

Highways maintenance transparency reports for Barnsley

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Barnsley Metropolitan Borough Council

Transparency report

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

A1 – What we are responsible for maintaining

Barnsley Metropolitan Borough Council is the Highway Authority for Barnsley and is responsible for the maintenance of:

- **1097 km of Carriageways**
- **1430 km of Footways**
- **282 Bridges and Structures**
- **A range of electrical assets including 33,407 Street lights, 2,124 Illuminated traffic signs and 1176 illuminated bollards**

A2 – Road conditions in Barnsley

The red, amber, green categorisation of road condition is as follows:

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

A2.1. A roads (major roads intended to provide large-scale transport links within or between areas)

Year	Percentage of road in red category	Percentage of road in amber category	Percentage of road in green category
2023	2.9%	15.2%	81.9%
2024	1.6%	12.2%	86.2%
2025	1.6%	10.9%	87.6%

A2.2. B and C roads (roads intended to connect different areas and to feed traffic between A roads and smaller roads on the network; and smaller roads intended to connect together unclassified roads with A and B roads and often linking a housing estate or a village to the rest of the network.)

Year	Percentage of road in red category	Percentage of road in amber category	Percentage of road in green category
2023	5%	27%	68%

Year	Percentage of road in red category	Percentage of road in amber category	Percentage of road in green category
2024	4%	23%	73%
2025	4%	21%	76%

A2.3. U roads (Unclassified local roads intended for local traffic. The vast majority (60%) of roads in the UK fall within this category)

Year	Percentage of road in red category
2023	24%
2024	27%
2025	26%

A2.4. - Additional information on carriageway condition

Barnsley Council collects condition data for 100% of its unclassified road network through Coarse Visual Inspections (CVI) on a two-year cycle, assessing approximately 50% of the network annually. Condition surveys on classified roads have traditionally used SCANNER laser technology, which categorises roads as Green, Amber or Red.

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

A3.1. – What is a pothole?

Potholes form when cracks in the road surface allow water to enter the pavement structure, weakening the layers beneath. Repeated traffic loading, combined with factors such as heavy rainfall, poor drainage, and freeze-thaw conditions, causes the surface to deteriorate and eventually break apart, creating a pothole.

Barnsley Council manages potholes through a risk-based highway asset management approach rather than repairing every reported defect. Roads and footways are regularly inspected, with additional defects identified through reports from the public. Each defect is assessed by a highways inspector and prioritised according to the risk it presents to road users.

Repairs are generally triggered when carriageway defects exceed 150mm in width and 50mm in depth, or when footway defects exceed 75mm in width and 25mm in depth. Safety-critical defects are addressed urgently, while lower-risk issues may be monitored.

The Council also focuses on prevention through resurfacing, structural maintenance, drainage improvements and other preventative treatments. This balanced approach helps extend asset life, improve network resilience and deliver value for money.

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

Barnsley Council tackles potholes through a combination of proactive highway inspections, technical condition surveys, public reporting, risk-based prioritisation, and planned maintenance programmes. Our highways inspectors routinely survey the road network to identify defects, while specialist surveys are undertaken to assess road condition and skid resistance across the highway network. This data helps us target investment where it is most needed and supports evidence-based maintenance decisions. Residents' reports also help us identify issues between inspections. Reported defects are assessed against safety criteria and prioritised according to the risk they pose to road users.

The scale of this work is demonstrated by the fact that Barnsley Council has repaired 25,486 potholes during 2025-26, reflecting a significant investment in maintaining and improving the borough's roads. Alongside reactive pothole repairs, we deliver resurfacing, surface dressing and other preventative maintenance treatments informed by condition and skid resistance data, helping to improve road safety, extend asset life, and reduce the likelihood of future defects developing.

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

Barnsley Council's pothole reporting process enables residents to report defects online, by telephone through the Council's Contact Centre.

The link to report a pothole can be found here: [Report a pothole](#)

A3.4. What happens after a pothole is reported

Once a report is received, it is logged and assessed by a highway inspector. The inspector determines whether the defect meets the Council's intervention criteria and evaluates the risk it poses to road users.

Potholes are prioritised based on severity and safety risk rather than the order in which they are reported. Defects meeting intervention levels are programmed for repair, with safety-critical issues made safe or repaired as a priority. Defects below the intervention threshold may be monitored through future inspections. This risk-based approach helps ensure resources are targeted effectively while maintaining the safety and condition of the highway network.

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)
Total spend on highways maintenance	£12,044,477	£10,927,870	£13,366,387
Of which spent on:			
Carriageways	£8,268,744	£6,903,296	£9,399,904

Footways	£962,365	£1,054,958	£954,404
Structures (for example bridges or tunnels)	£651,859	£939,263	£970,000
Drainage	£1,327,444	£1,149,010	£740,000
Street lighting	£671,108	£636,022	£957,079
Other assets	£162,957	£245,321	£345,000

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	£5,473,293	£5,710,390	£5,940,026
[if applicable]: Additional highways maintenance funding provided by the Council or third parties	£6,571,185	£5,217,479	£7,426,362
<u>Total</u>	£12,044,478	£10,927,869	£13,366,387

A5 – Our maintenance plans for this year

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

Barnsley Council's Highway Maintenance Programme 2026/27 been developed using the Council's asset management and lifecycle planning approach. The programme includes a mix of structural renewal and preventative maintenance activities designed to improve network condition, extend asset life, and provide best value from available funding. This programme includes:

11.385km of carriageway to be resurfaced,

6.590km of carriageway to receive preventative surface treatments, namely surface dressing

4.994km of footway to be reconstructed

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

Details of the proposals included in the highway maintenance programme can be found on the Council's website: [Investment in our roads and footways](#)

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

The Barnsley Council Highway Asset Team uses a prioritisation and scoring approach to support the creation of the Highway Maintenance Programme, as set out in the published Highways Asset Management Policy and Strategy. This approach considers a range of factors, including road condition, highway hierarchy, safety considerations, asset lifecycle,

usage levels, and value for money, ensuring investment decisions are evidence-based, transparent, and aligned with network needs and available budgets. This approach helps target limited resources where they will deliver the greatest benefit to highway users and the long-term resilience of the network. Forward planning of statutory undertaker works are factored into this approach to ensure works are planned to protect the network from abortive works.

Transparency report – Technical Annex

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	£5,473,293	£5,710,390	£5,940,026
Other DfT capital funding utilised by local authority for highways maintenance	£0	£0	£0
Other Government capital funding allocated by local authority to Highways Maintenance	£0	£0	£0
Other capital funding allocated to highways maintenance	£5,799,988	£4,156,101	£6,451,362
Total Capital funding allocated to highways maintenance	£11,263,281	£9,866,491	£12,391,387

B1.2 – Spending

B1.2.1 – Total spending

The questions in this section (B1.2.1) relate to the spending 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.

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	£11,263,281	£9,866,491	£12,391,387
Total highways maintenance revenue spend	£781,197	£1,061,378	£975,000
Total spend	£12,044,478	£10,927,869	£13,366,387

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	£257,090	£0	£305,249	£0
Structural carriageway maintenance	£4,961,965	£0	£7,419,655	£0
Planned carriageway repair / patching programmes	£626,210	£0	£500,000	£0
Reactive carriageway maintenance				
Reactive carriageway repairs / patching (temporary repairs)	£0	£842,194	£0	£975,000
Reactive carriageway repairs / patching (permanent repairs)	£0	£90,403	£0	£0
Reactive carriageway repairs / patching (total)	£0	£ 0	£0	£0
Other carriageway-related spend	£125,435	£0	£200,000	£0
Total	£5,970,700	£ 932,597	£8,424,904	£975,000

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	12.126 km	15.413 km	9488 m ²	0 m ²	2294 m ²
2026-27 projected	6.590 km	11.385 km	9225 m ²	N/A	N/A

B2.1.1 – additional information on surface treatments and repairs

Does table B2.1 reflect all your carriageway-related road surface treatments & repair activities (for example, including pothole repairs)? If no , please add further information on any other types of treatments (planned to be) delivered and their extent in the table below.	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

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
Cat 1	> 50mm deep >150mm width	> 25mm if in vicinity of crossing point or the possibility of footfall. Or the possibility of causing a hazard to road users	24 hours	N/A
Cat 2	>50mm deep >150mm width	Lesser chance of a hazard to the public i.e rural roads edge of c/w etc.	1 month	N/A

B3.2 – Number of potholes filled

B3.2.1 - Number of potholes filled in 2025-26	25,486
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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
		23,015	2,471

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

<i>Numbers quoted are for reactive pothole repairs only</i>

Guidance – Please include the following text to explain that authorities can use different criteria for identifying and counting potholes:

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)	£52.50 per m ²	Unit/average cost of a temporary pothole repair on your network (reactive)	£29.50 per pothole
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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?	No
3.4.2	If yes, do you base your material and process specifications on these longevity requirements?	N/A
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?	No

B3.4.5 - Evidence Summary

The network is inspected on a planned cyclical basis, as well as ad hoc inspection when defects are reported by the public. Any issues with the quality of work or choice of intervention identified during subsequent inspections is addressed and corrected.

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

Defects reported by the public are inspected and prioritised for treatment as appropriate. Locations identified through inspection as requiring maintenance are logged and used along scanner and CVI data to inform the ongoing maintenance programme.

B3.5.4 - Tools used for reporting

The Council has developed Microsoft Dynamics 365 as a public reporting system, which provides them with updates on progress.

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	282
4.1.2	Number of highway structures with interim measures in accordance with CS470 applied?	3

4.1.3	Number of structures due a General Inspection in 2025-26 in accordance with CS450	88
4.1.4	Number of General Inspections carried out in 2025-26	58
4.1.5	Number of structures due a Principal Inspection in 2025-26 in accordance with CS450	29
4.1.6	Number of Principal Inspections carried out in 2025-26	29

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. Policy: Managing the Highway Asset Policy Strategy: Highway Asset Management Strategy	
5.1.3	Please provide the date it was last reviewed or updated	Date: April 2021
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. A draft of the revised Highway Asset Management Policy & Strategy has been prepared in August 2026. This is currently being reviewed The revised Highway Asset Management Policy & Strategy will be published by March 2027.	

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.

Please complete the table below for your key highway assets.

Asset type	Asset inventory held? (None / partial / full)	Condition data held? (None / Partial / Full)
Carriageways	Full	Full

Footways and cycleways	Full	Partial
Structures	Partial	Partial
Drainage assets	Partial	Partial
Street lighting	Full	Partial
Traffic signals	Full	Full

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)	

B5.4 – 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?	No
5.4.3	Do you use lifecycle plans for structures to support investment decisions?	Yes

B5.4.4 - Evidence Summary

We have a carriageway lifecycle plan that identifies where maintenance investment is required. We have similar, although not in a single document, for Bridges and Structures.

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
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B5.5.5 - Evidence Summary

We have a suite of KPI's to monitor performance of the service to ensure that inspections are carried out on time, urgent reactive repairs are done on time and to ensure that maintenance is prioritised within service expenditure.

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 km
6.1.3	For 2026-27, please provide the length of footways that you have earmarked for preventative maintenance treatments	0 km
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)?	Yes
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

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	83%
	b) Planned maintenance (routine/cyclical and/or risk-based)	17%
7.1.2	Does your authority utilise a digital drainage management platform, covering asset inventory, inspection history, sensor data, and risk scoring?	No
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

Known locations causing drainage issues are maintained on spreadsheets.

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?	No
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))?	No
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

The Structures Team is served by 2 Chartered Engineers and managed by a further Chartered Engineer.
 Job profiles within the service include appropriate competence requirements.
 The service employs local apprentices.

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.	09/2025
9.1.4	Have you identified locations that are repeatedly affected by extreme weather (e.g. flooding, heat damage, storms)?	Yes – formally recorded
9.1.5	Which climate-adaptation measures are currently implemented on your network?	
	- Targeted drainage upgrades or maintenance	Yes
	- Natural flood management / SuDS	No
	- targeted slope / ground stability / landslip mitigation	No

	- Heat-resilient materials or surface treatments	No
	- Tree planting / shading for heat management	No
	- Other (please specify)	No
	- None of the above	
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

We are currently working on the ADEPT Carbon Leadership Programme, due by the end of September 2026.

B10 – Innovation

ID	Question	
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

*When contracting for Surface Dressing and Retread the procurement process seeks to identify and evaluate innovative practices/materials and methodologies.
The service has recently trialled alternative methods of pothole repairs, none of which were found to be as effective as our current method, using Viafix.
The service continually seeks out new materials on the market to trial their effectiveness for carrying out maintenance.*

10.2 – Examples of innovations that have been adopted

Guidance - please provide examples of innovations that have moved beyond trial into operational use in your authority. For each example outline: What was implemented, what impacts it has had (e.g. cost, performance, safety), and the scale of adoption.

The service has in recent years moved to using Viafix as its preferred material for emergency repairs on potholes, due its suitability for applying in wet conditions and the longevity of the repair/resilience of the material.

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

We undertake performance-based inspections according to the latest version of the Code of practice for street works inspections. All inspections are recorded on Street Manager, we also regularly meet hold performance meetings with all statutory undertakers. Any areas of non-compliance are pursued through the defect process to help protect the integrity of the highway asset. We are exploring options for a lane rental scheme currently.

We hold quarterly coordination meetings with utility companies to help determine our maintenance programme to plan and coordinate works, avoid excavating new surfaces and encourage potential collaboration to reduce disruption caused by disruptive activities.

B11.1.7 - Further context

Permit scheme reviews have been undertaken and published at the required intervals, the latest 3-year review is underway now and will be published in November 2026. Minor traffic sensitive review have been undertaken as required during the last 3 years, for example to ensure winter maintenance routes have been removed. A formal full review of the network is underway presently and will be published once completed.

B12 – Managing highways maintenance contracts effectively

Only answer this sections if you utilise a contractor to deliver any of your **carriageway** maintenance operations, including: structural maintenance, planned repairs / patching, or reactive repairs / patching

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?	Yes
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?	N/A

12.1.5 - Evidence Summary

*The Retread contract is re-procured each year, to ensure that unit costs are up to date.
The Surface Dressing contract is let through a West Yorkshire Framework and re-procured every 4 years, with robust performance monitoring built into the Framework.*

Head of Highways & Engineering	Director of Finance (Section 151 Officer)
Signature 	Signature: 
Nazneen Malik	Neil Copley
Date: 10/09/2026	Date: 10/09/2026