

Highways maintenance transparency reports Kirklees Council

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Transparency report – Technical Annex B

B1 - Highways maintenance funding and spending figures

B1.1 – Capital funding allocation sources

Financial year	2024-25	2025-26	2026-27 (projected)
Highways maintenance capital funding allocated through DfT	£10,120,176	£10,120,176	£10,120,176
Other DfT capital funding utilised by local authority for highways maintenance	£	£2,947,986	£3,099,017
Other Government capital funding allocated by local authority to Highways Maintenance	£	£	£
Other capital funding allocated to highways maintenance	£9,311,062	£1,564,599	£4,192,407
<u>Total Capital funding allocated to highways maintenance</u>	<u>£19,431,238</u>	<u>£14,632,761</u>	<u>£17,411,600</u>

B1.1.2 - Additional information on funding figures

As Kirklees is part of the West Yorkshire Mayoral Combined Authority (WYMCA), the authority receive 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).

Capital funding allocation sources have been shown as,

- City Region Sustainable Transport Settlement (passported via West Yorkshire Combined Authority – WYCA)
- DfT Incentive funding
- Kirklees Council capital funding

B1.2 - Spending

B1.2.1 – Total spending

Please confirm that you understand the answers provided in this section (B1.2.1) relate to your compliance under the 2026-27 local highways maintenance incentive funding requirements, as set out to your authority via letter to your chief executive in April and as published online .	Yes
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Financial year	2024-25	2025-26	2026-27 (projected)
Total highways maintenance capital spend	£19,431,238	£14,632,761	£17,411,600
Total highways maintenance revenue spend	£3,567,752	£3,086,305	£2,890,514
<u>Total spend</u>	<u>£22,998,990</u>	<u>£17,719,066</u>	<u>£20,302,114</u>

B1.2.2 - Additional information on total spending figures

In addition to the grants provided from the DfT/WYCA, 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.

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.

B1.2.3 Spending on carriageways by type of spend in financial year 2025-26 and 2026-27 (projected)

Carriageway spend related maintenance type	Capital 2025-26	Revenue 2025-26	Capital 2026-27 (projected)	Revenue 2026-27 (projected)
Planned maintenance				
Preventative carriageway maintenance	£1,829,242.61	£0.00	£1,200,000.00	£0.00
Structural carriageway maintenance	£3,009,030.40	£0.00	£5,319,017.00	£0.00
Planned carriageway repair / patching programmes	£2,655,032.35	£0.00	£1,323,272.00	£133,338.00
Reactive carriageway maintenance				
Reactive carriageway repairs / patching (temporary repairs)	£0	£0	£0	£0
Reactive carriageway repairs / patching (permanent repairs)	£1,993,429.58	£279,206.00	£2,079,788.00	£375,872.00
Reactive carriageway repairs / patching (total)	£1,993,429.58	£279,206.00	£2,079,788.00	£375,872.00
Other carriageway-related spend	£154,571.60	£492,154.00	£0.00	£530,468.00
Total	<u>£9,641,306.54</u>	<u>£771,360.00</u>	<u>£9,922,077.00</u>	<u>£1,039,678.00</u>

B1.2.4 - Additional information on spending on carriageways by type of spend

Kirklees Council prioritises planned and preventative maintenance as the most effective way to manage the highway network. Carriageway investment is delivered through an evidence-based asset management approach, with capital funding directed towards the most appropriate mix of resurfacing, surface treatments and targeted patching. This reflects the Council's lifecycle approach to highway maintenance, targeting roads at the right time to extend asset life, reduce whole-life costs and minimise the need for reactive repairs.

Reactive maintenance expenditure is prioritised using a risk-based approach to address defects presenting the greatest risk to highway users. Planned maintenance programmes are developed using condition data, road hierarchy, network usage, safety risk and asset lifecycle principles to maximise long-term value for money and ensure investment is targeted where it delivers the greatest benefit.

In addition, Kirklees Council is participating in the West Yorkshire Lane Rental Scheme, developed collaboratively with neighbouring authorities and approved by the Department for Transport in June 2026, with implementation commencing from October 2026.

The scheme is intended to reduce disruption from road and street works by encouraging works promoters to complete activities more efficiently and use less disruptive methods where practicable. Any surplus income generated through the scheme, after operational costs have been met, is subject to statutory governance arrangements. In accordance with the national lane rental framework, at least 50% of surplus income must be reinvested in highway maintenance activities, with the remaining funding directed towards initiatives that reduce disruption, improve network management, or support innovation in highway and transport activities.

B2 – Highway Maintenance Activity (Surface Treatments and Repairs)

B2.1 – Road resurfacing and surface treatments

Financial year	Road receiving preventative road surface treatments (length, km)	Road receiving planned structural maintenance (length, km)	Area receiving planned repair / patching programmes	Area receiving reactive repair / patching (permanent methods)	Area receiving reactive repairs/ patching (temporary methods)
2025-26	31.17km	11.14km	72362.61m ²	3471.40m ²	0.0m ²
2026-27 projected	21.94km	15.64km	42755.00m ²	n/a	n/a

B2.1.1 – Additional information on surface treatments and repairs

Kirklees Council uses a lifecycle asset management approach to maintain carriageways, selecting interventions based on condition, risk and long-term value. Preventative surface treatments are prioritised where roads remain structurally sound, helping preserve the asset, slow deterioration, extend service life and delay the need for more disruptive and costly works. Although the projected length of preventative treatments is lower in 2026/27 than in 2025/26, this does not represent a move away from preventative asset management. The programme reflects the current condition profile of the network and the need to rebalance investment between preventative treatments, structural maintenance and planned patching. Some roads have deteriorated beyond the point where surface treatment would provide best value. Temporary reactive repairs are not routinely undertaken and are only used in exceptional circumstances where a defect must be made safe before a permanent repair can be completed.	No
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B2.1.2 – Further information and context

Pothole repair data has not been included in Table B2.1 as the dimensions of individual pothole repairs are not recorded. During the 2025/26 financial year, Kirklees Council repaired 33,710 potholes. For the purposes of this report, a pothole is defined as a defect affecting an area of up to 1m ² ; however, as individual repair dimensions are not captured, the total area repaired cannot be accurately quantified and has therefore not been reported.	Yes
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B3 – Pothole repairs

This section sets out how authorities identify and repair potholes and other defects in carriageways, and how this activity fits within their wider maintenance approach. The Department is clear that prevention is better than cure: planned, preventative maintenance should be the foundation of a well-managed network, reducing the need for repeated reactive interventions

B3.1 – Pothole/Defect intervention criteria

Building on section A3.1, please set out in the table below how your local authority defines potholes and other carriageway defects, and the intervention criteria that apply.

Pothole/Defect category name (as used by your authority)	Minimum investigatory or definitional threshold (e.g. depth, area, width – include units)	Additional risk or contextual factors considered (e.g. road hierarchy, traffic levels, location in carriageway)	Target response time – make safe	Target response time – permanent repair
Pothole: Category 1	Kirklees Council adopts a risk-based approach to highway maintenance and does not operate fixed investigatory or intervention levels. Category 1 defects are those assessed as presenting a high risk, requiring prompt attention because they represent an immediate or imminent hazard to highway users.	Risk assessments consider the defect's size, depth and location, road hierarchy, traffic levels and speeds, proximity to key highway features, potential impact on all highway users and neighbouring assets, together with the likelihood and consequence of an incident.	24 hours	24 hours
Pothole: Category 2	Kirklees Council adopts a risk-based approach to highway maintenance and does not operate fixed investigatory or intervention levels. Category 2 defects are deemed not to represent an immediate or imminent hazard but should, where practicable, be repaired within 7 working days	Risk assessments consider the defect's size, depth and location, road hierarchy, traffic levels and speeds, proximity to key highway features, potential impact on all highway users and neighbouring assets, together with the likelihood and consequence of an incident.	7 Days	7 Days

Pothole: Category 3	Kirklees Council adopts a risk-based approach to highway maintenance and does not operate fixed investigatory or intervention levels. Category 3 defects are those defects which are categorised as a low risk following a risk assessment.	Risk assessments consider the defect's size, depth and location, road hierarchy, traffic levels and speeds, proximity to key highway features, potential impact on all highway users and neighbouring assets, together with the likelihood and consequence of an incident.	28 Days	28 Days
Pothole: Category 4	Kirklees Council adopts a risk-based approach to highway maintenance and does not operate fixed investigatory or intervention levels. Category 4 defects are those defects which require maintenance but do not represent a safety hazard to users of the highway network and may be considered for a future maintenance program.	Risk assessments consider the defect's size, depth and location, road hierarchy, traffic levels and speeds, proximity to key highway features, potential impact on all highway users and neighbouring assets, together with the likelihood and consequence of an incident.	N/A	6+ Months
Patch: Category 1	Surface Defects greater than 1m ² in area are categorised as requiring a patch repair. Kirklees Council adopts a risk-based approach to highway maintenance and does not operate fixed investigatory or intervention levels. Category 1 defects are those assessed as presenting a high risk, requiring prompt attention because they represent an immediate or imminent hazard to highway users.	Risk assessments consider the defect's size, depth and location, road hierarchy, traffic levels and speeds, proximity to key highway features, potential impact on all highway users and neighbouring assets, together with the likelihood and consequence of an incident.	24 hours	24 hours

Patch Category 2	Surface Defects greater than 1m² in area are categorised as requiring a patch repair. Kirklees Council adopts a risk-based approach to highway maintenance and does not operate fixed investigatory or intervention levels. Category 2 defects are deemed not to represent an immediate or imminent hazard but should, where practicable, be repaired within 7 working days	Risk assessments consider the defect's size, depth and location, road hierarchy, traffic levels and speeds, proximity to key highway features, potential impact on all highway users and neighbouring assets, together with the likelihood and consequence of an incident.	7 Days	7 Days
Patch: Category 3	Surface Defects greater than 1m² in area are categorised as requiring a patch repair. Kirklees Council adopts a risk-based approach to highway maintenance and does not operate fixed investigatory or intervention levels. Category 3 defects are those defects which are categorised as a low risk following a risk assessment.	Risk assessments consider the defect's size, depth and location, road hierarchy, traffic levels and speeds, proximity to key highway features, potential impact on all highway users and neighbouring assets, together with the likelihood and consequence of an incident.	28 Days	28 Days
Patch: Category 4	Surface Defects greater than 1m² in area are categorised as requiring a patch repair. Kirklees Council adopts a risk-based approach to highway maintenance and does not operate fixed investigatory or intervention levels. Category 4 defects are those defects which require maintenance but do not represent a safety hazard to users of the highway network and may be considered for a future maintenance program.	Risk assessments consider the defect's size, depth and location, road hierarchy, traffic levels and speeds, proximity to key highway features, potential impact on all highway users and neighbouring assets, together with the likelihood and consequence of an incident.	N/A	6+ Months

B3.2 – Number of potholes filled

B3.2.1 - Number of potholes filled in 2025-26 (estimate)	(guidance - to match section A3.2)
33,710	

B3.2.2 - Of these how many do you estimate were resolved using each of the following approaches?

Planned repair / patching programmes	Planned structural maintenance programmes	Reactive repair using temporary repair methods	Reactive repair using permanent repair methods
0	0	0	33,710

B3.2.3 - Additional information on numbers of potholes resolved, by treatment type

Within Kirklees Council, potholes are managed through a dedicated pothole repair workstream and are repaired within the Council's risk-based response times using permanent repair methods. Potholes are not routinely programmed for repair through other treatment types.

Where a defect is assessed as requiring an alternative treatment, such as carriageway patching, it is classified as a surface defect requiring that treatment rather than a pothole repair. Consequently, these repairs are recorded and reported within the relevant maintenance workstream and are not included within the Council's pothole repair statistics.

CAUTION FOR READERS – Authorities have different criteria for identifying potholes and different methodologies for counting how many they have filled or resolved. Summing the figures in the above table across authorities will therefore not provide a reliable estimate of the total number of potholes filled across England.

B3.3 - Prices of pothole interventions

Unit/average cost of a permanent pothole repair on your network (reactive)	£56.31*	Unit/average cost of a temporary pothole repair on your network (reactive)	£N/A**
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B3.3.1 - Additional information on pothole prices (optional)

*The average cost of £56.31 per pothole repair has been calculated by dividing the total cost of delivering the Council's pothole repair function by the total number of potholes repaired during 2025/26. This includes highway safety inspection staff time, administrative processing, materials, plant, and repair team costs.

**Kirklees Council does not routinely undertake temporary repairs, instead prioritising permanent repairs wherever practicable. Consequently, no temporary repair cost data is available

B3.4 - Defect repair quality

ID	Question	Yes/no
3.4.1	Do you set requirements to those delivering repairs about the longevity of both a) planned repairs/patching and b) reactive repairs using permanent methods?	Yes
3.4.2	If yes, do you base your material and process specifications on these longevity requirements?	Yes
3.4.3	Do you regularly monitor the appropriateness of the carriageway interventions chosen by your workforce or contractor and the quality of work delivered?	Yes
3.4.4	If yes, do you systematically record information about expected and delivered longevity of repairs?	Yes

B3.4.5 - Evidence Summary

Kirklees Council monitors the quality and appropriateness of carriageway interventions through routine works supervision, post-completion checks and review of defect repair performance. Repairs are delivered in accordance with agreed operational standards, risk-based response times and appropriate repair methods. The Council prioritises permanent repairs wherever practicable and does not routinely undertake temporary repairs. Information on repair activity, completion times and repeat defects is reviewed to support service performance, identify issues with repair quality, and inform future maintenance planning. This provides assurance that interventions are suitable, durable and aligned with the Council's asset management approach.

B3.4.6 - Additional information

Kirklees Council monitors the quality of pothole repairs through a mix of on-site checks and regular reviews of how defects are inspected and assessed. A dedicated pothole inspector carries out daily checks on a random sample of completed repairs across the network. This helps make sure the work has been completed properly and that any issues or follow-up work are picked up quickly.

Asset Maintenance Technicians, who inspect the highway and identify defects, are also reviewed annually. This helps ensure their assessments remain in line with the Council's Highway Safety Inspection Manual and that defects are judged consistently across Kirklees. This approach supports better quality repairs, more consistent decision-making and helps ensure the right repair method is chosen for the circumstances.

B3.5 - Public reporting system for defects and other issues

ID	Question	Answer
3.5.1	Are defect reports from the public routinely used as an input into maintenance planning and inspection regimes?	Yes
3.5.2	Do you inform users about the outcomes from their feedback, including when no action is to be taken?	Yes

B3.5.3 - Evidence Summary

Kirklees Council operates a public reporting system that enables residents and highway users to report potholes and other highway defects through online, telephone and alternative contact routes. Public reports are recorded, assessed and used alongside routine safety inspections, condition surveys and asset data to support maintenance planning and prioritisation. Each report is considered in line with the Council's Highway

Safety Inspection Manual and risk-based approach, taking account of defect location, severity, road type and potential risk to users. Where appropriate, users are informed of outcomes, including when no action is required or works are programmed for future delivery.

B3.5.4 - Tools used for reporting

Citizen reports are received through the Council's website and 'Granicus' reporting tools. These reports feed into the Council's asset management system, allowing highway defects to be recorded, assessed, prioritised and managed consistently alongside inspection data.

B4 – Maintenance of highway structures

Please set out information about other highway structures and assets

B4.1 Highway Structures

ID	Question	Answer
4.1.1	Number of highway structures on your highway network	456
4.1.2	Number of highway structures with interim measures in accordance with CS470 applied?	2
4.1.3	Number of structures due a General Inspection in 2025-26 in accordance with CS450	216
4.1.4	Number of General Inspections carried out in 2025-26	195
4.1.5	Number of structures due a Principal Inspection in 2025-26 in accordance with CS450	56
4.1.6	Number of Principal Inspections carried out in 2025-26	56

	Type of structure	Count
	Road Bridge	214
	Culverts (0.9m < ID < 3.0m)	203
	Subway	6
	Underpass	1
	Cantilever Signal Mast	12
	Gantry	3
	Footbridge	17

B4.1- Additional information

Kirklees Highway structures, including bridges, large culverts and footbridges are inspected regularly to ensure they remain safe, serviceable, and, where applicable, capable of carrying the required traffic loads. These inspections help identify defects at an early stage, preventing deterioration that could lead to significant damage, increased costs, or structural failure.

Regular inspections provide essential condition data, enabling the service to plan maintenance and repairs in a targeted and cost-effective way.

The Highways Service manages around 190 Public Rights of Way (PRoW) footbridges and maintains over 400km of highway retaining walls with a retained height greater than 1.35m. It also has partial liability for more than 170 structures owned by third parties, including Network Rail, National Highways Historical Railways Estate, Sustrans, the Canal & River Trust, and others.

B5 – Asset Management

This section focuses on asset management practices that underpin how the authority plans, prioritises and delivers highways maintenance. It is intended to provide confidence that decisions are evidence led, risk based and aligned to whole life value, in line with the Code of Practice for Well Managed Highways Infrastructure.

B5.1 - Asset Management Strategy and Policy

The questions in this section (B5.1) relate to the asset management condition set out in the 2026–27 [local highways maintenance incentive funding requirements](#). Completion of this section forms part of the evidence required to meet this incentive funding condition.

5.1.1	Please confirm that you understand the answers provided in this section (B5.1) relate to your compliance under the 2026-27 local highways maintenance incentive funding requirements, as set out to your authority via letter to your chief executive in April and as published online.	Yes
5.1.2	Please provide a link to your authority's published highways asset management policy and strategy. Link	
	Highway Asset Management	
5.1.3	Please provide the date it was last reviewed or updated	August 2018
5.1.4	Please provide proof of the review or update.	
	The August 2018 Highway Asset Management Policy and Strategy remains current. Its suitability has been considered informally, with no material changes in legislation, guidance or local approach identified. No formal review record exists, but a formal review is planned to confirm continued alignment with current requirements.	
5.1.5	If your asset management policy or strategy has not been reviewed or updated since 1 August 2024, please confirm that it will be reviewed or updated by 30 September 2027 and provide a brief timetable for doing so.	
	The Highway Infrastructure Asset Management Policy and Strategy will be reviewed and updated by 30 September 2027. It remains aligned with the Council's current approach, with no significant legislative or local policy changes requiring earlier review. As national guidance and the Well-managed Highway Infrastructure Code are under review, Kirklees will align its update with any revised requirements. Review work will take place in 2026/27, with approval and publication expected by mid to late 2027.	

B5.1.6 - Further context (optional)

Kirklees Council is undertaking its most comprehensive highway asset data collection exercise to date, alongside investment in a new Highway Asset Management System due for implementation in Autumn 2026. This will improve the quality of asset information and provide better tools for lifecycle planning, performance reporting and evidence-led decisions. The Council will also align with the National Underground Asset Register (NUAR), where appropriate, to improve understanding of underground assets, as their

condition can directly affect the integrity and long-term performance of the highway. Reviewing the Policy and Strategy after implementation will ensure they reflect updated processes, governance, operational practice.

Key aspects of highways asset management approach

To get a sense of how each local highway authority is implementing best practice for asset management, we ask that you provide the following information across a sample of key areas.

B5.2 - Asset data This section seeks to establish whether asset management decisions are supported by appropriate and up-to-date condition data.

Asset type	Asset inventory held? (None / partial / full)	Condition data held? (None / Partial / Full)
Carriageways	Full	Partial
Footways and cycleways	Full	Partial
Structures	Full	Full
Drainage assets	Partial	Partial
Street lighting	Full	Partial
Traffic signals	Full	Full

5.2.1 - Further context (optional)

All UTC assets are subject to annual inspection to support ongoing safety, reliability and operational performance. Street lighting assets are currently included within a programme of structural testing to assess condition and inform future maintenance priorities. Drainage asset data is also being collected to improve the Council's understanding of the network, support better asset management decisions and help prioritise future investment based on condition, risk and service need.

B5.3 – Asset data integration and management

This section seeks to understand the maturity of how asset data is managed and integrated to support planning and investment decisions.

B5.3.1 – Asset data integration

How is asset inventory and condition data for your key highway assets primarily managed? (please indicate one option with an X)

Discrete spreadsheets or documents held by individual teams	
Multiple digital platforms with limited integration	X
A single digital platform or a set of connected platforms used across the highways service	
Other (please set out in further context)	

B5.3.2 - Further context (optional)

Kirklees Council currently uses multiple platforms to manage highway asset data across different asset groups. The Council is now procuring a new Highway Asset Management System, which is expected to manage most highway assets and provide a more consistent approach to asset information, planning and reporting. Following implementation, the Council may consider migrating additional asset data into the new system where this is practical, beneficial and supports improved asset management in the future.

B5.4 – Lifecycle planning and investment decision-making

This section focuses on whether the authority uses **lifecycle planning** to inform maintenance investment decisions, rather than relying solely on reactive demand or short-term pressures.

ID	Question	Yes / No
5.4.1	Do you use lifecycle plans for carriageways to support maintenance investment decisions?	Yes
5.4.2	Do you use lifecycle plans for footways to support maintenance investment decisions?	Yes
5.4.3	Do you use lifecycle plans for structures to support investment decisions?	Yes

B5.4.4 - Evidence Summary

For carriageways, footways and highway structures, Kirklees Council uses asset lifecycle planning to target the right treatment at the right time, making best use of available funding and extending asset life. In line with Well-managed Highway Infrastructure: A Code of Practice, condition surveys, safety inspections and asset data are used to identify the optimum point for intervention, prioritising preventative maintenance wherever practicable. This proactive, evidence-based approach helps preserve network condition, reduce whole-life costs and reliance on reactive repairs, and support a safe, resilient and sustainable highway network.

B5.5 – Performance monitoring and continuous improvement

This section focuses on whether the authority monitors the effectiveness of its asset management approach and uses performance information to inform ongoing investment and prioritisation decisions.

ID	Question	Answer
5.5.1	Do you have a defined set of key performance indicators (KPIs) to monitor the outcomes of your highways asset management approach?	Yes
5.5.2	Are these KPIs reviewed on a regular basis (at least annually)?	Yes
5.5.3	Are KPI trends used to inform maintenance planning, prioritisation or changes to forward programmes or investment decisions?	Yes
5.5.4	Have you conducted a value for money review or peer review of your service in the last 3 years	Yes

B5.5.5 - Evidence Summary

Kirklees Council maintains a defined performance management framework supported by a suite of Key Performance Indicators (KPIs) covering asset condition, network management, road safety, customer satisfaction, environmental performance and service delivery. Performance is monitored through local measures and external benchmarking, including the Association for Public Service Excellence (APSE), National Highways and Transport (NHT) Public Satisfaction Survey, Chartered Institute of Public Finance and Accountancy (CIPFA) benchmarking, Annual Local Authority Road Maintenance (ALARM) Survey, Department for Transport (DfT) reporting requirements and West Yorkshire Combined Authority (WYCA) performance frameworks. Indicators include carriageway condition, Bridge Condition Indicators (BCI), Sideway-force Coefficient Routine Investigation Machine (SCRIM) results, traffic signal reliability, casualty trends and customer satisfaction. KPI trends are reviewed regularly and used alongside asset

condition data, risk assessments and lifecycle planning to inform maintenance prioritisation, forward programmes and investment decisions. The service has also been subject to independent value for money and peer review activity within the last three years.

The five West Yorkshire constituent authorities collaborate through the West Yorkshire Highway Infrastructure Asset Management Board to continuously improve regional highway asset management. By sharing data, knowledge, experience and best practice, they promote consistent, evidence-based and risk-based approaches that respect local priorities, governance arrangements and statutory responsibilities. This partnership supports common principles, improved decision-making, performance benchmarking and long-term asset management planning, enabling authorities to learn from each other and maximise public investment value.

The arrangements also help to coordinate regional priorities and respond collectively to shared challenges, including funding pressures, network resilience, severe weather impacts, service performance, and workforce capability.

B6 - Maintaining footways and cycleways

ID	Question	Answer
6.1.1	Do you have a defined footway hierarchy (e.g. based on footway function and usage levels) that underpins a risk-based approach to inspection frequencies and maintenance programmes?	Yes
6.1.2	For 2026-27, please provide the length of footways that you have earmarked for structural maintenance / reconstruction / renewal	5.34km
6.1.3	For 2026-27, please provide the length of footways that you have earmarked for preventative maintenance treatments	8.48km
6.1.4	Are priority footways and cycleways included in your winter service (e.g. gritting or snow clearance), and in a routine programme for keeping them clear of overgrown vegetation and debris (e.g. sweeping, cutting back)?	No
6.1.5	For 2026-27, are you planning to deliver structural or preventative maintenance to cycleways which is not yet covered as part of your carriageway maintenance programmes or footway maintenance programmes (e.g. segregated cycleways that are not shared with pedestrians or motorists). If yes, please set out the length of such cycleways that you have earmarked for:	No
	a. Structural maintenance / reconstruction (in km)	n/a
	b. Preventative maintenance treatments (in km)	n/a

B6.1.6 - Please provide any brief additional information you consider helpful in explaining your approach to maintaining footways and cycleways

Footway condition is managed through an evidence-based asset management approach. Condition data is collected and reported in line with BSI PAS 2161 and considered alongside routine safety inspections and other asset information. Maintenance priorities are identified through a risk-based process that considers footway hierarchy, pedestrian use, condition, safety risk and network resilience. This ensures investment is targeted where it provides the greatest long-term benefit, delivers value for money and supports safe, accessible footways.

B6.1.7 - Evidence Summary

Kirklees Council maintains a defined footway hierarchy which supports a risk-based approach to inspection and maintenance planning. Footway condition is assessed using BSI PAS 2161-aligned data, routine highway safety inspections and wider asset

information. These inputs inform prioritisation based on condition, pedestrian use, hierarchy, safety risk and network resilience. Maintenance programmes are developed to support safe, accessible footways, prioritise preventative intervention where practicable and ensure available funding is targeted where it delivers the greatest long-term benefit and value for money.

B7 – Drainage

ID	Question	Answer
7.1.1	Please provide an estimate of your drainage maintenance expenditure split (in percentages) between:	
	a) Reactive (incident- or failure-driven) maintenance	41.3% for A
	b) Planned maintenance (routine/cyclical and/or risk-based)	58.7% for B
7.1.2	Does your authority utilise a digital drainage management platform, covering asset inventory, inspection history, sensor data, and risk scoring?	Yes
7.1.3	Do you maintain a record of locations where drainage issues are known to cause or contribute to carriageway deterioration or surface water ponding?	Yes
7.1.4	Do you utilise smart sensors or other remote monitoring technologies to monitor performance of your drainage assets. If yes please provide some high level information in bullet points below	No
	Guidance – This is space for additional information on sensors/technologies for remote monitoring – please list technologies used in bullet form, including approximate number of installations.	

B7.1.5 - Evidence Summary

Kirklees Council manages highway drainage through a risk-based approach, balancing planned maintenance with necessary reactive response. In 2025/26, drainage activity was 58.7% planned and 41.3% reactive. This reflects the impacts of local topography, climate, rainfall intensity and the age and condition of drainage assets across the borough. Maintenance is informed by inspections, customer reports, known flooding locations, asset condition, highway safety risk and local knowledge. Planned cleansing, reactive repairs and targeted improvements are prioritised where drainage issues affect highway safety, properties, communities, key routes or wider network resilience.

B7.1.6 – Further context on approach to drainage asset management

Kirklees Council manages highway drainage through a risk-based inspection and maintenance approach. Drainage assets are recorded and maintained as part of the wider highway asset management framework, with works prioritised according to known flooding locations, safety risk, network importance, customer reports, inspection findings and operational intelligence. Reactive works are undertaken where blocked gullies, defective drainage assets or flooding present an immediate risk to highway users or adjacent property. Planned cleansing and maintenance activity is targeted to locations with known drainage issues or higher risk, helping to reduce repeat flooding, protect the highway structure and improve network resilience.

B8 – Skills and training

ID	Question	Answer
8.1.1	Do you have an up-to-date training and development plan for those responsible for highways asset management in your authority?	Yes
8.1.2	Do you or your main highways contractors support professional development through a recognised professional training scheme (e.g. Institution of Civil Engineers (ICE) or Institution of Highway Engineers (IHE))?	Yes
8.1.3	Does your authority contribute towards the cost of professional membership or professional development required for relevant highways roles?	No
8.1.4	Do you employ a professionally qualified engineer (e.g. Chartered Engineer (CEng) or equivalent competence) with responsibility for the management of highway structures (either in house or through a contracted arrangement)?	Yes
8.1.5	Does your authority define competence requirements for key highways asset management roles and take steps to address any identified gaps (either directly or through contractual arrangements)?	Yes
8.1.6	Do you or your main contractors support early career development in your local area, for example through apprentice schemes, traineeships or pre-apprenticeship programmes, sponsored qualifications (e.g. HNC/HND, degree, MSc), graduate schemes etc	Yes

B8.1.7 - Evidence Summary

A Highways training matrix identifies mandatory training by role, ensuring employees are competent, supported in their development, and considered in succession planning.

Kirklees Council is an ICE-approved training provider, with a Chartered Civil Engineer acting as Supervising Civil Engineer within the Structures team. We support employees in achieving EngTech, IEng and CEng status through formal ICE agreements, although we do not fund professional subscriptions.

We recruit Civil Engineering and Highway Operative apprentices annually or biannually and have a strong record of retaining them. Employees can also access further development through training funded by the Council's Apprenticeship Levy.

B8.1.8 – Further context on skills/training (optional)

Kirklees Council supports workforce development through a combination of structured training, professional qualifications, mentoring and workplace learning.

New starters and early career professionals benefit from induction arrangements, buddy and peer support, regular supervision and access to experienced technical staff. The Council promotes the use of the Apprenticeship Levy to support professional development and career progression, alongside access to internal learning resources through the Council's My Learning platform.

Staff undertake relevant technical and professional training, including Institution of Civil Engineers (ICE) development, Construction (Design and Management) Regulations (CDM) training, Institution of Occupational Safety and Health (IOSH) courses, wider health and safety qualifications, project management training and continuing professional development activities.

Participation in regional and national highways networks, benchmarking groups and knowledge-sharing forums are encouraged and further supports skills development, succession planning and the retention of professional expertise across the service.

B9 – Adapting roads to withstand climate pressures

Climate and environmental factors, such as heavy rainfall, prolonged heat, and freeze-thaw cycles, are integral to effective highways asset management, as they influence asset performance, deterioration rates and long-term resilience. Understanding both the impacts of a changing climate and the carbon implications of maintenance activities supports better decision-making, helping authorities to optimise durability, manage risk and deliver best whole life value from their assets.

ID	Question	Yes/no
9.1.1	Have you updated your asset management policy and strategy to reflect the increased probability of extreme-weather and/or geohazards now and in the future?	No
9.1.2	Have you identified your resilient network and agree this with senior decision-makers	Yes
9.1.3	If yes when did you last update this.	09/2021
9.1.4	Have you identified locations that are repeatedly affected by extreme weather (e.g. flooding, heat damage, storms)?	Yes
9.1.5	Which climate-adaptation measures are currently implemented on your network?	
	- Targeted drainage upgrades or maintenance	Yes
	- Natural flood management / SuDS	Yes
	- targeted slope / ground stability / landslip mitigation	Yes
	- Heat-resilient materials or surface treatments	No
	- Tree planting / shading for heat management	No
	- Other: fans installed within traffic signal controllers to prevent overheating and shutdown during hot weather	Yes
	- None of the above	No
9.1.6	Have you measured and benchmarked the greenhouse gas emissions from your highways maintenance service using a recognised industry standard? Or do you have arrangements in place to do this, such as by signing up to the DfT funded ADEPT Carbon Leadership Programme.	Yes
9.1.7	Have you formally engaged with the DfT funded ADEPT live labs 2 Programme, to understand what lessons your authority can utilise to increase the efficiency of your operations and support decarbonisation efforts?	No

B9.1.8 - Evidence Summary

The Kirklees Highways Resilient Network has been identified and was last updated in September 2021 as part of preparation for the West Yorkshire Combined Authority City Region Sustainable Transport Settlement bid. The map shown [here](#) provides evidence of the extent of the Resilient Network across Kirklees and the wider West Yorkshire region, supporting regional resilience planning and prioritisation of key highway links.

B9.1.9 - Further context on your adaptation / resilience activities

The Resilient Network is used to help understand the highway links that are most important for maintaining movement during disruption, including severe weather events. It supports coordination with the West Yorkshire regional network and helps inform prioritisation, emergency planning, winter service considerations and investment decisions where network resilience is a key factor. Review of this and other network hierarchies are planned over the next 12 months. Kirklees has also installed fans within traffic signal

controllers to reduce the risk of overheating and signal shutdown during periods of extreme hot weather.

B10 – Innovation

ID	Question	Yes / No
10.1.1	Do your procurement and contracting approaches encourage and reward innovative practice?	Yes
10.1.2	Can you demonstrate that innovative materials and practices are regularly reviewed and, where appropriate, integrated into business as usual operations?	Yes
10.1.3	If you have conducted innovation trials, have you shared the findings of these publicly or with professional networks?	No

10.1.4 - Evidence Summary

Kirklees Council's procurement and contracting arrangements support innovation by enabling suppliers to propose new materials, construction methods and tailored surfacing solutions. Highway surfacing frameworks allow non-prescriptive approaches, with mini-competitions assessing materials against outcomes such as durability, value for money and carbon reduction. In the last 12 months, the Council has trialled four proprietary surface treatment products across carriageways and footways, including screed-applied repair materials with recycled content and lower-carbon construction techniques. Trials have been undertaken across different road types, locations and defect types. Outcomes have not yet been published, as further monitoring is required before robust conclusions can be drawn.

B10.1.5 - Further context on your innovation activities

Innovation remains central to Kirklees Council's asset management approach. The Council evaluates new materials, construction methods and technologies that improve durability, reduce whole-life costs, strengthen asset data and support carbon reduction. Current innovation includes the use of Vaisala and Gaist survey technologies to improve condition information, inform evidence-led investment and identify emerging defects earlier. The Council is also exploring AI-enabled safety technology, including near-miss camera monitoring at signal-controlled junctions, to better understand road user behaviour and risk. Trials are reviewed alongside inspections, operational intelligence and asset data before considering wider roll-out and sharing learning with partners.

B10.2 – Examples of innovations that have been adopted

Kirklees Council has embedded a range of innovations into day-to-day highways operations, moving beyond small-scale trials into practical use across asset management, network management, winter service, road safety and works coordination. Examples include the use of Gaist digital highway survey data and imagery to support asset condition assessment, lifecycle planning and evidence-based maintenance prioritisation. This improves consistency of condition data and helps target investment to locations of greatest need. Vaisala winter forecasting systems and weather stations are used operationally to inform gritting decisions, treatment timing and salt use, improving safety and resilience during adverse weather. The Council has adopted National Underground Asset register (NUAR) to improve access to underground asset information, supporting safer scheme planning and reducing the risk of utility strikes. Digital mapping and digital twin development are helping bring together asset, traffic, development and transport data to improve planning and decision-making.

In traffic management, AI camera technology at UTC locations is used for classified counts, vehicle detection and near-miss recording. This provides better evidence for signal optimisation, congestion management and road safety interventions. The integration of bus network data also supports work to improve public transport reliability and corridor performance.

Operational innovations such as HOLLCO temporary traffic signals, the deployment of a new asset management system (Causeway ONE), and lane rental support safer and more efficient works delivery, better coordination and reduced disruption on sensitive routes. Agilis road safety software is used to analyse collision trends and target interventions, while the COLE safety educational demonstration car supports practical road safety education.

These innovations are now used at varying scales, from borough-wide asset management and winter service applications to targeted deployment at priority corridors, UTC sites, high-impact works locations and road safety programmes. Overall, they improve evidence, safety, efficiency, network performance and value for money.

B11 – Working with utility companies to reduce disruption to road users

ID	Question	Yes / No
11.1.1	Do you routinely monitor and enforce utility works quality as part of your streetworks management?	Yes
11.1.2	Have you undertaken a senior-endorsed assessment of whether a lane rental scheme would be suitable for your area?	Yes
11.1.3	Do you seek input from utility companies when determining your highways maintenance programme to help reduce disruption?	Yes
11.1.4	Have you conducted and published a permit scheme evaluation within the last three years?	Yes
11.1.5	Have you conducted a traffic sensitive review in the last three years?	Yes

11.1.6 - Evidence Summary

Kirklees monitors utility works quality through Street Works regular inspections, permit compliance checks, and reinstatement defect processes, including follow-up inspection and escalation. Defects identified and pursued in the last full year: 277 live site defects, 617 reinstatement defects, and 200 permit condition non-compliances. A Permit Scheme evaluation is now required every three years, and Kirklees Council's 'Year 6' report is currently in production. The most recent Traffic Sensitive Streets review was completed and implemented in 2025. A Lane Rental Scheme for Kirklees Council has been developed with the other West Yorkshire councils to provide a consistent approach for works promoters; this was approved by DfT in June and is due to go live in October 2026.

B11.1.7 - Further context

In addition to formal Utility/Council Coordination meetings, Kirklees meets monthly with utility company representatives to discuss planned works, opportunities for collaboration and coordination, and measures to reduce disruption to highway users. Utility input is also sought where it can help align planned works with the Council's highway maintenance programme and avoid repeated or conflicting activity on the network.

B12 – Managing highways maintenance contracts effectively

ID	Question	Yes / No
12.1.1	Does your authority retain in-house technical capability to independently assess maintenance interventions proposed by contractors?	Yes
12.1.2	Do you routinely analyse actual unit costs (for example £/m ² of road surface treatments, or £/pothole repair) for core highways maintenance activities delivered under contract and compare them against benchmarks or historic performance?	Yes
12.1.3	Do you have defined KPIs for your highways maintenance contract(s), and are they actively monitored by your authority to manage performance?	No
12.1.4	If reactive pothole repairs are delivered by a contractor, do your contracting arrangements incentivise single-visit permanent repairs where it is safe and appropriate to do so?	No

12.1.5 - Evidence Summary

Re: 12.1.2 – When frameworks are re-procured, item rates are benchmarked against the previous framework and comparable contracts. This helps assess changes to specific rates and the likely impact on service budgets under the new framework.

Re: 12.1.3 – Supplier Feedback Forms and KPIs are included in the Council's surfacing contracts, although monitoring has not always been comprehensive. This has been identified as an area for improvement, and a new contract management role has recently been created to strengthen performance management going forward.

B12.1.6 - Further context

Kirklees Council retains significant in-house technical capability to assess maintenance needs, challenge contractor proposals and determine appropriate maintenance interventions. This capability has been strengthened through investment in a dedicated Highway Contracts role.

The Council works collaboratively with regional authorities through joint procurement arrangements where appropriate. This enables access to market expertise, shared learning, economies of scale and benchmarking opportunities whilst retaining local technical oversight and decision-making. The Council independently reviews asset condition data, lifecycle planning outputs, engineering requirements and contractor recommendations to ensure proposed interventions align with local priorities, network needs and asset management objectives.

Framework rates are benchmarked during procurements against previous contracts and comparable market rates. Contract performance is monitored through supplier performance reviews and quality assessments. Additional contract management capacity has recently been introduced to strengthen performance management, commercial assurance and the use of performance information to inform future procurement, investment decisions and continuous service improvement.