers have not been provided owing to planned and ongoing survey works (such as guard railing, street signs and posts)

The Highway Service are also responsible for 388 highway related structures and approximately 400km of retaining walls. These structures comprise:

- 212 Highway Bridges
- 8 Subways/Underpasses
- 1 Tunnel
- 128 Large Culverts
- 24 Footbridges
- 15 Traffic signal mast arms and sign gantries
- 400km of retaining walls (with a minimum retained height of 1.35m)

Kirklees Highway Service also has partial liability for 170 third party owned bridges (such as Network Rail, Historical Railways Estate, Sustrans, The Canal and River Trust).

Maintaining highway assets is crucial to ensure the safe and efficient movement of transport and highway users. Well-maintained roads and footways prevent accidents and reduce vehicle damage, whilst encouraging active travel forms such as cycling, wheeling and walking. Robust upkeep of retaining walls, bridges, and similar structures prevents failures that could lead to severe accidents and substantial network impacts.

Regular maintenance of street lighting columns and signage improves visibility and traffic flow, supporting network safety. Additionally, maintaining gullies and drainage systems prevents surface water accumulation, which can cause hazardous driving conditions and road damage.

Overall, consistent maintenance enhances safety, reliability, and efficiency of the transportation network.

Highways Maintenance Spending Figures

Table 2 Highway maintenance spending

Year	Capital allocated by DfT	Capital spend	Revenue spend	Estimate of % spent on preventative maintenance	Estimate of % spent on reactive maintenance
2025/26 (projected)	13,068,162	17,141,206	3,322,247	71%	29%
2024/25	10,120,176	19,431,238	3,567,752	73%	27%
2023/24	13,254,585	20,076,955	2,741,732	82%	18%
2022/23	10,120,176	21,863,601	5,344,022	78%	22%
2021/22	7,636,489	21,296,260	5,262,025	83%	17%
2020/21	9,842,083	15,587,548	4,042,671	79%	21%

**Please note, the figures provided in the Highway Maintenance Spending table above:*

- *Excludes energy costs (power for streetlighting, lit signs, etc).*
- *Includes regionally allocated funds (Kirklees are part of the West Yorkshire Combined Authority (WYCA), and as such, have some monies allocated by WYCA on behalf of the DfT - as of 2022/23).*

In addition to the grants provided from the DfT/WYMCA, Kirklees Council also invests money in the highway network. The council funding is used both for specific schemes and areas and to also compliment and contribute to the CRSTS and grant monies used across the network on asset maintenance and improvement and enhancement schemes.

Initiatives such as the Locality Based Unclassified Roads (LBUR) programme is one such example. Others include funding the widening of Bradley Mills Road (£2mn), the A6024 Woodhead Road scheme (£3mn).

Council funding supports the improvement of the highways drainage assets to manage flood risk including improvements to gullies, highway drains, debris screens and highway culverts.

Council funded initiatives also include work in and around town and district centres that visually lift the borough. Works would include refreshing lining, pedestrian guardrail replacement, sign cleaning, vegetation cutback etc.

Additional Information on Spending

Table 3 Estimate of number of potholes filled*

2020/21	2021/22	2022/23	2023/24	2024/25
43775	56733	35212	33539	37641

* For the purposes of this report, a pothole is defined as up to a $1m^2$ area. Figures are provided for over a financial year

The number of potholes Kirklees Highways Service repaired between 2020/21 and 2024/25 has fluctuated, peaking in 2021/22 before gradually declining. This trend aligns with the introduction of a dedicated Asset Maintenance Technicians, who are responsible for highway safety inspections, coordinating reactive maintenance, and delivering early intervention works.

Additionally, the Locality Based Unclassified Roads (LBUR) Programme, funded by Kirklees Council for the years 2021 to 2024, positively impacted the condition of unclassified roads (U-roads), where most defects are reported.

The decrease in potholes repaired reflects a drop in reported defects, rather than reduced activity. This would indicate fewer potholes are being identified. This highlights the effectiveness of earlier repair efforts and the benefits of targeted investment, leading to more stable and manageable maintenance demands.

Outputs For Planned Maintenance

Table 4 Outputs For Planned Maintenance

Year	CW Preventative Maintenance (km)	CW Reactive Maintenance (km)	FW Preventative Maintenance (km)	FW Reactive Maintenance (km)
2020/2021	59.41	*	7.17	*
2021-2022	29.49	*	11.18	*
2022-2023	40.02	*	31.94	*
2023-2024	60.77	2.15	33.67	0.97
2024-2025	62.07	0.781	34.11	4.9
2025-2026*	37.30**	4.20**	33.80**	2.80**

* No Data Available
**Forecast

Kirklees Highway structures (such as bridges) are regularly checked to make sure they are safe to use and doing their job properly. These checks happen on a set schedule to confirm that the structures are in good shape, and in the case of bridges, strong enough to handle the traffic they're meant to carry.

If these inspections don't happen regularly, small problems can get worse and may eventually lead to serious damage or even failure.

By inspecting structures (walls, bridges etc) regularly, the service can keep track of their condition and spot any issues early. This also helps gather useful information to plan repairs and maintenance in a smart and cost-effective way.

Kirklees Councils street lighting columns are also regularly tested for structural and electrical safety. Replacing life expired street lighting columns provides an opportunity to bring whole streets up to current national standards (BS 5489-1:2020) for lighting. It also enables the council to maximise maintenance intervals and minimise maintenance activities on the replacement units, resulting in further cost and carbon savings.

West Yorkshire Mayoral Combined Authority

As Kirklees is part of the West Yorkshire Mayoral Combined Authority (WYMCA), the authority receives funding via the City Regional Sustainable Transport Settlement (CRSTS). Funding was awarded alongside seven other City Regions as part of a 5 year settlement and runs from 2022/23 to 2026/27. The funding is administered by the West Yorkshire Combined Authority on behalf of the Department for Transport (DfT).

The outputs of delivery of CRSTS spend for the years 2022/23 to 2024/25 are:

For Highways Asset Management

- A total of 46.65 km of roads were renewed.
- 102,547.17 m² of carriageway patching was completed.
- 33.20 km of footways were renewed, with 18 km using proprietary methods.

- There were 82 drainage improvements and 28km upgraded walls (over 1.35 meters high) were upgraded/repaired.
- 4 bridges and 6 culverts were upgraded.
- 164.15 km of preventative carriageway treatment was applied.
- 346 pedestrian improvements were made.
- 1,513 streetlights were replaced.

For the Public Rights of Way network

- 0.95 km of footpaths were widened.
- 16.47 km of footpaths were resurfaced.
- 37 areas had vegetation cleared.
- 70 routes received signage improvements.
- 88 access improvements were made.
- 23 drainage improvements were completed.

Condition of Local Roads

The Surface Condition Assessment for the National Network of Roads, known as SCANNER, is a survey used in the UK to assess the condition of major roads like A and B roads. Special vehicles equipped with lasers, cameras, and sensors drive along these roads at normal speeds, collecting detailed data about the surface. They measure things like cracks, potholes, bumps, and how smooth or rough the road is. This information is then used by the Highways Service to decide where repairs are needed most, helping to plan maintenance and allocate budgets more effectively. As the survey is automated and done at traffic speed, it's efficient, consistent, and doesn't disrupt road users.

Kirklees unclassified network is surveyed using a Coarse Visual Inspection (CVI) survey. It's a visual inspection and focusses on condition areas similar to a SCANNER survey.

Survey data is used to produce a road condition indicator which is categorised into three condition categories:

- Green – No further investigation or treatment required
- Amber – Maintenance may be required soon
- Red – Should be considered for maintenance

From 2026/27 a new methodology will be used based on the BSI PAS2161 standard. Local Highway Authorities will be required to use a supplier that has been accredited against PAS2161. This new standard will categorise roads into five categories instead of three to help government gain a more detailed understanding of road condition in England.

Further details are available at Condition of local authority managed roads (RDC01)

The condition of the highway network in Kirklees between for the last 5 years is listed in the following tables.

Table 5 Percentage of A roads in each condition category

Year	Red	Amber	Green
2020	2.8%	20.9%	76.3%
2021	2.1%	18.`%	79.8%
2022	2.1%	17.9%	80.0%
2023	4.9%	24.4%	70.7%
2024	4.6%	23.9%	71.5%

Data collected Annually via (Scanner) Survey

Table 6 Percentage of B and C roads in each condition category

Year	Red	Amber	Green
2020	3.0%	23.1%	73.9%
2021	2.6%	23.2%	74.2%
2022	2.6%	23.0%	74.4%
2023	6.3%	29.3%	64.4%
2024	4.8%	26.7%	68.5%

Data collected Annually via (Scanner) Survey

Table 7 Percentage of U Roads in the Red category

Year	Percentage of U Roads in the Red category
2020	17%
2021	17%
2022	28%
2023	28%
2024	29%

Plans

Overall Strategy

Kirklees Council takes a proactive and strategic approach to asset management and highway maintenance, targeting interventions to make best use of the funds available. The Highway Service follow the national 'Well Managed Highway Infrastructure – A Code of Practice,' (Well Managed Highway Infrastructure) which emphasises life cycle planning and a risk-based approach. This ensures that roads are maintained efficiently and sustainably, supporting economic growth and active travel.

The council invests in early interventions to extend the life of road assets, using cost-effective and environmentally friendly methods like surface dressing and thin asphalt surfacing. By using warm materials sourced locally and coordinating works to minimise waste and carbon emissions, Kirklees aims to reduce its environmental impact. The Highway Service are also developing a Highway Sustainability Strategy with external consultants, funded by the City Region Sustainable Transport Settlement (CRSTS), to further enhance carbon management and approaches which reflect climate adaption.

To meet legal obligations and ensure the safety of the highway network, Kirklees conducts independent assessments of road conditions and benchmarks with other councils. This helps them prioritise proactive maintenance, avoiding costly and disruptive repairs. The council's engineers determine the best package of works to preserve and prolong the good condition of roads, focusing on cost-effective treatments.

Kirklees also promotes sustainable travel options like walking, cycling, and public transport to reduce congestion and wear on the roads. By maintaining a well-connected and managed highway network, the council aim to improve air quality and public health. The council's approach to asset management not only ensures the network remains in good condition but also makes it more resilient to the impacts of climate change, supporting the broader environmental goals of the region.

Overall, the approach aims to balance safety, sustainability, and cost-effectiveness while supporting economic growth and active travel.

Best Practice, Innovation and Efficiency

Innovation is central to the council’s approach to highway management. Artificial intelligence (AI) is utilised to assess road conditions and to plan maintenance activities more efficiently. Mobile AI camera technology is used to support the identification of defects, assists in the council’s response to customer requests, the development of forward works programmes. Asset management systems are currently being updated, and modern repair techniques, such as jet patching, are being adopted to minimise delays.

Through the review of third-party contracts, the council aims to enhance value for money and to support the sustainable delivery of services, in alignment with both local and regional environmental objectives.

Kirklees Council are committed to maintaining the highway network to high standards by following best practices and embracing innovation. The Highway Service invest in the road network to prevent deterioration and reduce the likelihood of safety hazards, congestion, and increased maintenance costs. By adhering to the national 'Well Managed Highway Infrastructure – A Code of Practice,' the service adopt a life cycle planning and risk-based approach to highway asset management. This ensures that roads are safer, more

sustainable, and support economic growth and active travel. The approach also helps defend against claims for damages, which in turn protects the public purse.

The Highway Service prioritises proactive maintenance to prevent costly and disruptive repairs, thereby maintaining the road network in good condition. Emphasis is placed on early intervention and preventative maintenance to extend the lifespan of highway assets. Kirklees survey condition information supports benchmarking of performance with other local authorities through platforms such as Association of Public Service Excellence (APSE) and the National Highways and Transport survey (NHT). This Highway Service use this information to assess value for money and improve delivery.

Specific Plans For 2025/26

The proposed split for preventative and reactive works in 2025/26 is £14,002,386 and £3,138,820 respectively. Spend is allocated on an asset risk priority basis and subject to change; however, indicative plans are outlined in the Council's Capital Plan - Decision - Highways 2 Year Detailed Capital Plan allocation 2025/26 and 2026/27 | Kirklees Council, within which Appendix A of this report details the locations, types of work and indicative values. In summary these works are:

Road Works:

A6024 Woodhead Road Landslip: Specialist work in Holme Valley South with a budget of £820,000 for 2025/26 and £3,000,000 for 2026/27.

A641/A6107 Bradley Bar Kerbing: Small works in Fixby, Ashbrow with a budget of £50,000 for 2025/26.

A62 Manchester Road (Phase 1): Plane out and resurface in Slaithwaite, Colne Valley with a budget of £650,000 for 2025/26.

Bradley Mills Road - Road Widening: Specialist work in Dalton with a budget of £2,000,000 for 2025/26.

Footway Works:

A62 Queensgate and Southgate: Footway improvements in Huddersfield, Newsome with budgets of £100,000 and £55,000 respectively for 2025/26.

Crosland Road: Footway work in Oakes, Lindley with a budget of £270,000 for 2025/26.

Smithy Parade: Footway work in Thornhill Lees, Dewsbury South with a budget of £120,000 for 2025/26.

Resurfacing and Patching:

Various roads across different localities will undergo plane out and resurface works, including B6107 Chain Road, Marsden Lane, Lincoln Grove, Bentley Street, Foxroyd Lane, Nelson Street, Peckett Close and Bay Close, and others.

Maintenance Assessment CVI: Surveys and assessments across various locations with a budget of £550,000 for both 2025/26 and 2026/27.

Potholes: Addressing potholes across various locations with budgets of £1,916,644 for 2025/26 and £2,250,000 for 2026/27.

Proprietary and Surface Dressing:

Prop Footway Programme: Proprietary works across various locations with budgets of £370,000 for 2025/26 and £275,000 for 2026/27.

Surfacing Dressing Programme: Proprietary works with budgets of £1,350,000 for 2025/26 and £1,050,000 for 2026/27.

Pre Surface Dressing Patching: Patching works with budgets of £1,755,400 for 2025/26 and £1,054,308 for 2026/27.

Specialist and Reactive Works:

SCRIM deficient sites: Proprietary works with a budget of £300,000 for both 2025/26 and 2026/27.

(SCRIM stands for Sideway-force Coefficient Routine Investigation Machine. This is a device used to measure the skid resistance of road surfaces, particularly in wet conditions. The SCRIM is a vital tool for maintaining road safety by identifying areas with low skid resistance and informing maintenance decision)

Reactive Patching: Patching works with budgets of £450,000 for 2025/26 and £400,000 for 2026/27.

Micro Asphalt Programme: Proprietary works with budgets of £240,000 for 2025/26 and £350,000 for 2026/27.

Future Projects:

A62 Manchester Road (Phase 2): Plane out and resurface in Slaithwaite, Colne Valley with a budget of £300,000 for 2026/27.

A640 New Hey Road (Acre Street Roundabout): Plane out and resurface in Lindley with a budget of £475,000 for 2026/27.

A638 Dewsbury Ring Road: Footway work in Dewsbury East with a budget of £50,000 for 2026/27.

Bridges and Structures

The planned repairs/strengthening to highway structures include

Besancon Bridge, Huddersfield - with a budget of £70,000k

Haigh Culvert, Flockton- with a budget of £80,000k

Queensgate Underpass, Huddersfield- with a budget of 750,000k

Inspection of approximately 200no of highway bridges and culverts at an estimated cost of £150k

Minor structural repairs throughout the district- with a budget of £200,000k

Reconstruction of approximately 12 no highway retaining walls over 1.35m retained height throughout the district at an estimated cost of £400k

Street Lighting

Street Lighting Column Replacement Programme Risk based, with budgets of £1,000,000 for 2025/26:and £1,000,000 for 2026/27 This will mean replacement of approx. 500 street lighting columns per year in 2025/26 and 2026/27

Public Rights of Way (PRoW)

Risk based improvement programme, with budgets of £156,176 for 2025/26 and £105,116 for 2026/27

Streetworks

Kirklees Council has a duty under the Traffic Management Act 2004 to coordinate activities on the highway network to minimise disruption where reasonably practicable. With the associated powers contained in the Highways Act 1980, the New Roads and Streetworks Act 1991 and the Kirklees Council Permit Scheme, the Street Authority (in this case, Kirklees Council) officers will look at the works involved, assess the impact on the highway network, and determine when and how these works might best be undertaken to minimise disruption.

The Street Authority can apply conditions on when the works are carried out, and the type of traffic control needed to manage pedestrian and vehicular traffic; conditions apply equally to works promoted by statutory undertakers (for example Yorkshire Water, Northern Gas Networks, Northern Power Grid, and telecommunication service providers) as well as those being delivered by the council itself.

Where activities are needed on an urgent or emergency basis, for example a burst water main, gas escape, or road collapse, and where it is not possible due to a variety of safety concerns to delay the repairs to enable better coordination, the Street Authority will engage with works promoters to look to remove or adjust where possible other planned activities to counter the impact of these unplanned works.

Climate Change, Resilience and Adaptation

Kirklees Council is committed to decarbonising its highway maintenance operations through several innovative and sustainable practices. The Highway Service focuses on early interventions in the life cycle of road assets, which helps to extend their lifespan and reduce the need for more intensive repairs. By using warm materials that are locally sourced and overlay processes instead of excavation, the Highway Service significantly cuts down on waste and carbon emissions.

Additionally, the service coordinates maintenance works to take place in the best climatic conditions, further minimising environmental impact. To bolster these efforts, the Kirklees Highway Service is developing a Highway Sustainability Strategy with the help of external consultants. This strategy, funded by the City Region Sustainable Transport Settlement (CRSTS), aims to improve carbon management and align with the broader environmental goals of Kirklees Council.

To understand and mitigate the risks posed by climate change, the Highway Service conducts thorough assessments of road conditions using independent surveys and participates in benchmarking with other councils. These assessments help the council to identify vulnerabilities in the network and prioritise proactive maintenance, which prevents costly and disruptive repairs. By adopting a life cycle planning approach, the council is adopting best practice, reducing the likelihood of severe damage from extreme weather events.

The council also promotes sustainable travel options such as walking, cycling, and public transport. By encouraging these modes of transport, the council aims to reduce congestion, lower carbon emissions, and decrease wear and tear on the roads. A well-maintained and connected highway network is crucial for supporting these sustainable travel options, improving air quality, and enhancing public health.

The council's proactive maintenance of the network not only reinforces its current functionality but also enhances its resilience to the impacts of climate change. By strengthening infrastructure and improving response capabilities, the network is better equipped to withstand and recover from adverse weather conditions.

Additional Information on Plans

Maintaining and improving the highway network is essential to making Kirklees a great place to live, work and visit. Ongoing investment improves access links between the areas towns and villages, creating more opportunities for education, employment, and training.

Investing in highways assets across Kirklees is also key to supporting people in making the shift towards other travel options

The funding and programmes mentioned in this report are just a part of the overall work being delivered by the Highway Service in Kirklees. There are other important projects being delivered by stakeholder (ongoing and pipeline) such as major transport improvements, public space enhancements, and initiatives led by the West Yorkshire Combined Authority (WYMCA).

The Highway Service play a crucial role in supporting these projects. In many instances they will receive new infrastructure from these projects, along with the maintenance responsibilities and liabilities. The Highways team work together with other stakeholders to achieve shared goals.

Other projects across Kirklees include

- Huddersfield Blueprint - Several initiatives aimed at revitalising Huddersfield, such as the Cultural Heart.
- TransPennine Route Upgrade (TRU) - A significant project aimed at improving transport links across the region.
- Town Centre Fund Schemes - Various schemes aimed at enhancing town centres and their links across Kirklees and to neighbouring districts

For more details on these projects and how they fit into wider initiatives, local residents can access information through the Kirklees Council Highway asset management website.