Date published:30th June 2025.

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

These assets are regularly inspected and maintained to ensure safety, accessibility, and compliance with national standards. Our asset management strategy emphasises preventative maintenance to maximise asset life and minimise long-term costs.

Lengths of highway, footways and cycleways (km)						
A Road	B and C roads	U roads	Total Roads	Footways	Other Public rights of way	Cycleways
149 km	120km	861km	1,130km	1,093km	1,400km	26km

Number of Assets: Structures					
Carriageway Barrier	Footbridges	Gullies	Culverts	Subways	Highway Walls (km)
207	16	38,904	114	6	730

Approximate Number of Assets by Type: On highway assets						
Feeder Pillars	Lit Signs	Unlit Signs	Vehicle-Activated & Variable Message Signs	School Warning Lights	Beacons	Bollards
300	3,100	25,000	100	90	150	1,200

Highways maintenance spending figures

Highway maintenance spending					
Year	**Capital allocated by DfT (£,000s)**	**Capital spend (£,000s)**	**Revenue spend (£,000s)**	**Estimate of % spent on preventative maintenance**	**Estimate of % spent on reactive maintenance**
2025/26*	£8,476,933.00	£8,476,933.00	£3,733,000.00	69%	31%
2024/25	£7,769,067.00	£7,769,067.00	£3,733,000.00	68%	32%
2023/24	£7,257,064.00	£7,257,064.00	£3,733,000.00	66%	34%
2022/23	£6,196,936.00	£6,196,936.00	£3,733,000.00	62%	38%
2021/22	£4,921,000.00	£6,159,400.00	£3,612,000.00	63%	37%
2020/21	£6,343,000.00	£6,343,000.00	£3,611,000.00	64%	36%

**Projected*

Highway Maintenance Spending

Our highway maintenance strategy is structured around two key spending categories: preventative maintenance and reactive maintenance. Investment decisions under each category are driven by condition data, asset lifecycle planning, and risk-based prioritisation, as outlined in our Highway Infrastructure Asset Management Plan (HIAMP).

Preventative Maintenance

Preventative maintenance includes planned interventions that preserve asset condition and extend service life. These activities typically comprise carriageway resurfacing, surface dressing, structural patching, kerb and footway renewal, and drainage upgrades. Works are prioritised based on condition surveys (e.g. SCANNER, CVI, Ai), accident data, and strategic network importance.

The programme also covers works to highway structures, such as retaining walls, culverts, and bridges. Maintenance tasks under this heading include waterproofing, parapet replacement, bearing maintenance, concrete repairs, and vegetation clearance. These works are planned through routine structural inspections and prioritised using a risk-based matrix.

Our preventative approach aims to intervene before defects escalate to safety issues. This not only reduces long-term costs but also minimises network disruption and improves user satisfaction.

Reactive Maintenance

Reactive maintenance addresses unplanned and safety-critical repairs, typically in response to public reports or inspections. Common activities include pothole repairs, emergency patching, safety defect correction, and repairs following weather-related events. This heading also encompasses out-of-hours response, winter service damage repairs, and emergency structural interventions.

A significant proportion of reactive spend is attributed to pothole and surface defect repairs, which are often required due to weathering, ageing surfaces, and traffic loading. While necessary for public safety, reactive works offer less long-term value than planned preventative schemes.

Balancing Preventative and Reactive Spend

In broad terms, capital funding is allocated to planned, preventative maintenance, such as resurfacing and asset renewal, while revenue funding supports reactive repairs, including potholes and safety-critical interventions. Our objective is to reduce reliance on reactive works by increasing the proportion of spend on preventative measures.

To support this, we are:

- Expanding planned patching and surface treatment programmes.
- Improving defect triage to identify recurring issues for planned intervention.
- Embedding lifecycle planning tools to target investment more effectively.
- Increasing our use of condition trend analysis to forecast future needs.

By investing earlier in the asset life cycle, we reduce the likelihood of failure, deliver better value for money, and enhance the resilience of our highway network. This forms a core part of our long-term asset management strategy.

Estimate of number of potholes filled				
2021/22	2022/22	2022/23	2023/24	2024/25
4967	5202	6495	9226	6630

Condition of local roads

Road condition data is collected annually across the highway network using nationally recognised survey techniques. Depending on the classification of the road, we use methods such as SCANNER (for A, B and C roads), and CVI (for unclassified roads), to assess surface defects including cracking, rutting, ride quality, and other visual deterioration.

In recent years, we have begun the process of transitioning to PAS 2161 compliant data collection, with a focus on adopting AI-based technologies to deliver more consistent, accurate, and frequent network condition assessments. These systems use advanced imaging and automated recognition techniques to remove subjectivity and ensure a uniform condition survey across the entire network.

Year	Percentage of A roads in each condition category		
	Red	Amber	Green
2020	5%	20%	75%
2021	3.8%	22.5%	73.7%
2022	1.9%	17.4%	80.7%
2023	2.3%	17.5%	80.2%
2024	5.1%	25.4%	69.5%

Year	Percentage of B and C roads in each condition category		
	Red	Amber	Green
2020	4.8%	21.2%	68%
2021	7.5%	30.2%	62.3%
2022	5.5%	29.4%	65.1%
2023	5.3%	27.8%	66.9%
2024	10.6%	31%	58.4%

Year	Percentage of U Roads in the Red category
2020	27%
2021	26%
2022	21%
2023	34%
2024	25%

Unclassified roads (U-roads) make up the largest proportion of our highway network by length and represent the roads most frequently used by residents; almost all journeys begin

and end on them. As such, U-roads are a major focus of our asset management strategy, given their scale and visibility in daily life. They serve residential areas, local centres, and rural communities, and are often where the public most directly experiences the condition of the highway network. While we continue to prioritise our Key Route Network and higher hierarchy roads; particularly where strategic connectivity, public transport, or freight movement are critical, we recognise that maintaining the condition of U-roads is essential to supporting accessibility, equity, and community confidence in the network.

Our approach therefore seeks to balance investment across the hierarchy, ensuring that routine journeys made by local residents are not overlooked, while still safeguarding the strategic function of our higher-category routes.

Due to historic underinvestment and increasing wear from traffic and weather, U-roads represent our greatest area of concern, with condition trends indicating a slow but steady deterioration over recent years. While classified roads benefit from SCANNER data and larger resurfacing schemes, U-roads are more likely to receive reactive patching unless prioritised through condition trends or safety risk.

We are now exploring the use of AI-based condition surveys aligned to PAS 2161, with the aim of capturing consistent, objective condition data across the U-road network. This will support better prioritisation, earlier intervention, and a more balanced capital programme that reflects the scale and significance of U-roads in everyday travel.

Additional information on condition

Calderdale is extremely susceptible to landslides, scour, and infrastructure failure. There are a number of reasons for this including our topography, geology, vulnerability to adverse weather and extensive asset base.

Landslides are very common all along the steep slopes of the Calder valley and its tributary valleys which have alternating sandstones and mudstones strata. This is inherently an unstable situation, which is made worse by the fact that many of the valley slopes in this area are already very steep. When the sandstones become heavy because they are saturated with water, they slide over the softer, unresistant mudstones.

This is exacerbated further by extreme weather conditions; failure of drainage assets and where human activity destabilises the equilibrium of the slope profiles.

Calderdale is also unique amongst Local authorities, in its combination of challenging topography and relatively high population density with associated infrastructure.

Plans

Overall strategy

Specific plans for 2025/26

We publish our annual highway maintenance programme each year, setting out the locations and types of work planned across the network, including carriageway resurfacing, footway improvements, structural repairs. This ensures transparency and helps residents understand where investment is being made. The most recent report detailing our planned activity for 2025/26 can be found at: Highways Capital Maintenance Programme for 2025/26 – 2026/27

Streetworks

Calderdale operates an All-Street Permit Scheme in accordance with the DfT guidelines operated via the DfT road space booking system Street Manager and our internal software provider. This always a higher level of coordination and access to permit information on the system allowing clashes etc to be highlighted before granting permits. This also highlights traffic management clashes which could impact the network.