

Highways maintenance transparency reports Kirklees Council

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Transparency report – Annex A

How we maintain local roads, pavements, and the wider highway network in Kirklees

A1 – What we are responsible for maintaining

The Kirklees Highway Service is responsible for managing a 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.

Key asset types are:

- Carriageways: Total Length 1934 km
- Footways: Total Length 2100.36km
- Structures and bridges: 456 no (figure excludes infilled structures)
- Street Lighting and Illuminated Signage: 58,805
- Traffic Signals: 257 Sites
- Public Rights of Way: 1,100km
- Drainage Assets: 75,653
- Kirklees Council is also responsible for maintaining numerous other highway assets across the network. This list is not exhaustive.

Maintaining the Kirklees highway network is challenging due to the scale, age and varied nature of the assets. The network supports communities, businesses, public transport, active travel and strategic movement across urban and rural areas, with differing levels of traffic, pedestrian use and environmental exposure. Ageing assets continue to deteriorate through daily use, heavy vehicles, winter weather, freeze-thaw cycles, rainfall and drainage pressures. These factors accelerate defects, increase maintenance demand and require the Council to prioritise investment using condition data, safety risk, network importance and whole-life asset management principles.

A2 – Road conditions in Kirklees

A2.1. A roads

Year	Percentage of road in red category	Percentage of road in amber category	Percentage of road in green category
2023	4.90%	24.40%	70.70%
2024	4.60%	23.90%	71.50%
2025	4.70%	24.20%	71.10%

A2.2. B and C roads

Year	Percentage of road in red category	Percentage of road in amber category	Percentage of road in green category
2023	6.30%	29.30%	64.40%
2024	4.80%	26.70%	68.50%
2025	5.00%	27.45%	67.55%

A2.3. U roads

Year	Percentage of road in red category
2023	28.00%
2024	29.00%
2025	22.00%

Councils use road condition surveys to assess the state of their roads. The results are grouped into three categories:

- **Green** – the road is in good condition and no further investigation or treatment is required
- **Amber** – the road may need maintenance soon
- **Red** – the road is in poor condition and should be considered for maintenance

The published [official statistics for road condition](#) include more detail about the methodology, timing and coverage of this data

A2.4. - Additional information on carriageway condition

Carriageway condition is assessed using a comprehensive, evidence-based asset management approach. Classified roads (A, B and C) are surveyed using SCANNER technology, while unclassified roads are assessed through Coarse Visual Inspection (CVI), Annual Engineers Inspections (AEI) and AI-enabled survey methods. All condition assessments comply with BSI PAS 2161, providing a nationally consistent approach.

Routine highway safety inspections, AI-assisted image recognition and SCRIM skid resistance surveys further support maintenance planning. Condition data is combined with road classification, pedestrian and traffic usage, safety risk and network resilience within a matrix-based prioritisation process to develop a ranked programme of investment.

Between 2023 and 2025, classified road condition remained broadly stable, enabling greater focus on targeted preventative maintenance and further investment in unclassified roads. Combining resurfacing with preventative maintenance has helped improve the unclassified network and reduce the proportion of unclassified roads in poor condition.

A3 – What we are doing about potholes and other road defects

A3.1. – What is a pothole?

A pothole is defined as a surface defect within the asphalt layers of a carriageway or footway, typically no greater than 1m² in area, with no single surface dimension exceeding 1m length. Larger defects are generally classified as requiring a patch repair or other appropriate treatment.

However, Kirklees Council operates a risk-based approach to defect categorisation and response, rather than relying solely on defect dimensions. All defects identified through safety inspections, customer reports or other condition surveys are assessed in accordance with the Council's [Highway Safety Inspection Manual](#), considering the likelihood of an incident occurring and the potential consequences for all highway users. Response times and repair methods are determined by the assessed level of risk, enabling defects posing the greatest risk to be addressed at higher priority repair timescales.

There are several reasons why potholes form, however the most common is due to freeze-thaw action in the winter months.

A3.2. – What we are doing to tackle potholes

2021/22	2022/23	2023/24	2024/25	2025/26
56,733	35,212	33,539	37,641	33,710

*For the purposes of this report, a pothole is defined as up to a 1m² area. Figures are provided for over a financial year.

Following a peak of 56,733 repairs in 2021/22, annual pothole repairs have remained broadly stable at between 33,000 and 38,000 over the last four years, with 33,710 repairs completed in 2025/26. Repair volumes vary each year and are influenced by weather, inspection activity, customer reports, network condition and the timing of preventative maintenance.

Kirklees Council prioritises pothole repairs using a risk-based approach, considering factors such as defect size, depth and location, road type, traffic levels, pedestrian use and the potential risk to highway users. Emergency defects are made safe or permanently repaired within 24 hours, larger defects are generally repaired within seven days, non-emergency defects within 28 days, and lower-risk defects may be programmed as part of planned maintenance.

The Council prioritises permanent repairs wherever it is safe and practicable, supporting a right-first-time approach and reducing repeat visits. Temporary repairs are not routinely undertaken and are only used in exceptional circumstances, such as emergency call-outs or severe weather, where a permanent repair cannot be completed immediately. In these cases, the defect is made safe using appropriate traffic management or other measures before a permanent repair is completed.

Preventative maintenance is delivered through an evidence-based asset management approach to address deterioration before potholes develop. The Locality Based Unclassified Roads Programme, delivered between 2021 and 2024, improved unclassified roads where most potholes occur, helping create a more resilient network rather than reducing maintenance activity.

A3.3. How members of public can report potholes and other highway defects

Members of the public can report potholes and other highway defects through the Council's online reporting service, which is the quickest and most comprehensive reporting method. Reports can also be submitted by telephone via dedicated 24-hour contact lines, by letter, in person at a Customer Service Centre, through the Council's social media channels, or via third-party reporting platforms.

All reports are assessed in accordance with the Council's Highway Safety Inspection Manual and prioritised using a risk-based approach. Defects can be reported online at:

<https://www.kirklees.gov.uk/beta/transport-roads-and-parking/report-a-pothole.aspx>

A3.4. What happens after a pothole is reported

We investigate all reported potholes where sufficient information has been provided. Repairs are only carried out if the pothole meets our criteria for an actionable defect.

Response times are based on a risk assessment that considers the defects:

- Location
- Size
- Depth
- Road type
- Risk to pedestrians and motorists

Pothole Repair timescales vary.

- Emergency defects are made safe or permanently repaired within 24 hours.
- Larger defects are repaired within seven days.
- Non-emergency defects are repaired within 28 days.
- Non-urgent defects are scheduled for repair as part of our planned highway maintenance programme.

A4 – What we spend to maintain the highway network and where the funding is coming from

A4.1. – Spending on highways maintenance

	2024-25	2025-26	2026-27 (projected)
<u>Total spend on highways maintenance</u>	<u>£22,998,990</u>	<u>£17,719,066</u>	<u>£20,302,114</u>
Of which spent on:			
Carriageways	£15,918,062	£11,758,350	£14,321,109
Footways	£2,508,013	£1,764,564	£1,231,859
Structures (for example bridges or tunnels)	£1,271,219	£1,244,748	£1,459,033
Drainage	£261,229	£232,694	£329,544
Street lighting	£2,409,964	£2,020,390	£2,468,290
Other assets	£630,503	£698,320	£492,279

A4.2 – Where our funding for highways maintenance comes from

Funding sources for highways maintenance	2024-25	2025-26	2026-27 (projected)
Funding received through the Department for Transport / UK Government	£10,120,176	£13,068,162	£13,219,193
[if applicable]: Additional highways maintenance funding provided by the Council or third parties	£12,878,814	£4,650,904	£7,082,921
<u>Total</u>	<u>£22,998,990</u>	<u>£17,719,066</u>	<u>£20,302,114</u>

A5 – Our maintenance plans for this year

A5.1 – Our plans for highways maintenance for 2026-27

Kirklees Council will also continue to invest in other highway asset areas to help keep the wider network safe, resilient and fit for purpose. This includes replacing life-expired street lighting columns, undertaking improvements and repairs across the Public Rights of Way network, delivering structural inspections, surveys and walling works, replacing vehicle restraint systems where required, and maintaining drainage, bridges, retaining walls, illuminated signs, traffic signals and other highway assets. These works support a whole-network asset management approach, ensuring investment is directed to the areas of greatest need and risk.

A5.2 - Full list of planned carriageway and footway works

Kirklees Council's planned highways maintenance programme for 2026/27 includes the following carriageway and footway improvements:

Treatment Type	Description	Planned Extent
Carriageway Resurfacing	Structural renewal of roads where significant deterioration has occurred	15.64 km
Carriageway Surface Treatments	Preventative treatments to preserve carriageways and extend asset life	21.94 km
Carriageway Patching	Targeted repairs addressing localised deterioration	3.50 km
Footway Reconstruction	Structural renewal of footways in poor condition	5.34 km
Footway Proprietary Surface Treatments	Preventative and renewal treatments to improve footway condition and longevity	8.48 km

The 2026/27 highways maintenance programme comprises a combination of structural renewal, preventative maintenance and targeted repairs across both carriageways and footways. Investment has been prioritised using condition data, lifecycle planning and risk-based asset management principles to ensure the right treatment is applied at the right time. The programme includes resurfacing, surface treatments, patching, footway reconstruction and proprietary footway treatments designed to improve network condition, extend asset life and reduce future maintenance liabilities. Individual schemes may be amended during the year in response to emerging asset needs, funding availability or delivery considerations.

The current detailed annual capital programme is published separately within the Council's One-Year Highways Capital Report and may be updated throughout the year.

[Appendix A 2026-27 Highways Capital Plan.pdf](#)

A5.3 – How decisions are made on our maintenance plans

Decisions on highway maintenance plans are made using an evidence-based, risk-based asset management approach. Kirklees uses condition data from SCANNER surveys, local inspections, AI-assisted condition monitoring, highway safety inspections and other asset information to understand the condition and needs of the network. Carriageway schemes are assessed through a matrix scoring process that considers road classification, traffic and pedestrian use, safety risk, network resilience and the likely long-term benefit of intervention.

This evidence is independently analysed to produce a ranked programme of maintenance investment. Wherever practicable, the Council prioritises preventative maintenance to slow deterioration, extend asset life and reduce the need for reactive repairs. This approach helps ensure limited resources are directed to the areas of greatest need and risk, supporting value for money, efficient delivery and a safe, resilient highway network.