City of BRADFORD METROPOLITAN DISTRICT COUNCIL

Department of Place

Planning, Transportation & Highways Service

Local Highway Maintenance Transparency Report – June 2025

On 20th December 2024, the government announced to eligible highway authorities and mayoral combined authorities the highway maintenance funding allocation for financial year 2025/26. The announcement included additional funding for those authorities.

The Department for Transport requires all highway authorities to publish on their public-facing websites a transparency report to ensure that local taxpayers can see the difference that the additional funding is making.

Our Highway Network

Our highway network and its associated infrastructure is the Council's most valuable asset. It is used by all residents, businesses and visitors to the district, and must be fit for purpose as it is a vital contributor to the economic health of the community and reflects the quality of the environment. Ensuring the ongoing safety of all users of this network is a high priority.

Our infrastructure must be able to respond to the demands of environmental change and extremes of weather, hence we must ensure that we invest in the network in a timely manner and that the resources we have available are used as efficiently as possible in order to provide the maximum benefit, both now and in the future.

The Council is responsible for maintaining numerous highway assets including roads, footways, bridges, retaining walls, streetlights, drainage and traffic signal installations.

The tables below detail the types and quantities of highway asset managed by the Council.

Lengths of highways, footways and cycleways (kilometres)	
A roads	183.12
B roads	77.72
C roads	119.89
Unclassified roads	1,474.29
Total Roads	**1,855.02**
Footways	3,042
Other Public Rights of Way	1,074
On road cycle lanes (advisory and mandatory)	53.35
Segregated cycle lanes	12
Cycleways (off road cycle paths, greenways and trails	28.22

Other highway assets maintained by the Council include the following:

Structure	Number
Bridges (span over 1.5m)	187
Culverts (span over 1.5m)	136
Culverts (span less than 1.5m)	105
Ex Railway Bridges	1
Footbridges (Highway)	17
Footbridges (PROW)	158
Subways	20
Tunnels	2
Cattle Grids	6
Sign Gantries / Signal Mast Arms	37
Retaining walls (retained height over 1.5m) 70km	685
Retaining walls (retained height less than 1.5m) 52km	584
Stabilised Mineshafts	7
Embankment / Reinforced Earth	1
Legacy Structures	62
Total Structures	**2008**
Other structures with partial liability (ie third party structures carrying adopted highways):	
Rail	244
Canal	25
Private	1,476
Total	**1,745**

Traffic Signal Installations	Number
Traffic Signal Junctions	172
Single Puffin Crossings	131
Dual Puffin Crossings	32
Puffin 3 Crossings	5
Pelican Crossings	0
Dual Pelican Crossings	2
Toucan Crossings	29
Dual Toucan Crossings	5
Toucan 3 Crossings	2
Pegasus Crossings	2
One Can	0
Wig Wag	4
Total	**386**

Street Lighting	Number
Lighting Columns	59,865
Illuminated Bollards	2568
Illuminated Signs	5,556
Electrical Feeder Pillars	40
Subway Lighting Units	803
Refuge Island Beacons	243
Vehicle Activated Signs	75
Total	**69,150**

Drainage	Number
Gullies	98,864
Culvert Debris Screens	38

Highway Maintenance Spending Figures

Year	Capital allocated by DfT (£)	Capital Spend (£)	Revenue Spend (£)	Estimate of percentage spent on preventative maintenance (%)	Estimate of percentage spent on reactive maintenance (%)
2025 to 2026 (projected)	13,204,870	13,204,870	4,770,000	73	27
2024 to 2025	11,464,965	15,288,291	3,974,648	79	21
2023 to 2024	13,888,071	12,296,573	4,469,519	73	27
2022 to 2023	10,515,200	8,851,841	4,866,173	65	35
2021 to 2022	8,055,256	9,303,652	4,825,913	66	34
2020 to 2021	10,228,187	8,548,992	4,414,734	66	34

Note:

1. Capital funding allocated by DfT is administered by the West Yorkshire Combined Authority (WYCA) as part of the City Region Sustainable Transport Settlement (CRSTS)

2. The above figures do not include energy costs (eg power supplies to illuminated street furniture, etc.)

Additional Information on Spending

Capital funding allocated by DfT forms part of the City Region Sustainable Transport Settlement (CRSTS), a 5-year settlement for the financial years 2022/23 to 2026/27 inclusive. The funding is used for planned (preventative) maintenance of our road, footway, highway drainage, street furniture, structures and street lighting assets.

Work on our roads include, for example, resurfacing, surface dressing/micro asphalt, surface patching and any associated kerb and/or channel block installations as part of those works.

Resurfacing involves the removal (planing) of the existing road surface and replacing it with new asphalt material.

Surface dressing is a preventative treatment which extends the life of a road whilst also improving its skid resistance. The main benefit of this treatment is that it improves the impermeability of the road, preventing the ingress of water, a major contributor to the formation of potholes. It is used where the road surface has not deteriorated to the point of needing to be resurfaced and is very cost effective. Bitumen is first sprayed onto the road surface then chippings are spread and rolled in.

Further information about the differences between surface dressing and resurfacing can be found at https://www.bradford.gov.uk/transport-and-travel/highways-asset-management/highways-asset-management/?Folder=Surface+dressing

Micro asphalt is another preventative treatment used to extend the life, improve the skid resistance and seal the road surface. Unlike surface dressing, micro asphalt is a mixed combination of aggregate and bitumen which is applied to the existing road surface. This treatment is mainly used on a small number of unclassified roads where surface dressing is unsuitable.

Surface patching is planned work, predominantly at sites where potholes are/have been a problem and where other localised surface defects need to be addressed. It is also carried out where necessary on roads identified for surface dressing the following year.

Footway work includes reconstruction and resurfacing as well as preventative treatments such as slurry sealing of the existing surface. Installing new kerbs can also form part of the work.

Highway drainage includes culvert repairs and enhancements, pipework repairs, replacement gullies, etc. and any necessary surveys associated with this work.

Structures includes the maintenance of highway retaining walls, road and foot bridges, railway bridges, bridge inspections and assessments, culvert repairs, and priority works identified by Principal Inspections.

Revenue spend is that allocated from Council budgets. Most revenue work is reactive in nature, for example work of an emergency or safety nature, pothole filling, dealing with sinkholes, unblocking gullies and gritting roads in winter.

The table below provides details of the quantities of work carried out to various highway assets in recent years using capital funding.

Financial Year	Length of Preventative Road Treatment (km) *	Area of Road Surface Patched (m2)	Length of Preventative Footway Treatment (km) **	No. of Structures Maintained ***
2024/25	122.90	27,738	29.08	19
2023/24	97.38	11,294	12.44	22
2022/23	85.36			

*Includes resurfacing, surface dressing, micro asphalt, etc.
**Includes reconstruction, resurfacing, slurry sealing, etc.
***Includes retaining walls, bridges and culverts

In addition, over the same 3-year period, there were:

23 highway drainage improvements
35km of public footpaths widened
42km of public footpaths resurfaced
60 public footpath access improvements
6 public footpath drainage improvements

Number of Potholes Filled

Financial Year	Number
2024/25	11,761
2023/24	13,289
2022/23	10,285
2021/22	8,490
2020/21	6,411

The filling of potholes follows reports received - in various formats - by the Council's Contact Centre and following identification by Council highway inspectors as part of their daily work. The Council uses a risk-based approach to identifying potholes and the associated repair times, based on the national publication 'Well-Managed Highway Infrastructure: A Code of Practice'. As such, there is no minimum size (length/width/depth) that defines a pothole. Instead, 'investigatory' dimensions are used to initially assess the pothole. In a road, the investigatory dimensions are greater than or equal to 300mm in any horizontal direction and greater than or equal to 40mm in depth. In a footway, the investigatory dimensions are greater than or equal to 150mm in any horizontal direction and greater than or equal to 25mm in depth. However, if there is a high probability of risk (e.g. a pedestrian tripping/falling) and a potentially high impact on the pedestrian (e.g. significant injury,) but the pothole is less than these dimensions, it will be filled.

The quantities in the table above relate to the total number of potholes filled. The cost of filling potholes in 2024/25 was £194,756. This equates to 9.5% of the reactive maintenance budget for roads and footways.

As stated above, capital budgets for preventative maintenance work are provided by the DfT through the West Yorkshire Combined Authority (WYCA), whilst revenue budgets for reactive maintenance work are provided by the Council. Although there will always be a requirement for reactive work, the Council continues to work hard to reduce the amount.

We undertake cyclic on-going inspections of roads, footways, public footpaths, structures and street lighting apparatus and we also have a cleansing regime for gullies. Regular monthly inspections of city, town and village centres are carried out by our Inspectors and any defects found that are a safety risk are made safe, often temporarily, until a planned permanent repair can be made.

In the case of roads, our annual network survey/condition analysis and skid resistance survey/analysis are carried out by external consultants but are complimented by in-house inspections. Similarly for other highway assets, our regular inspections help us determine what planned work is necessary. Our inspections also consider the locations of any defects, prioritising those where there have been a number of vehicle damage or personal injury accidents. All this information is used to inform and prioritise our annual maintenance programmes.

By making the most suitable and cost-effective choice of maintenance treatment/repair and doing the work at the right time to avoid further deterioration, we will reduce, over time, the amount and cost of reactive maintenance required on our network.

Condition of Local Roads

Each year, usually in Spring or Summer, the Council employs a highway asset management company to survey all classified and unclassified roads and their adjoining footways. Vehicles equipped with a cluster of high-definition cameras record video footage capturing condition data as the vehicles are driven around the district. The resulting video is then analysed, and their condition is graded. This grading is based on the severity and type of damage identified. Damage types include potholes, cracking, rutting, subsidence, failing reinstatements and chipping loss.

The tables below provide information on how the condition of our classified (A, B and C roads) and unclassified roads has changed over the last 5 years. Red category refers to those roads where maintenance should be considered. Amber category refers to those roads where maintenance may be required soon whilst the Green category is used to highlight those roads where no investigation or maintenance is currently required.

The percentages of Red, Amber and Green grades are reported to the Council annually and the figures are used to inform and assist with the development and prioritisation of our annual works programme. The figures are also reported annually to the Department for Transport.

Percentage of A roads in each condition category

Year	Percentage in Red Category (%)	Percentage in Amber Category (%)	Percentage in Green Category (%)
2024	6.17	62.61	31.22
2023	6.26	64.80	28.40
2022	6.87	64.03	28.73
2021	7.33	64.44	28.23
2020	7.23	59.16	33.61

As can be seen from the above table, the percentage of A roads where maintenance should be considered (Red category) has reduced consistently since 2021 following a slight increase between 2020 and 2021.

The percentage of A roads where maintenance may be required soon (Amber category) remained relatively stable between 2021 and 2023, following an increase (worsening) between 2020 and 2021 but has seen an improvement in 2024. However, the percentage of roads in this category is higher than in 2020.

The picture is similar for A roads requiring no maintenance (Green category), with little change between 2021 and 2023 following a reduction (worsening) between 2020 and 2021. Whilst figures again demonstrate an improving situation in 2024, the percentage of roads is still lower than in 2020.

Percentage of B and C roads in each condition category

Year	Percentage in Red Category (%)	Percentage in Amber Category (%)	Percentage in Green Category (%)
2024	8.03	65.4	26.57
2023	8.07	63.38	27.47
2022	9.15	63.90	26.76
2021	11.50	66.40	22.09
2020	11.08	60.84	28.08

Since 2021, the percentage of B and C roads where maintenance should be considered has reduced (improved) following a slight increase (worsening) being recorded between 2020 and 2021.

The percentage of B and C roads where maintenance may be required soon has seen a higher degree of variation with a 5.65% increase being recorded in 2021 compared to 2020, with an improvement and relatively stable percentage being recorded in 2022 and 2023. However, 2024 again saw an increase (worsening) of the overall proportion of 'B' and 'C' class roads which remains higher than in 2020.

Figures for B and C roads in the Green category (i.e. those requiring no maintenance) fluctuated between 2020 to 2024, with fewer roads in this category than in 2020.

Percentage of Unclassified roads in each condition category

Year	Percentage in Red Category (%)	Percentage in Amber Category (%)	Percentage in Green Category (%)
2024	14.48	61.61	23.91
2023	15.02	58.73	22.44
2022	16.60	57.95	22.22
2021	18.88	60.68	20.44
2020	18.79	57.32	23.89

The percentage of Unclassified roads where maintenance should be considered shows the biggest reduction in all road classes over the 5-year reporting period.

The percentage of Unclassified roads where maintenance may be required soon (Amber category) has increased over the 5-year period and is now higher than in 2020.

The percentage for Unclassified roads requiring no maintenance has generally increased, but the 2024 figure is virtually identical to the 2020 figure.

Our unclassified roads make up 79% of our network and we will continue to prioritise the reduction of percentages in the Red and Amber categories over the near term and increase those in the Green category.

From 2026 to 2027 a new methodology will be used to assess highway condition which is based on the BSI PAS2161 standard. Local Highway Authorities will be required to use a supplier that has been accredited against PAS2161 which will categorise roads into 5 categories instead of 3 to help government gain a more detailed understanding of road condition in England.

Further details can be found at https://www.gov.uk/government/statistical-data-sets/road-condition-statistics-data-tables-rdc#condition-of-local-authority-managed-roads-rdc01

Plans

Overall Strategy

The Council recognises the importance of its highway infrastructure and how an effectively managed and maintained network contributes to the local economy and supports its corporate objectives. We understand that effective asset management is a platform to deliver clarity around standards and levels of service, and to work collaboratively to make best use of available resources.

Our 'Highway Infrastructure Asset Management Strategy' sets out how we will best manage the highway infrastructure network taking into consideration customer needs, local priorities, asset condition and best use of available resources. It presents the approach to managing highway assets and allows planning over both the short and long term, whilst delivering a minimum whole life cost approach to our highway assets.

We continue to strive for a highway network that:

- Is safe and serviceable in relation to its use
- Provides connectivity to support economic activity and growth within the district and wider region
- Has sufficient capacity to cater for the number of vehicles using the road to prevent undue delay and congestion
- Enhances the quality of life of people living in, working in and visiting the district
- Creates an amenity value, enhances the environment and contributes to place making
- Is appropriately maintained to conserve its value and integrity for current and future service needs

Successful implementation relies on several factors, including knowledge of the asset, its current and future performance, expenditure and feedback from road users.

Best Practice, Innovation and Efficiency

Using national guidance and good practice, including the nationally adopted 'Well-Managed Highway Infrastructure – A Code of Practice', we use a lifecycle planning approach to managing highway maintenance activities. Understanding how long a specific treatment lasts, its relative cost and the levels of service provided are essential to meaningful asset management.

Our asset plans detail how maintenance will be managed and how investment in timely routine maintenance will affect the future demands for expenditure. Without appropriate investment, our ability to keep a suitable balance between planned and reactive maintenance will not be possible.

By using this approach, we can be more proactive, prioritising long-term objectives to deliver better value for money, i.e. a move away from 'worst-first', where risk of failure is mitigated by allocating funds to where they will be of most benefit.

We engage in the National Highways and Transport (NHT) CQC Efficiency Network - an annual efficiency assessment which quantifies savings made in road maintenance, and in the NHT Public Satisfaction Survey to obtain feedback covering several topics, including highway maintenance. Results are used to benchmark our performance against other local authorities, helping us identify areas for improvement.

Innovation sits at the heart of our highway service. It is crucial to ensure we can deliver the changes needed. (See Climate Change, Resilience and Adaptation section below).

We are members of the Local Council Roads Innovation Group, a link between central and local government, the supply chain and the wider highways sector, whose mission is centred around collaboration, innovation, skills and decarbonisation.

Specific plans for 2025 to 2026

The following is a list of preventative (planned) work to be carried out in 2025/26, funded from capital budgets. The budget allocation is £13,204,870:

Road Resurfacing

Resurfacing work is planned across the district and will take place on all classes of road.

A Roads: Allocation = £806,000. Length = 2.7km

B Roads: Allocation = £208,000. Length = 1.3km

C Roads: Allocation = £637,000. Length = 2.6km

Unclassified roads: Allocation = £3,600,000. Length = 18km

Surface Dressing (including Micro Asphalt)

Surface dressing will be undertaken on all classes of road in 2025/26.

Allocation = £3,342,000. Length = 75km

Details of our 2025/26 approved programmes for the resurfacing of Non-Classified (Unclassified) roads and for surface dressing of all classes of road are approved at a parliamentary constituency level . For Bradford's 5 parliamentary constituencies, our plans can be found using links below:

Bradford East

https://bradford.moderngov.co.uk/ieListDocuments.aspx?CId=131&MId=8452&Ver=4

Bradford South

https://bradford.moderngov.co.uk/ieListDocuments.aspx?CId=134&MId=8265&Ver=4

Bradford West

https://bradford.moderngov.co.uk/ieListDocuments.aspx?CId=135&MId=8346&Ver=4

Keighley & Ilkley

https://bradford.moderngov.co.uk/ieListDocuments.aspx?CId=150&MId=8299&Ver=4

Shipley

https://bradford.moderngov.co.uk/ieListDocuments.aspx?CId=162&MId=8383&Ver=4

Details of our 2025/26 approved programme for the resurfacing of Classified (A, B and C) roads are listed in the tables below:

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Road No	Road Name	From	To	Length (m)	Allocation	Constituency
A629	Halifax Road, Denholme	180m at Brighouse Road	-	180	£40,000	Shipley
C121	Bark Ln/North St/Church St, Addingham	Sycamore Drive	House No.13	310	£60,000	Keighley & Ilkley
C502	Sun Lane, Sladen Bridge	Cemetery	Sladen Beck	320	£60,000	Keighley & Ilkley
C111	Main Street, Wilsden	Crooke Lane	Crack Lane	350	£50,000	Shipley
C111	Wilsden Road, Harden	Long Lane	Ferrands Park Way	120	£30,000	Shipley
A6034	Keighley Road, Silsden	High Banks	Elliott Street	180	£40,000	Keighley & Ilkley
B6142	North Street, Haworth	Mytholmes Lane	Sun PH	280	£55,000	Keighley & Ilkley
B6265	Keighley Road, Bingley	Petrol Station	Bus turning circle	650	£100,000	Shipley
A6177	Queens Rd (+ section of Kings Rd - Bolton Ln)	Station Road	Kings Road	380	£124,000	East
A650	Wakefield Road, Bradford	Prospect Street	Croft Street	600	£180,000	East

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Road No	Road Name	From	To	Length (m)	Allocation	Constituency
A6177	Rooley Lane (westbound sections)	Bierley Lane	M606	400	£150,000	South
A6177	Chase Way	Sections		135	£49,000	South
A6181	Westgate, Bradford	Godwin Street	Drewton Road	365	£95,000	West
A650	Shipley Airedale Road	Sections		120	£39,000	West
A6177	Smiddles Lane (southbound)	Manchester Road	Bus terminus/ped crossing	140	£33,000	South
A6176	Bolton Road	Shipley Airedale Road	L/C 27 nr Lawson St	240	£56,000	East
C111	Bierley Lane (sections)	j/o Rooley Lane	j/o Boy Ln	425	£148,000	South
C111	Allerton Road	Ley Top Lane	Cobden Street	195	£46,000	West
C111	Oak Lane	Heaton Road	St Marys Road	350	£109,000	West
C111	Pearson Lane	Full Length		380	£95,000	West
B6144	Toller Roundabout	Full Length		200	£53,000	West
C111	Great Horton Road	Laisteridge Lane	Shearbridge Road	125	£39,000	West

Road Surface Patching

Various locations have already been identified, and site work is ongoing across the district. Patching will also be carried out where necessary on roads identified for surface dressing in 2026/27.

An allocation of £550,000 has been set aside for this work.

Footways

An allocation of £965,000 has been set aside for planned works. Various locations have already been identified, and site work is ongoing across the district.

Highway Drainage

An allocation of £575,000 has been set aside for planned works. Various locations have already been identified, and site work is ongoing across the district.

Maintenance of the sewerage system in the Bradford district is the responsibility of Yorkshire Water, not the Council.

Structures

An allocation of £1,990,000 has been set aside for planned works as follows:

Structure	Budget
Crag Lane Retaining Wall	60,000
Dockfield Road Footbridge	100,000
Victoria Road Footbridge	150,000
Dudley Hill Bridges & Retaining Wall	50,000
Keepers Lodge	200,000
Drainage & Watercourse Debris	50,000
Haworth Station Footbridge	10,000
Bridge Inspect & Assessments	140,000
Retaining Wall Structural Maintenance (schemes <£100k)	50,000
Bridges Structural Maintenance (schemes <£100k)	50,000
Commercial St Railway Bridge	
Ripley St Railway Bridge	50,000
Principal Inspections Priority Works	50,000
Keighley Station Bridge Repairs	
Unprogrammed (emergency) Works	50,000
Clayton works/C583 walls	100,000
A644/B6145 Walls B3667	200,000
Glen Lee Lane Retaining Walls	200,000
Red Beck Culvert	200,000
A6033 Retaining Walls	280,000

Street Lighting

An allocation of £110,000 has been set aside for ongoing street lighting column replacements and upgrading to LED lights across the district, building on the significant capital investment in our asset conversion to LEDs carried out between 2022 and 2025.

Public Rights of Way (PRoW)

An allocation of £127,000 has been set aside for the maintenance/upgrading of public footpaths and bridleways. Half of the allocation will be spent on 'rural' routes managed by our Countryside and Rights of Way team, and the other will be spent on 'urban' routes, managed by our Highway Maintenance teams. Various locations have already been identified, and site work is ongoing across the district.

Reactive Works

The budget allocation for reactive works in 2025/26 is £4,770,000. The type of works to be carried out will be as described earlier in this report. It is impossible to estimate the number of potholes we are likely to fill within the financial year but a rough estimate would be around 11,000. Whilst preventative works are helping to reduce the overall numbers of potholes on our network, heavy rainfall events this summer along with a cold and/or wet winter, will potentially cause potholes to form on those roads that have not received preventative work.

Streetworks

Under the requirements of the Traffic Management Act 2004, the Council acts as Street Works Authority to ensure that works are planned, executed, and coordinated properly to minimise disruption on the highway network. The Authority operates an "all streets" permitting scheme (The City of Bradford Permit Scheme Order 2019) to manage road and street works within the district. This permit scheme, and the associated inspection regimes, ensure that works are compliant with the Specification for the Reinstatement of Highways (SROH) ensuring the continuing integrity of the network post-works.

Anyone carrying out works on the highway needs a permit. This includes works by utility companies (e.g. Northern Powergrid, Yorkshire Water, Northern Gas Networks, etc.) and works carried out by the Council and its contractors/partners. The Street Works Authority can apply various conditions to planned and immediate/emergency works, such as when the works are undertaken and the requirements for managing vehicles and pedestrians, including the type and extent of traffic control measures (temporary traffic signals, road closures, diversion routes, etc.).

The Authority is also actively developing a Lane Rental scheme to compliment the Permit Scheme order for the busiest roads in the district. It is anticipated that a submission will be made to the Secretary of State in Q1, 2026/27 to obtain permission to operate such a scheme.

Climate Change, Resilience and Adaptation

Bradford Council declared a climate emergency in 2019 and is a member of the Leeds City Region Climate Coalition (LCRCC). The LCRCC aims to achieve a net zero carbon economy by 2038 and to have made significant progress by 2030.

Climate change will continue to impact our highway network into the future, giving rise to increased maintenance needs. Extremes of temperatures in the summer and winter months and increasing rainfall events and storms will all have the potential to cause damage to roads, footways and bridges, and for drainage systems (including gullies) to be overwhelmed. These extremes, coupled with the traditional freezing and thawing process, will accelerate the formation of defect such as potholes.

Weather events brought about by climate change give rise to a short-term increase in reactive maintenance activities and costs. We have committed to mitigating the effects of climate change by, for example:

- making timely preventative maintenance interventions to prevent the formation of highway defects.
- increasing our inspection frequencies and clearance of culverts and watercourse debris screens, including in advance of forecasted flood risk.
- inspecting and cleaning gullies more regularly at known river and surface water flooding hotspots.

To understand the impact of these weather events on our highway network, the Council will review its resilient network (those parts of the highway network which are deemed to be critical to supporting the local economy, energy supplies and communications networks) to identify areas of the network which are at greatest risk from environmental factors such as flooding, abandoned mine workings or areas where the foundation of the road is built on soils subject to the impacts of weather (e.g. clay). Using this information, we will seek to prioritise investment in those areas of the network which are most at risk to ensure that the district is able to recover from any climate related incidents in the fastest time possible.

In addition, we maintain effective communication links with the Met Office and the Environment Agency to ensure the most accurate forecast information on rainfall and anticipated flood impact is received.

The Council has an overarching Emergency Management Plan, covering all emergencies, along with an Adverse Weather Plan to deal with heavy snow and flooding. We also produce an annual Highway Maintenance Winter Service Operational Plan (latest edition was for the 2024-2025 year) that describes the operational arrangements for the winter period.

We are fully committed to decarbonising our highway maintenance operations and have, over recent years, trialled and implemented the use of new and innovative road

resurfacing materials, including the use of recycled plastic and rubber crumb in asphalt mixes.

We use Warm Mix asphalt materials in some of our roads and footways. These are mixed at lower temperatures than traditional 'hot' mixes, reducing energy usage and emissions during production, contributing to a lower carbon footprint.

We have used surface dressing as a preventative treatment for many years and have increased its use since 2019 as it is one of the most carbon efficient treatments available.

We will continue to trial new low carbon materials where appropriate for all our planned and reactive maintenance operations and liaise with suppliers about upcoming materials and new technologies.

We are actively exploring the integration of electric vehicles into our highway maintenance fleet, having trialled an electric gritter during the 2024/25 winter maintenance season. This initiative reflects our commitment to sustainability and innovation in public services. Additionally, we are considering the acquisition of an electric trailer spreader, which will not only aid in treating the newly constructed pedestrianised area in the City Centre during the winter months but will also play a crucial role in managing any fuel spillages that may occur across our road network out of hours.

We are now nearing completion of our Smart Street Lighting Project, a 5-year district-wide LED lantern and ageing column replacement project to protect the environment, reduce energy costs, replace obsolete lighting units and replace ageing columns. https://www.bradford.gov.uk/transport-and-travel/highways/the-smart-street-lighting-project/

Additional information on plans

In addition to the proposed highway maintenance schemes listed above, and following completion of the major transformation work of the Bradford City Centre Walking and Cycling Improvements Scheme, the Council is set to embark on several highway infrastructure projects and transport improvements across the district. These include:

West Bradford Junction Improvements – upgrades are planned at the junctions of Thornton Road and Cemetery Road, and Toller Lane and Whetley Hill to reduce congestion, improve air quality and enhance road safety.

Kings Road Connect – a £35m project to upgrade a two-mile stretch of Kings Road from Canal Road to Five Lane Ends, to reduce congestion and improve public transport, walking, wheeling and cycling facilities.

A650 Connect – Proposals include improved footpaths, pedestrian crossings, road widening, bus lanes, and a new cycle path.

Manchester Road Targeted Bus Improvements - includes bus priority measures on Manchester Road and improved footpaths, with potential future expansion to include a cycle route and park and ride facility.

Bradford-Shipley Route Improvement Scheme (BSRIS) – a project aimed at supporting economic growth by improving key junctions and promoting sustainable travel.

Mass Transit System – a new low-emission tram system connecting Bradford and Leeds to improve connectivity, reduce congestion and boost economic growth. It is anticipated that construction will start in 2028.

These projects are funded through various sources, including the West Yorkshire-plus Transport Fund, the City Region Sustainable Transport Settlement, and the Transforming Cities Fund.

Further information can be found on the Bradford Council website.