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Tuesday 8 April 2025

Notice of Meeting

Dear Member

Environment and Climate Change Scrutiny Panel

The **Environment and Climate Change Scrutiny Panel** will meet in the at **2.00 pm** on **Wednesday 16 April 2025**.

This meeting will be live webcast. To access the webcast please go to the Council's website at the time of the meeting and follow the instructions on the page.

The items which will be discussed are described in the agenda and there are reports attached which give more details.

A handwritten signature in cursive script, appearing to read "S Lawton".

Samantha Lawton
Service Director – Legal, Governance and Commissioning

Kirklees Council advocates openness and transparency as part of its democratic processes. Anyone wishing to record (film or audio) the public parts of the meeting should inform the Chair/Clerk of their intentions prior to the meeting.

The Panel members are:-

Member

Councillor Andrew Cooper (Chair)

Councillor David Longstaff

Councillor Will Simpson

Councillor John Taylor

Councillor Matthew McLoughlin

VACANCY - Community_Alliance

Jane Emery (Co-Optee)

Garry Kitchin (Co-Optee)

Agenda

Reports or Explanatory Notes Attached

Pages

1: Membership of the Panel

To receive apologies for absence from those Members who are unable to attend the meeting.

2: Minutes of the Previous Meeting

1 - 6

To approve the Minutes of the meeting of the Panel held on the 12 March 2025.

3: Declaration of Interests

7 - 8

Members will be asked to say if there are any items on the Agenda in which they have any disclosable pecuniary interests or any other interests, which may prevent them from participating in any discussion of the items or participating in any vote upon the items.

4: Admission of the Public

Most agenda items take place in public. This only changes where there is a need to consider exempt information, as contained at Schedule 12A of the Local Government Act 1972. You will be informed at this point which items are to be recommended for exclusion and to be resolved by the Panel.

5: Deputations/Petitions

The Panel will receive any petitions and/or deputations from members of the public. A deputation is where up to five people can attend the meeting and make a presentation on some particular issue of concern. A member of the public can also submit a petition at the meeting relating to a matter on which the body has powers and responsibilities.

In accordance with Council Procedure Rule 10, Members of the

Public must submit a deputation in writing, at least three clear working days in advance of the meeting and shall subsequently be notified if the deputation shall be heard. A maximum of four deputations shall be heard at any one meeting.

6: Public Question Time

To receive any public questions.

In accordance with Council Procedure Rule 11, the period for the asking and answering of public questions shall not exceed 15 minutes.

Any questions must be submitted in writing at least three clear working days in advance of the meeting.

7: Severe Weather Debrief Report January 2025

9 - 18

The Panel will consider an update on the Severe Weather Debrief that was held by officers on 20th January 2025.

Contacts:
Mark Scar – Head of Highways

8: Highways 2 Year Capital Plan Allocation 2025/26 and 2026/27

19 - 40

The Panel will consider the Highways 2 year detailed Capital Plan allocation 2025/26 and 2026/27.

Contacts:
Yvonne Atkinson, Highways Capital Programme Manager

9: Work Programme 2024/25

41 - 48

The Panel will consider its Work Programme for 2024/25 and put forward any items for inclusion in 2025/26.

Contact:
Jodie Harris, Principal Governance and Democratic Engagement Officer

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Contact Officer: Jodie Harris

KIRKLEES COUNCIL

ENVIRONMENT AND CLIMATE CHANGE SCRUTINY PANEL

Wednesday 12th March 2025

Present:

Councillor Andrew Cooper (Chair)
Councillor Susan Lee-Richards
Councillor David Longstaff
Councillor John Taylor
Councillor Matthew McLoughlin

In attendance:

Councillor Graham Turner, Cabinet Member - Finance
and Regeneration
Councillor Martyn Bolt
Mathias Franklin, Head of Planning and Development
Paul Farndale, Acting Team Leader for Flood
Management and Drainage
Jason Hanks, ER Project Officer
Martin Stepherson, Principal Flood Risk Planner

Apologies:

Councillor Will Simpson

Membership of the Panel

Apologies were received from Councillor Will Simpson

2 Minutes of the Previous Meeting

The Panel considered the Minutes of the meeting of the Panel held on 29th January 2025

RESOLVED: That the Minutes of the previous meeting be approved.

3 Interests

Councillor Susan Lee-Richards declared an interest in relation to item 7 as a Trustee of River Holme Connections.

Councillor David Longstaff declared an interest in relation to item 7 as a resident of the Fenay Beck area.

RESOLVED: That the Panel noted the interests declared and that these be submitted in writing via form handed to the Governance Officer.

4 Admission of the Public
All items were considered in the public session.

5 Deputations/Petitions
No deputations or petitions were received.

6 Public Question Time
No public questions were received.

7 Annual Review of Flood Risk Management Activities
The Panel considered the Annual Review of Flood Risk Management Activities which was introduced by Councillor Graham Turner - Portfolio Holder for Finance and Regeneration who highlighted the Council's success for obtaining grants for Capital Schemes in 24-25 and thanks were expressed to officers for the work undertaken to achieve positive outcomes in this area.

Paul Farndale- Acting Team Leader for Flood Management and Drainage, Martin Stepherson - Principal Flood Risk Planner and Jason Hanks- ER Project Officer gave a presentation which provided an overview of;

- The impact of the New Years Day severe weather event; noting that there was significant flooding in Mirfield where several businesses and residential properties were impacted by surface water and internal flooding.
- Property Level Protection; which focused on building resilience against flooding in communities by encouraging residents and businesses to introduce flood resistance measures in their properties (i.e.- flood barriers/doors, etc...) as well as taking steps to slow down flooding and reduce the amount of damage caused (i.e.- through use of portable pumps for internal flooding etc.)
- The Strategic Flood Risk Assessments and the Local Plan; which were to be developed around mitigating risk as much as possible.
- Natural Flood Management (NFM) in Kirklees;
 - NGM was highlighted as being essential to the long-term approach as well as supporting wider benefits such as biodiversity and climate change targets. It was also noted that;
 - Funding had been granted for 2 schemes which were Ludhill Dike, Honley and the NFM Cluster in Kirkburton, Slaithwaite and Cleckheaton.
 - Planned NFM measures included (i) Cross Slope Hedgerows - which intercepted overland flow before reaching the watercourse (ii) Riparian Woodland - which increased the roughness when water escaped a channel and (iii) Tractor Towed Aeration – which allowed rainwater to quickly soak into soil, reduced run-off into the watercourse and improved soil condition.
 - River Holme Connections and the Calder Rivers Trust were working in partnership with the Council to maximize the impact of funding and share expertise and access to a team of volunteers who support NFM.
- The Mental Health and Wellbeing Project;
 - It was recognized that people whose homes had been flooded were up to 6 times more likely to report PTSD, depression and/or anxiety.

- The 2 main goals of the project were to (I) help the community and the voluntary sector to be better prepared and recover more quickly and (ii) Build resilience in people.
- Funding had been secured for the 4 key aspects of the project which were (i) demand in the community, (ii) how the project will compliment other workstreams (iii) how learning could be shared and success replicated and (iv) how the project will be funded long-term.
- The project was to be developed working in partnership with the Huddersfield Wellbeing Academy.
- The aim was for the project to begin in April 2026 and finish late September 2026 when a funding bid for the wider project would begin.
- The Flood Spotter Programme,
 - Was a staff resource based within communities to deliver support after a flood.
 - Mental Health First Aid training was to be given to Highways, CCTV, flood risk and Flood Risk Staff as well as staff members based in the community (Community Plus).
 - There were plans to open the mental health First Aid Training to elected members as a key point of contact for residents.
- The wider scheme; which focused on Building Flood Resilience by supporting residents with making flood plans, flood warning and PFR as well as engaging with residents regularly on flooding with the aim to break down any barriers to accessing support.
- Other initiatives included highlighting the link between climate health and mental health by creating new green and social wellbeing events and link this to NFM aspects.
- Flood and Wellbeing related support was to be focused on key areas related to flooding such as Stress Management, Financial Management and Crisis Management.

During the subsequent discussion, the Panel raised several questions and comments as follows:

- In response to a question from the Panel in relation to the new developments in the Fenay beck area, the Panel were reassured that the Flood Tanks ensured that access water was drained away gradually over an extended period of time into the drainage system to reduce peak flow rates and mitigate the risk of flooding.
- Councillor Longstaff noted the response, and it was agreed that Paul Farndale would meet with Councillor Longstaff to discuss (i) the new developments in the Fenay beck area in more detail and (ii) Councillor Longstaff's offer to take up the Mental Health First Aid Training.
- In response to a question from the Panel in relation to support for households who were vulnerable to flooding (such as Mirfield) it was advised that further engagement with residents was necessary and would be undertaken to understand why people were not taking up Property Level Protection.
- In response to a question from the Panel in relation to the maintenance schedules of trash screens, it was agreed that the 2 highlighted by Councillor Taylor in Kirkburton would be investigated.

- In response to a question from the Panel in relation to the maintenance schedules of trash screens, it was advised that work had been undertaken to review and adjust the maintenance schedules for trash screens to ensure small debris was effectively trapped. The clearance schedule prioritized trash screens based on the consequences of them becoming full. Those that could have led to property flooding were given priority, followed by screens protecting Kirklees highways. Screens on a 12-month clearance cycle were assigned the lowest priority. Trash screens were constantly reviewed, and any that frequently filled up were moved to a higher priority level.
- In response to a question from the Panel in relation to the maintenance schedules of trash screens, it was advised that in the previous year, £100,000 was secured to assess all screens against 2020 standards. As a result, 20 were identified as below standard. Additional funding from the Environment Agency was to be sought later in the year to bring those screens up to the required standard.
- In response to a question from the Panel in relation to the use of section 106, it was advised that efforts were made by Kirklees Council to engage early with developers regarding Section 106 contributions. Two specific uses of Section 106 funding in relation to flood risk were identified. The first addressed situations where water companies did not adopt systems, which could result in upstream beneficiaries, such as homeowners, becoming liable for maintaining infrastructure. Legislation was introduced to transfer this responsibility to water companies. Kirklees was attempted to apply this on a microscale to provide better protection against risks, such as companies going bankrupt.
- In response to a question from the Panel in relation to NFM, the Panel were reassured that the Council were working with the National Trust to ensure the co-ordination of flood management efforts and their support.
- In response to a question from the Panel in relation to the Flood Spotter Programme, it was advised that this was initially developed with the Emergency Planning Team and involved Highways staff only but was found to be lacking sufficient community-level information. Collaboration with the Community Plus Team, whose staff were well-acquainted with local communities and residents, enhanced its effectiveness and there were now 50 team members signed up as community spotters.
- In response to a question from the Panel in relation to SuDS (which aimed to reduce surface water flooding by mimicking natural drainage regimes), it was advised that they had multifaceted benefits including increasing biodiversity.
- In response to a question from the Panel in relation to measuring the effectiveness of NFM measures, it was advised that Assessing the effectiveness of NFM measures had proven to be challenging. Small-scale studies, however, had demonstrated that barriers could reduce flooding by delaying the peak flow and lowering its intensity. For instance, in Crimble Clough, flood monitors were installed to establish a baseline response to rainfall. Once NFM measures were implemented, a like-for-like comparison could be conducted to evaluate their impact. A study conducted in Hardcastle Craggs revealed approximately a 10% reduction in flood levels and a 20-minute delay in the peak flow after NFM measures were

introduced. It was acknowledged that the benefits of NFM were cumulative, with individual schemes having limited impact, but a portfolio of assets proved to be more effective over time. Additional benefits of NFM included retaining more water on the moors to prevent wildfires and promoting peat formation.

- In response to a question from the Panel in relation to the links to climate change, it was noted that the significance of such measures would only increase as the climate evolved and adapting to a future with more water will be key.

Councillor Bolt acknowledged that progress was being made but raised concerns in relation to the slow pace of flood reduction efforts noting that flood-prone areas in Mirfield included small businesses at risk of relocating without action and highlighted the need for progress before 2031. It was also highlighted that flooding was not limited to rivers but was exacerbated by uncleaned drains, which increased stress for residents. Questions were raised as to why developments were not happening sooner, and why was NFM not being prioritised in the uplands? In response, reassurance was given that Yorkshire Water was prioritizing the issue and was fully aware of the ongoing scheme, contributing to reducing downstream flow. However, challenges in competing with other areas across Yorkshire were noted. It was mentioned that Mirfield had been elevated in priority and was now ranked third on the Environment Agency's target list. This explained the focus on property-level resilience to mitigate flood risks in the short term.

The Chair read out questions from Councillor Alison Munro in relation to the prioritisation of the Fenay Bridge area, which was in Flood Zone 3, In response, it was advised that the Council had a legal remit to look after surface level flooding in the district including ordinary water courses such as Fenay Bridge whereas the Environment Agency looked after larger area/schemes. Paul Farndale further highlighted that he would discuss potential future schemes with any Elected Members with the view of creating an investment matrix going forwards for Kirklees.

RESOLVED: The Panel noted the Annual Review of Flood Risk Management Activities and it was recommended that:

- (1) Paul Farndale would meet with Councillor Longstaff to discuss (i) the new developments in the Fenay beck area in more detail and (ii) Councillor Longstaff's offer to take up the Mental Health First Aid Training.
- (2) The 2 Trash Screens highlighted in the Kirkburton area be investigated.
- (3) Paul Farndale - Acting Team Leader for Flood Management and Drainage would meet with Councillor Bolt.

9. **Work Programme 2024/25**

The Panel reviewed its Work Programme for the 2024/25 municipal year.

The Panel requested that the Kirklees Internal Carbon Reporting and Events updates be prioritised in 2025/2026 and questioned if the Tourism Strategy fell into the Panel's remit.

RESOLVED: The Panel noted the Work Programme, and it was agreed that:

- (1) The Kirklees Internal Carbon Reporting and Events updates be prioritised in the Panels programme of work in 2025/26.
- (2) The Governance Officer would investigate if the Tourism Strategy fell within the Environment and Climate Change Scrutiny Panel's remit for consideration.

KIRKLEES COUNCIL

COUNCIL/CABINET/COMMITTEE MEETINGS ETC

DECLARATION OF INTERESTS

Environment & Climate Change Scrutiny Panel

Name of Councillor

Item in which you have an interest	Type of interest (eg a disclosable pecuniary interest or an "Other Interest")	Does the nature of the interest require you to withdraw from the meeting while the item in which you have an interest is under consideration? [Y/N]	Brief description of your interest

Signed:

Dated:

NOTES

Disclosable Pecuniary Interests

If you have any of the following pecuniary interests, they are your disclosable pecuniary interests under the new national rules. Any reference to spouse or civil partner includes any person with whom you are living as husband or wife, or as if they were your civil partner.

Any employment, office, trade, profession or vocation carried on for profit or gain, which you, or your spouse or civil partner, undertakes.

Any payment or provision of any other financial benefit (other than from your council or authority) made or provided within the relevant period in respect of any expenses incurred by you in carrying out duties as a member, or towards your election expenses.

Any contract which is made between you, or your spouse or your civil partner (or a body in which you, or your spouse or your civil partner, has a beneficial interest) and your council or authority -

- under which goods or services are to be provided or works are to be executed; and
- which has not been fully discharged.

Any beneficial interest in land which you, or your spouse or your civil partner, have and which is within the area of your council or authority.

Any licence (alone or jointly with others) which you, or your spouse or your civil partner, holds to occupy land in the area of your council or authority for a month or longer.

Any tenancy where (to your knowledge) - the landlord is your council or authority; and the tenant is a body in which you, or your spouse or your civil partner, has a beneficial interest.

Any beneficial interest which you, or your spouse or your civil partner has in securities of a body where -

(a) that body (to your knowledge) has a place of business or land in the area of your council or authority; and

(b) either -

the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body; or

if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which you, or your spouse or your civil partner, has a beneficial interest exceeds one hundredth of the total issued share capital of that class.

Report title: **Severe Weather Debrief Report Jan 2025**

Meeting	Environment & Climate Change Scrutiny Committee
Date	16 April 2025
Cabinet Member (if applicable)	Cllr Munir Ahmed Cllr Tyler Hawkins
Key Decision Eligible for Call In	No
Purpose of Report To provide Scrutiny Panel with an update on the Severe Weather Debrief that was held by officers on 20th January 2025	
Recommendations <ul style="list-style-type: none"> It is recommended that the Environment & Climate Change Scrutiny Committee receive, note and discuss any areas of interest or concern. 	
Reasons for Recommendations The report provides an overview of the findings of the Adverse Weather Debrief that was held on 20th January 2025 with officers from various services across the council. The officers attended the Debrief on behalf of those teams who's services were required to provide a response following a period of adverse weather from 31 st December 2024 – 5 th January 2025.	
Resource Implication: Outline the resource implications associated with implementing the recommendations set out in the report. <ul style="list-style-type: none"> None 	
Date signed off by <u>Strategic Director</u> & name 1/4/2025 Rachel Spencer-Henshall, Deputy Chief Executive and Executive Director for Public Health and Corporate Resources David Shepherd, Executive Director for Place Is it also signed off by the Service Director for Finance? N/A Is it also signed off by the Service Director for Legal Governance and Commissioning? N/A	Give name and date for Cabinet / Scrutiny reports N/A Give name and date for Cabinet reports N/A Give name and date for Cabinet reports N/A

Electoral wards affected: All (with regards to the adverse weather impacts)

Ward councillors consulted: - It is standard practice for the council's Emergency Planning team to arrange and chair a debrief meeting with officers following any prolonged and intensive periods of adverse weather. Whilst there is no formal consultation with councillors, relevant portfolio holders will be sighted on any outcomes and recommendations from the report, via their routine meetings with their respective Service Directors.

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January 2025 Severe Weather Response

A summary of the themes of learning and forward actions

Roles

- The response to these Severe Weather events required emergency and business continuity response actions, from multiple Council Teams, including:
 - Emergency Planning
 - Highways
 - Greenspace
 - Waste
 - Access Strategy and Delivery (KD and CCTV)
 - Housing Services
 - Flood Management and Drainage
 - Communications
 - Learning and Early Support
 - Partner agencies

Themes of Learning and Forward Actions (Rain and Flooding)

Summary of what went well

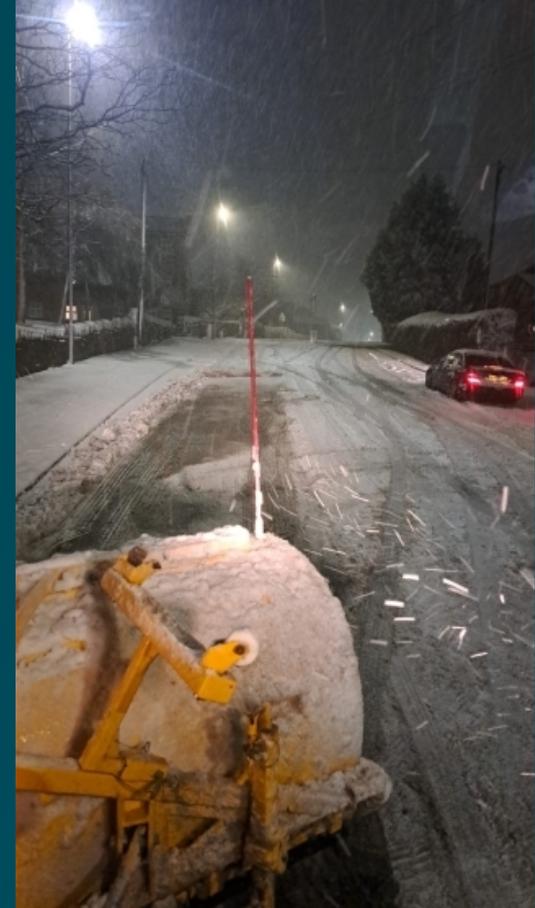
- Using multiple sources of credible forecasting information ensured that preparedness and response actions were informed and intelligence led.
- The social media response to the weather event was generally well received by those that follow the accounts.
- Teams across the organisation worked well to share information, share resources, and respond.



Themes of Learning and Forward Actions (Snow and Ice Event)

Summary of what went well

- Using multiple sources of credible forecasting information ensured that preparedness and response actions were informed and intelligence led.
- The social media response to the weather event was generally well received by those that follow the accounts.
- The Council provided additional assistance to schools on request, including highway gritting, and pavement clearing and gritting. This was well received by schools that accessed support and meant that they were able to open safely.
- Teams involved in the Severe Weather Emergency Protocol (SWEP) were engaged with quicky, meaning timely assessments and referrals could take place.



Summary of Learning and Forward Actions (Rain and Flooding)

Learning Point (what did not go well)	Actions (area for improvement)
<p>Some road closes signs were moved by residents, and closures were ignored. This puts public safety at risk and can lead to vehicle damage, or loss.</p>	<p>In future flood events, consider issuing reminders via appropriate communication channels, about the dangers of ignoring road closures.</p> <p>Consider alternative methods of alerting the public to a highway closure at known flood hotspots, e.g. flashing beacons, or the installation of a flood gate to put a locked closure on the road.</p>
<p>It is important that residents that experience surface water or river flooding notify the Council. However, not all residents do this and so 'suffer in silence'.</p> <p>Whilst the post flood follow-up by the Flood Management Team was highlighted as something that went well with the response, there is an opportunity to further improve information gathering by improving the non-emergency online flooding form on the Council website.</p>	<p>Review and improve the non-emergency online flooding form on the Council website.</p>

Summary of Learning and Forward Actions (Snow and Ice)

Learning Point (what did not go well)	Actions (area for improvement)
<p>Schools were using multiple routes to request Council assistance.</p>	<p>Identify a single process for schools to access additional assistance from the Council in severe weather events.</p> <p>Communicate the process for schools to access additional assistance in severe weather events. The communication message should also include content on what the Council can do, may be able to do (resource permitting), and what it will not do.</p>
<p>The current provider of SWEP bed spaces can only cater for x6 people, meaning that if more than 6 placements are allocated, more expensive beds at B&B's etc. need to be procured.</p>	<p>Explore alternative options for cost effective SWEP accommodation with other providers, to reduce the costs associated with procuring B&B accommodation.</p>

Summary of Learning and Forward Actions (Snow and Ice continued)

Learning Point (what did not go well)	Actions (area for improvement)
Some Councillors were using multiple routes to request Council assistance. This led to the duplication of tasks and delayed the response.	Remind Councillors that the Councillor Enquiries email address (councillor.enquiries@kirklees.gov.uk) is the single route for Councillors to request assistance from the Council.
Some residents criticised the Council for not gritting all roads and pavements across the district.	Update the Council website, and severe weather communications plan to include content on what the Council will do, may be able to do (resource permitting), and what it will not do. Content should also include community resilience messages and myth busting.

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REPORT TITLE: Highways 2 year detailed Capital Plan allocation 2025/26 and 2026/27

Meeting:	Cabinet
Date:	6th May 2025
Cabinet Member (if applicable)	Cllr Munir Ahmed
Key Decision Eligible for Call In	Yes Yes (Advance Scrutiny 17th April 2025)
Purpose of Report	
<p>The purpose of this report is to advise Cabinet of the intended delivery programme for the Highways Capital Plan budget allocation for the years 2025/26 & 2026/27 – it identifies planned highways projects for 2025/26 and indicative programme for 2026/27.</p> <p>The Highway Capital Plan, which includes additional grants from the Department for Transport (DfT) and the West Yorkshire Mayoral Combined Authority (WYMCA), outlines circa 20.8 million pounds of investment in Kirklees Highways infrastructure over the next 12 months, and circa 16.4 million pounds investment in 2026/27. This investment will support local and regional objectives - it includes investment in active travel infrastructure to support mode shift to more sustainable methods of transport, network upgrades to improve safety for our road users, and network resilience improvements through the use of lower carbon preventative treatments.</p> <p>This report and attachments contains a breakdown of allocated budgets and detailed programmes of planned works for all highway assets groups. Asset groups include highways maintenance, repairs of structures such as bridges and walls, replacement of life expired street lighting columns, upgrades to signalised crossings, junction improvements and works to improve road safety and encourage active travel by making off road routes more accessible.</p> <p>Identified in the report is an overview of how this substantial investment has been prioritised, how the Highway Service plans to achieve value for money investment, and how works will support the Council and regional objectives.</p>	
Recommendations	
<p>Cabinet approves:</p> <ul style="list-style-type: none"> • The budget and programme / scheme allocations within the detailed 2-year Highways Capital Plan to the sum of £20,827,680 and £16,453,364 for 2025/26 and 2026/27 respectively, as shown in Appendix A & B, to allow the budget allocation and spend on the schemes identified to improve the Highway Network and increase safety on the roads whilst improving air quality and positively impacting climate change across the district. • The delegation of powers to the Executive Director, Place Directorate or Service Director for Highways & Streetscene in consultation with the Cabinet Portfolio Holder for Environment and Highways and other cabinet members as deemed appropriate by the Executive Director, Place 	

Directorate, to enable any amendments to be made to identified schemes, agree the addition of future schemes, and award funding (within the £20,827,680) for those schemes in accordance with the Council Financial Procedure Rules (for the purposes of expediting efficient delivery of this programme, spend of the available budgets, and to allow the anticipated outcomes and achievements to be realised).

- Approval, where necessary, to accelerate spend of the City Regional Sustainable Transport Settlement (CRSTS) and accelerate the two year forward programme through delegation to the Cabinet Portfolio Holder for Highways.
- Delegation to Service Director for Highways and Streetscene, in consultation with the Service Director for Legal, Governance and Commissioning, to negotiate, agree, and enter into the terms of any applicable funding agreements (and associated documentation) to enable individual projects and schemes to proceed.

Resource Implications:

This report, and associated appendices, presents the programme of highway infrastructure maintenance for the 2025/26 financial year to make best use of the available capital funding of £20,827,680 along with an indicative programme for 2026/27.

This was included in the Medium Term Financial Plan which was presented at Cabinet on 12th February 2025 and approved by Budget Council on 5th March 2025.

The budget outlines the financial framework, and this report gives detailed information about the proposed Highways Capital Programme, ensuring it fits within the allocated budget.

The works will be delivered through a combination of in-house contractor and external specialist contractors to ensure that value for money is achieved

This report also sets out the budget resource allocations for 2025/26 to 2026/27 including Grant Funding, Legacy Funding and Council borrowing.

Date signed off by <u>Executive Director</u> & name	David Shepherd 14.02.2025
Is it also signed off by the Service Director for Finance?	Kevin Mulvaney 05.03.2025
Is it also signed off by the Service Director for Legal Governance and Commissioning?	Samatha Lawton 24.01.2025

Electoral wards affected: All

Ward councillors consulted: None

Public or private: Public

Has GDPR been considered? The report contains no personal data and is GDPR compliant.

1. Executive Summary

The Highways Capital Plan for 2025/26 & 26/27 is a detailed programme of works to be implemented in 2025/26, with provisional schemes identified for 2026/27.

2. Information

2.1 Background

On 5th March 2025, the Highways Capital budgets for 2025/26 & 2026/27 were approved by means of Cabinet Decision as part of the Council Budget Report 2025/26 and future years, incorporating Capital, Treasury Management, General Fund Revenue and Housing Revenue Account. The budget sets the financial framework, and this report provides detailed information on the proposed Highways Capital Programme, aligning with the allocated budget.

Within the financial year 2024/25, additional funding was received into Highways Safety from City Region Sustainable Transport Settlement (CRSTS) for Kirklees Speed Limit Review amounting to £875,000. This was split over 2024/25, 2025/26 and 2026/27.

A successful bid to the Department of Transport (DfT) in 2024 resulted in Kirklees Network Management being directly awarded £500,000 from the Green Light Fund for traffic signal operational efficiency improvements, and a further £72,619.16 as share of the West Yorkshire Mayoral Combined Authority (WYMCA) Traffic Signals Obsolescence Grant allocation. These additional 2 year grants were split over financial years 2024/25 & 2025/26

As part of the government's Autumn 2024 budget, the Department for Transport (DfT) announced nearly £1.6 billion in capital funding for local highways maintenance. This investment underscores the government's commitment to improving road safety and infrastructure across the country.

As a Mayoral Combined Authority, West Yorkshire's allocation includes a £14,814,000 Highways Maintenance Funding top-up for the financial year 2025/26.

The allocation for Kirklees from this Highways Maintenance Funding top-up, designated for Highways Asset Management, amounts to £2,947,986. However, the press release states: *"DfT will introduce a new incentive element in 2025/26 to ensure that best practice in sustainable highways asset management is followed. Twenty-five percent of the funding uplift will be held back until local authorities can prove that they are meeting certain criteria."*

The criteria has not been disclosed at the time this report was prepared. Updates will be provided as soon as the information becomes available. The release of this funding will be subject to the governance arrangements of the West Yorkshire Combined Authority (WYCA).

Appendix B outlines how the CRSTS funding is allocated into each team for the 2025/26 & 2026/27 years and shows the full total for each area across the CRSTS 1 programme.

A summarised breakdown of funding allocations for 2025/26 and 2026/27 is shown in Table 1 below

Table 1 – Summary of Highways Capital Budget

Funding	2025-2026	2026-2027
CRSTS – Asset Management & Enhancements	£9,870,400	£8,984,308
CRSTS Uplift 25-26 – Asset Management & Enhancements	£2,947,986	£0
CRSTS - PRoW (Public Rights of Way)	£156,176	£105,116
CRSTS – Network Management & Enhancements	£715,000	£715,000
CRSTS – Safer Roads	£1,147,500	£702,500
CRSTS – Speed Limit Review	£446,355	£196,440
Green Light Fund	£245,000	£0
Traffic Signals Obsolescence Fund	£62,619	£0
Challenge Fund (Holme Moss)	£820,000	£0
Borrowing	£4,416,644	£5,750,000
Total Funding	£20,827,680	£16,453,364

2.2 Funding Incomes

City Regional Sustainable Transport Settlement Funding

The City Region Sustainable Transport Settlement (CRSTS) consolidates funding from previous allocations of the Highways Maintenance Block, Potholes Fund and Integrated Transport Block. The funding is administered by the West Yorkshire Combined Authority on behalf of the DfT, to allow authorities to carry out responsibilities under section 41 of the Highways Act 1980 - to maintain the highways network in respective areas. Funding was awarded alongside seven other City Regions as part of a 5 year settlement and runs from 2022/23 to 2026/27.

The focus of the CRSTS funding is to drive growth, continually improve services and de-carbonise transport. This can be achieved in part by better investment in asset management and maintenance, and through the provision and promotion of safe, inclusive, and accessible active travel and public transport alternatives to the private car, and through more ambitious transformational projects such as Transforming Cities and Mass Transit solutions.

Legacy Funding

The 2025/26 allocation shows £820,000 of Challenge fund monies that has been reprofiled from 2023/24 (shown in appendix B as 25/26 budget rather than reprofile for this reason). This money was allocated to the Council for stabilisation works on the A6024 Woodhead Road, Holme Moss. The monies have been previously re-profiled each year until additional match funding could be found by the Council - match funding has now been identified for these works. This is also the case for road widening works at Bradley Mills Road. These are shown in appendix B as part of the larger amount which combines the Council borrowing approved and details expanded further in the following section – Council Borrowing.

Council Borrowing

Council capital investment in the 2025/26 Highways Capital Plan amounts to £4,416,644 funded through prudential borrowing.

The Council funding is directed towards specific schemes and in support of CRSTS and grant monies, which are focussed on asset maintenance improvement and enhancement.

The specific Council funding in 2025/26 is allocated for:

- **Flood Management and Drainage**
Whilst Strategic Flood Management and Drainage monies sit separately within a distinct Council budget line, this money is targeted towards reactive drainage maintenance which supports the strategic allocation.
This line funds improvements of drainage assets to manage flood risk, including improvements to gullies, highway drains, debris screens and highway culverts.
- Funding for the landslip works at A6024, Woodhead Road, Holme Moss and highway works on Bradley Mills Road of £2 million in 2025/26 and £3 million in 2026/27.
- The remaining proportion of Council borrowing, not identified for those named programme areas above, will be shared across Asset Management, Network Management (Urban Traffic Control – UTC) and Safer Roads. These will be used in conjunction with the CRSTS funding and grant monies to improve roads and infrastructure and make them safer and more sustainable.

2.3 Budget Areas & Scheme identification

Maintenance

Principal Roads, Roads Connecting Communities and Local Community Roads

As with all assets, there is a need to continue to invest in the Kirklees road network to counter natural and user derived deterioration, and to allow roads to meet the expectations of users. An inadequately maintained network can present a danger to highway users, create congestion and pollution through unplanned road works, cause a detrimental impact on the local economy, and lead to an increase in 'third party' claims against the Council for vehicle damage and/or personal injury. All these factors present an unforeseen burden on the highway revenue budget and staff resources, resulting in a significant proportion of the budget being spent on purely reactive maintenance as opposed to preventative measures.

The projects identified in the Highways Capital Programme take account of the principles of the national 'Well Managed Highway Infrastructure – A Code of Practice' (Henceforth referred to in this report as 'the Code of Practice') which advocates a 'whole life / life cycle planning' and 'risk based' approach to highway asset management. The Code of Practice allows the Kirklees Highway Service to better align service levels with local and regional objectives (improve roads and infrastructure, make them safer and more sustainable, support economic growth and sustainable/active travel – Safer, Better, Greener) The programme supports active travel, access to passenger transport, and provides door to door connectivity.

A well-planned asset management approach can deliver real carbon savings by intervening earlier in the life cycle of an asset and choosing solutions that slow down deterioration; use warm rather than hot materials that are locally sourced; use overlay

rather than excavation processes thus reducing wasteful materials disposal, and to coordinate works and deliver them in the best climatic conditions. In support of this, the Highway Service are working with external consultants to develop a Highway Sustainability Strategy to improve carbon management and support the wider [Kirklees Council Environmental Sustainability Strategy](#) and associated carbon reduction targets. The development of this strategy is being funded using CRSTS.

As the Highway Authority, the Council has certain legal obligations it must meet to ensure the highway network is safe and fit for purpose. From time to time, these obligations may become the subject of claims for loss or personal injury. Demonstrating that the Council maintains the public highway in accordance with the Code of Practice is essential to be able to counter such claims and protect the 'public purse'.

To understand the performance of the road network and to assess whether Kirklees are meeting our targets, the Highways Service commissions independent condition assessment of its roads using specialist 'scanner' and visual inspection surveys. The Highway Service also participates in road network benchmarking with Council peers.

Forward maintenance is focussed on the most efficient, sustainable, and cost-effective form of intervention (having regard to allocated budgets). Focussing solely on end-of-life assets would lead to further deterioration of the highway network, as spend would only target a small proportion of the network. This approach would inevitably lead to more expensive solutions over time, with more frequent unplanned repairs creating disruption and congestion for road users. Additionally, the risk of asset failure or deterioration could expose the Council to increased risk of injury and claims and would not support the decarbonisation objectives of the Council. Considering this position, a proactive approach is therefore required to protect the Council and its citizens.

Whilst growth is positive for the district overall, it does bring about an additional burden in maintenance terms on the highway network, through additional usage and an increase in 'wear and tear'. The highway lifecycle planning and whole life cost approach to highway asset management looks to identify the best solutions at the right time to achieve the greatest benefits from the financial investment available.

The life cycle planning approach allows the Highway Service to promote early interventions on roads that are in visibly good condition and before deterioration requires more expensive and carbon intensive solutions. The use of surface dressing and thin asphalt surfacing for roads and footways are very successful, cost effective, lower carbon intensive, preventative treatments when applied at the right time. In some circumstances patching to remove localised defects in a road in otherwise good condition, can also provide a cost-effective solution.

The carriageway (road) maintenance sites identified in Appendix A have been selected to try to achieve the most efficient and effective use of budget, whilst trying to satisfy the expectations of the local community. Spend is distributed across all road classifications – Principal, B & C, and unclassified. The Highways Service will continue to focus resources on the improvement of unclassified roads, whilst maintaining at least a 'steady state' on the condition of the classified network.

The Council's engineers determine the best package of works that will preserve and prolong the good condition of roads, together with the need to restore or replace those that are in poorer condition. The cost difference between the 'preserve' or 'replace' options can be five times more expensive, so it is good highway management practice to keep sound

roads in an acceptable condition and that is why more cost-effective treatments such as surface dressing and micro asphalt are widely used.

In determining the roads to be improved through the 2025/26 programme, a roads prioritisation methodology has been developed that takes in to account road hierarchy and road condition.

Similar to carriageway prioritisation, the forward footway improvement programme considers 'lifecycle planning' techniques and extent of deterioration. In some locations, a more cost-effective treatment such as 'slurry seal' (a thin surfacing overlay treatment) can be utilised instead of the more expensive and carbon intensive traditional footway reconstruction for the reasons outlined previously.

Any additional money within financial years will be allocated to the maintenance programme following asset management principles for prioritising works, in accordance with Kirklees and WYMCA governance arrangements. Works will be prioritised by asset need unless terms of the funding dictate otherwise.

Maintenance – Structures

Works within this programme cover the inspection, assessment, maintenance and strengthening of all Highway Authority bridges, culverts, footbridges and retaining walls within Kirklees, ranging from major river crossings to small footbridges.

The structures team currently manage 755 highway-related structures and approximately 400km of highway retaining walls. Strengthening schemes and major maintenance works are identified through structural assessment and inspection programmes. These are subsequently prioritised and programmed within the Capital Plan in accordance with guidance in WMHI, considering factors such as risk to highway users and highway infrastructure, whole-life cost, network disruption, and social and environmental impact.

Maintenance - Streetlighting

Following completion of the lantern replacement programme to more energy efficient LED versions, the Street lighting team will continue with the ongoing replacement of the Councils 12,316 concrete columns.

There are also 940 lighting columns that are not concrete (i.e. steel etc) that were installed before 1984 and are over 40years old, with a further 12,299 (37.67% of non-concrete street lighting columns) that will become over 40 years old within the next 10 years.

Replacing these columns provides an opportunity to bring whole streets up to current national standards (BS 5489-1:2020) for lighting. It also enables the Authority to maximise maintenance intervals and minimise maintenance activities on the replacement units resulting in further cost and carbon savings.

Maintenance – LBUR

2024/25 was the final year for LBUR and this was approved by cabinet on 9th July 2024 as part of the 2 year Highway Capital Plan 2024-25 25-26.

The LBUR programme has now ceased. Any unclassified roads within the original programme not progressed will be included in the overall prioritisation list.

Maintenance – Public Rights of Way (PROW)

The PROW network in Kirklees covers approximately 1100 kilometres (700 miles) of footpaths, bridleways and byways and is a mixture of urban and rural routes that provide a valuable, traffic-free link both within and between communities, for access to essential local services, education, and employment centres, as well as for leisure activities. The PROW network can often provide a link to public transport facilities such as stations and bus stops, further reducing the reliance on private cars.

Investment in the PROW network is further supported in the CRSTS funding allocation for additional network improvements with a £3.44 million award for five years across West Yorkshire with £156,176 each year in Kirklees between 2022/23 & 2026/27.

Kirklees Council will use its PROW CRSTS funding allocation to support a number of overarching project streams and individual schemes as follows:

- A project to install and improve signage across the district – poor signage was identified as one of the main barriers to accessing the PROW network following a public consultation carried out in 2022
- A project to install, replace and improve handrails in a number of locations to make paths safer
- Replacement / installation of a number of footbridges – Kirklees have a number of bridges that are unsafe, or which have been washed away
- Installation of boardwalks to open up impassable bogged routes
- Commission remedial works on individual sections of PROW to address surfacing, drainage and for example tree route eruption
- Improve accessibility by addressing the standard and condition of stiles and gates found on the network

These improvements as a whole will open up various links on the PROW network enabling users to safely navigate a greater number of routes, both for recreation and to move between locations.

These activities have either commenced, or preparatory steps have been taken in 2024/25 with a view to continuing this programme of works in 2025/26

Active Travel

Be it walking to school, cycling to work, or other everyday journeys you make to get from place to place, active travel can offer a convenient, healthy and affordable way to move more. Walking, wheeling and cycling are also the least carbon-intensive ways to travel

Increasing levels of physical activity is seen as central to improving the nation's health and wellbeing, and active travel is widely viewed as having the potential to play a major part in that mission. More active travel will also make roads quieter, safer and more attractive for people to walk, wheel and cycle

The CRSTS Asset Management and Enhancement programme contributes to this goal by strengthening active travel and public transport connections alongside improvements to the off road PROW network.

The proposed Asset Management and Enhancement programme provides the opportunity to complement other projects and aims to support connectivity and accessible, active travel modes and links to public transport facilities.

The programme focuses some of the key areas to promote behaviour change to enable active travel, including:

- Footway improvements - supporting active travel, access to passenger transport, door to door connectivity (first and last mile)
- Maintaining or improving road surfaces – supporting the use of cycling for commuting and leisure
- Adding dedicated cycle lanes (where practicable), adding, or improving pedestrian crossing facilities (such as dropped crossing points and tactile paving)
- Where columns are being replaced, bringing the whole street up to current national standards (BS 5489-1:2020) for lighting

Integrated Transport – Network Management

The Network Management (Urban Traffic Control – UTC) team use a methodology that includes the comparative age, condition, carbon usage and the availability of replacement traffic signal equipment to prioritise junction and crossing sites for replacement.

The CRSTS has recognised the importance of modern, dynamic, low energy using traffic signal equipment to provide safe and efficient facilities for all forms of transport. Where installed, new technologies and Urban Traffic Control (UTC) systems can effectively manage traffic to reduce delays or prioritise public transport, pedestrians or cyclists at individual junctions and along key corridors. Optimised network management reduces carbon and improves air quality. The CRSTS has recognised the importance of these projects and has identified specific monies to support the projects identified in Appendix A.

A previous successful bid to DfT resulted in Kirklees Council being awarded £500,000 from the Green Light Fund (GLF). This award focusses on improving the A62 corridor from M62 Junction 27 to (but not including) Cooper Bridge. The bid included elements to improve road layout changes, improved pedestrian facilities, rectification of faulty signal detection, and a review of timings and coordination of signal installations. The grant was split over 2024-25 and 2025-26.

A further award of £507,826.28 was made to WYMCA from DfT through the non-competitive share of the Traffic Signals Obsolescence Fund (TSOG). The award was shared between the five WY authorities on previously agreed asset number splits; this resulted in an additional £72,619.16 being made available to Kirklees Council for the replacement of aging or defective traffic signals equipment for 2024-25 and 2025-26. The award is managed in the same way as the CRSTS Network Management fund in terms of governance and grant fund agreement.

Integrated Transport – Safe Roads

The Safer Roads programme aims to improve road safety through the reduction of KSIs and road risk that impact on productivity, social, public and business costs, and the public's willingness to travel by sustainable modes as opposed to a 'car first' mentality. The programme looks to boost accessibility by addressing barriers to use / perceptions around safety of key transport networks, and therefore encouraging modal shift towards active modes and public transport, which will help to decarbonise our transport network.

In order to achieve this target, the Safer Roads Programme will deliver a variety of sub-programmes that will reduce the dominance of motor vehicles to create streets that are safer for people and active travel by putting the needs of people before those of vehicles, when designing infrastructure. It will implement a connected network of safer routes,

categorise streets around usage and create consistent road environments to lower speeds and manage road user behaviour.

The programme will include improvement measures at known casualty sites to reduce killed and serious injury numbers but will also deliver proactive measures around Local Traffic Management that will be community focused accessibility improvements, which promote safer walking, cycling and links to public transport.

Enhanced impacts will also be sought through development of a 'Vision Zero' action plan to reduce road fatalities and severe injuries, that will see a holistic, multi-disciplinary approach to provide added value to the Safer Roads programmes by engaging other agencies and departments and aligning agendas and resources where beneficial. The programme comprises of several key areas, including:

- Vision Zero development and integration.
- Infrastructure to address areas identified by collision analysis, e.g., sites, lengths for concern and especially cluster analysis.
- Local cycle infrastructure and pedestrian crossing improvements.
- Safe routes to school and School Street improvements.
- Speed management initiatives.
- Projects that implement traffic management and vehicle movement changes, that favour safety and sustainable modes.
- Speed Limit Review

Integrated Transport – Flood Management & Drainage

Whilst Strategic Flood Management and Drainage monies sit separately within a distinct Council budget line, this money is targeted towards highways drainage maintenance which supports the strategic allocation. This line supports improvement of the drainage assets to manage flood risk, including improvements to gullies, highway drains, debris screens and highway culverts.

2.4 Risks to Programme

There may be occasions when a scheme identified in Appendix A cannot be delivered within a particular timeframe due to reasons such as conflict with other works (whether from within the Highway Service or by major projects / transportation, public realm teams or statutory undertakers both planned or emergency) that are happening on the highway network, unfavourable conditions for weather sensitive treatments or through lack of suitable or specialist resources to deliver a scheme. In such circumstances, the affected sites will be reassessed and considered for reprogramming for delivery at a future date. Therefore, some capital programmes may include additional contingency schemes which will be brought forward if other schemes need to be deferred or reprioritised.

Without approval, the Highway Service runs the risk of not being able to undertake sufficient work in the summer months utilising most of the good weather, school holidays and contractor availability. This would result in an underspend on those budgets and delayed schemes into winter months where the practicalities and benefits of delivery are lost. By not approving the programme, there is also the risk that the Highway Service Operational who construct the majority of the named schemes will not have enough work in their forward programmes, which then brings both operational and financial revenue risks, should they not be able to work on the network and build the schemes from within the plan.

The available funding and subsequent programmes that have been developed and identified in this report is only one part of the overall works that may occur on the highway network over the next 2 years. This report focuses on the highways lead element of the funding and work, mainly in response to KC statutory duties as a Highway Authority. Other programme areas and highway works (such as major transport improvement schemes, public realm schemes or WYMCA lead improvement schemes) are also being developed for implementation in future years.

Whilst the Highway Service will not be the principal driver for these projects, as a key stakeholder in delivery (and in some instances the recipient of new infrastructure) the service will collaborate to support shared strategic outcomes when planning and delivering the highway capital programme.

2.5 Innovation, Governance and Performance

Innovation

Across all budget areas, the Highway Service continue to seek advancements in technologies and approach. The Service uses Artificial Intelligence (AI) platforms to assess asset condition and create efficiencies. This includes defect identification and modelling to inform forward works programmes.

The capital programme is also aligned with the OSAMS Programme, which seeks to replace internal asset management systems and improve external service request reporting platforms. The Highway Service are responsible for the Council's most valuable asset. The gross replacement cost of highway infrastructure managed within these systems, calculated in accordance with the requirements for Whole of Government Costs (in June 2017), is estimated to be £4.6billion and the depreciation at £0.65 billion.

In addition to the adoption of new systems and technology, the service continue to expand the use of new maintenance and repair processes (e.g. jet patching) to reduce repair times and associated roadwork delays for highway network users. The service also has a programme reviewing 3rd party contracts with a view to improving value for money and support more sustainable service delivery and carbon reporting. This aligns to local objectives and regional mayoral pledges to tackle the climate emergency and protect our environment.

Governance

To support successful delivery of the highway capital programme, the capital delivery programme is supported by a dedicated Capital Works Programme Manager, monthly financial monitoring, standardised project delivery documentation, and regional board oversight meetings in the areas of Road Safety, Network Management and Asset Management (attended by West Yorkshire colleagues).

Performance

In addition to asset condition benchmarking with peers and via external specialist consultants, the Highway Service maintain and are further developing a programme of performance measures. Existing measures include monthly and quarterly programme reporting of finances, programme risk reporting and delivery output reporting. This reporting informs Council financial planning and supports the CRSTS Grant Fund Agreement and associated WYMCA reporting requirements.

The CRSTS Grant Fund Agreement and associated WYMCA outcome reporting requires Kirklees Council, along with West Yorkshire peers, to report financial and scheme output progress each quarter. This regional governance helps to ensure comparative value for money with West Yorkshire colleagues, and informs alignment with regional outcomes around a safer, more reliable, more efficient and more sustainable highway network.

3. Implications for the Council

3.1 Council Plan

[Kirklees Council Plan 2025/26](#)

The initiatives outlined in this report are designed to support the key priorities of the Council Plan. These include enhancing transportation networks, reducing congestion, and improving road safety. By aligning our efforts with these priorities, Kirklees Highways aim to create a more efficient, safer, and sustainable Highway Network.

The Highway Service's plans are also closely aligned with the strategic outcomes of the West Yorkshire Combined Authority (WYCA). These outcomes include:

- **Economic Growth:** By improving transportation infrastructure, WYCA aim to boost economic activity and connectivity across the region, facilitating the movement of goods and people.
- **Environmental Sustainability:** Projects that incorporate sustainable practices, such as using eco-friendly materials and reducing carbon emissions, to contribute to the region's environmental goals.
- **Social Inclusion:** To prioritise accessibility and inclusivity in projects, ensuring that all members of the community benefit from improved transport networks

3.2 Financial Implications

The 2 year Highways Capital Plan identifies planned projects for 2025/26 and indicative programmes for 2026/27. The annual capital allocations of £20,827,680 in 25/26 and £16,453,364 in 2026/27 include Council investment, funded through prudential borrowing, of £4,416,644 and £5,750,000 respectively. The associated cost of borrowing is £104,000 in 2025/26, increasing to £480,000 in 2026/27, and £794,000 in 2027/28 and future financial years. The borrowing assumptions are consistent with those contained in the 'Council Budget Report 2025/26 and 2026/27' approved at Council on 5th March 2025.

3.3 Legal Implications

The detailed plan will be managed and monitored by the service in accordance with Council Financial Procedure Rules that delegates authority to manage the Highways Capital Plan at Service Director level, including the acceptance of any grants received into the council from WYMCA as per section 22.5 of the same rules.

There are no direct legal implications arising from this report. The Council as highways authority has a statutory duty under the Highways Act 1980 to maintain publicly maintainable highways. Any procurement required to deliver the highway scheme programmes, will be carried out using existing highways maintenance contracts and or

in accordance with the Public Contracts Regulations 2015 and /or the Public Procurement Act 2023 and regulations which came into effect on 24 February 2025) and the Council's Contract Procedure Rules.

Some projects within the programme will require legal assistance. For example, this may include the acquisition of land in third party ownership and development of Traffic Regulation Orders.

The Council must comply with its Public Sector Equality Duty under section 149 of the Equality Act 2010.

3.4 **Climate Change and Air Quality**

The CRSTS funding puts a focus on local Councils using the funding for better investment in asset management and maintenance, and through the provision and promotion of safe, inclusive, and accessible active travel and public transport alternatives to the private car, and through more ambitious transformational projects such as Transforming Cities and Mass Transit solutions. This will ultimately bring about improvements to both air quality and climate change expectations.

A well developed, connected, maintained and managed highway network is essential to achieve an inclusive and attractive 'door to door' journey for all transport modes, but particularly so for those that can walk, wheel, cycle and use public transport. Encouraging those that can walk, wheel and cycle to change to less car dependant modes of transport will reduce congestion, carbon usage, and wear and tear on the highway network. That leads to improved air quality and overall public health. A network that is in poor condition, with frequent and unattended potholes, drainage problems, damaged flags and unsafe crossings is not going to encourage the behavioural change needed to switch and then sustain active travel choices.

A wide pool of research proves that well maintained roads can also help to reduce the carbon emissions of road traffic. With transport now accounting for the majority of UK emissions, around a quarter of all emissions, the contribution that a well-maintained road network can make towards to their reduction should be recognised and pursued.

Some elements of the capital plan, by the nature of the works, will have a positive impact on climate change, air quality and the promotion of sustainable travel. Examples include work undertaken from the Network Management, Flood Management, Major Transport scheme programmes. Along with an element of the work undertaken from the Safer Roads budget by reducing queues, congestion, road traffic accidents and the improvement of bus journey times.

In August 2019, the Tyndall Centre for Climate Change Research produced a report for Kirklees Council outlining recommended climate change targets based upon the commitments in the 2015 Paris Agreement to stay "well below 2°C and pursuing 1.5°C" for global temperature rise. This work was informed by climate science and defined in terms of science-based carbon budget setting.

The report recommended that as a district and as an organisation, Kirklees aims to "reach zero or near zero carbon no later than 2041."

Following the report from the Tyndall Centre, Kirklees set a more ambitious target to reach net-zero by 2038, aligning with both the West Yorkshire Combined Authority's target, and the regional target for Yorkshire and Humber set by the Yorkshire Leaders Board.

To achieve 'Net Zero by 2038', Kirklees developed a series of science based 'steppingstone', SMART (Specific, Measurable, Achievable, Realistic, Timely) targets of emission reduction, against the baseline year inventory from the year 2000. These targets are as follows:

- 63% reduction by 2025
- 78% reduction by 2030
- 87% reduction by 2035
- 92% reduction by 2040
- 95% reduction by 2045
- 100% reduction by 2050

Progress against the Net Zero by 2038 target has been analysed at a regional level. This shows that if Kirklees continue to progress at the current rate of emission reduction, the Council will not achieve Net Zero by 2038 at any scale – regional or district. However, it is still possible to achieve this target if rapid emission reductions are made through correct investments and interventions. More detail on this progress report can be found here: [Our Carbon Story](#)

The CRSTS supports the promotion of sustainable alternatives to car use to enable the Kirklees' vision to be net zero by 2038.

3.5 **Other (e.g. Risk, Integrated Impact Assessment or Human Resources)**

An IIA has been undertaken (which can be viewed using the link below

Link to IIA to be inserted

There are no negative equality implications with these proposals for any users identified. A well designed and maintained, good quality, inclusive and accessible environment provides a highway network and public spaces that benefit all users. The construction phase for any project may present some inconvenience and disruption for short periods of time however communications and advance notification of works will help to minimise the impact on all road users during these periods

4. **Consultation**

No consultation is planned. Work programmes are developed using nationally recognised asset management prioritisation principles and industry codes of practice. Programmes are data driven and use information such as asset condition, or road safety statistics (Killed and Seriously Injured data) to develop the prioritised programme.

5. **Engagement**

All Ward Members will be written to with a programme of identified works in their areas that meet the criteria for scheme inclusion.

In addition to this, Ward Members and residents are notified in advance of proprietary treatment works commencing (such as surface dressing etc). Advance notification of works

is provided through signage, local letters, and press adverts (for works with associated Traffic Regulation Orders).

6. Options

6.1 Options considered

The Council, as the Local Highway Authority for Kirklees, has a statutory duty to maintain the adopted highway network within Kirklees, in accordance with section 41(1) of the Highways Act 1980. The programme has been developed in consideration of statutory requirements and available budgets to offer the most efficient, sustainable, and cost-effective form of intervention that can be delivered within the 2025/26 financial year. In addition, in order to secure CRSTS funding, programmes of work must also align with the funding requirements of WYMCA.

As outlined in section 2.3 of this report, developing a programme which focuses solely on 'end of life' assets would not be a cost effective or sustainable form of asset management. No other options were considered outside of highway lifecycle planning and whole life cost approach to programme development.

6.2 Reasons for recommended option

To enable the Council to comply with statutory duties and WYMCA funding requirements.

7. Next steps and timelines

Following approval of recommendations outlined in page 1 and 2 of this report, the overall Highways Capital Maintenance Programme will be monitored throughout the financial year to ensure that it can be managed within approved budgets. It is planned that all works will be delivered within budget and programme in the financial year.

The Highways Service will continue to manage the delivery of schemes within the Capital Plan and provide updates as appropriate.

8. Contact officer

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Highways Capital Programme Manager
Tel: 01484 221000
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9. Background Papers and History of Decisions

Highways 2 year detailed Capital Plan allocation 2024/25 and 2025/26 – approved by cabinet 9th July 2024

10. Appendices

Appendix A - Scheme List - Highways 2 year detailed capital plan 2025/26 & 2026/27
Appendix B – Highways Resourcing Statement for 2025/26

11. Service Director responsible

Katherine Armitage, Acting Service Director Highways and Streetscene
Tel: 01484 221000
Email: Katherine.Armitage@kirklees.gov.uk

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Meeting	Cabinet
Date	6th May 2025
Cabinet Member (if applicable)	Cllr Munir Ahmed
Key Decision Eligible for Call In	Yes Yes (Advance Scrutiny 16th April 2025)
Purpose of Report	
<p>1. Executive Summary</p> <ul style="list-style-type: none"> On 5th March 2025, the Highways Capital budgets for 2025/26 & 2026/27 were approved by means of Cabinet Decision as part of the Council Budget Report 2025/26 and future years, incorporating Capital, Treasury Management, General Fund Revenue and Housing Revenue Account. The budget outlines the financial framework, and this report gives detailed information about the proposed Highways Capital Programme, ensuring it fits within the allocated budget. Report advises Cabinet of the intended delivery programme for the Highways Capital Plan allocation for the years 2025/26 and 2026/27 The Highways Capital Plan for 2025/26 & 26/27 is a detailed programme of works to be implemented in 2025/26, with provisional schemes identified for 2026/27. Detailed programme is outlined in Appendix A. This reflects updated budget and funding position The Council's highway infrastructure assets are continually monitored for condition and maintenance needs. Prioritised planned maintenance and strengthening programmes are developed to maintain the assets in a safe and serviceable condition appropriate for their use together with a view to minimising whole life costs. Asset groups include highways maintenance, highways drainage, repairs of structures such as bridges and walls, replacement of life expired street lighting columns, upgrades to signalised crossings, junction improvements and works to improve road safety and encourage active travel by making off road routes more accessible (Public Rights of Way). The Capital Plan includes the continued development of improvements to the existing highway network and measures to improve road safety; alleviate delay issues for the public travelling on the network; to improve air quality and to encourage active and sustainable travel. Internal governance arrangements in place to support successful delivery include dedicated Capital works manager, monthly financial monitoring, standardised project delivery documentation and cross working with other combined authorities via regional meetings (HIAMB etc) 	

- 2024/25 was the final year for LBUR and this was approved by cabinet as part of the 2 year Highway Capital Plan 2024-25 25-26. The LBUR programme has now ceased. Any unclassified roads within the original programme not progressed will be included in the overall prioritisation list.

Resource Implication:

- Report presents the Capital programme of highway infrastructure maintenance and enhancements for the 2025/26 financial year of £20,827,680 and £16,453,364 for 2026/27, which is made up of grants, council borrowing and other contributions.
 - Breakdown 2025/26:
 - CRSTS Allocation (including Highways Maintenance Funding top up for 2025/26) – **£14,837,062**
 - Additional Budget Income - **£1,573,974** (£820,000 (Challenge Fund), £446,355 (speed limit review), £307,619 (Green Light Fund & Traffic Signals Obsolescence Fund))
 - Council Borrowing - **£4,416,644** (£3,166,644 (incl Potholing & Drainage), £250,000 (Highway Safety))

Budget allocations for 2025/2026 were approved by Cabinet 5th March 2025 – as shown in Appendix B
- Identified in the report is an overview of how this substantial investment has been prioritised, how the Highway Service plans to achieve value for money investment, and how works will support the Council and regional objectives

Date signed off by Executive Director & name

David Shepherd 14.02.2025

Is it also signed off by the Service Director for Finance?

Kevin Mulvaney 05.03.2025

Is it also signed off by the Service Director for Legal and Commissioning (Monitoring Officer)?

Samatha Lawton 24.01.2025

Electoral wards affected: All Wards

Programme	Capital code	Funding Source	Locality	Ward	Scheme Type / description of works	Budget			
						2025/26 Budget	2026/27 Budget	2 Yr Total	
ASSET MANAGEMENT									
1A, 1B & 1C - All Roads (Principal, Rds Connecting Communities & Unclassified)									
A624 Woodhead Road Lincolns	C.65284	25/26 Council Borrowing	Holme Moss	Home Valley South	Specialist				
A641/A6107 Bradley Bar Kerbing	C.64886	CRSTS 25/26	Faby	Ashbow	Small Works/ Civils				
A62 Manchester Road (Phase 1) - Needs Rd to bus turnround	C.66872	CRSTS 25/26	Stathwaite	Come Valley	Plane out and Resurface				
Bradley Mills Road - Road Widening	C.66943	25/26 Borrowing & Challenge Fund	Dalton	Dalton	Specialist				
A62 Queensgate (footways)	CRSTS 25/26		Huddersfield	Newsome	Footway				
A62 Southgate	CRSTS 25/26		Huddersfield	Newsome	Footway				
B6107 Chain Road	C.66945	CRSTS 25/26	Holt Head	Come Valley	Plane out and Resurface				
Marsden Lane	C.66950	CRSTS 25/26	Marsden	Come Valley	Plane out and Resurface				
Lincoln Grove	C.66943	CRSTS 25/26	Almondbury	Almondbury	Plane out and Resurface				
Berley Street	C.66951	CRSTS 25/26	Lockwood	Crosland Moor and Netherton	Plane out and Resurface				
Foxwood Lane	C.66952	CRSTS 25/26	Dewsbury South	Dewsbury South	Plane out and Resurface				
Neeson Street	C.66953	CRSTS 25/26	Liversedge	Heckmondwike	Plane out and Resurface				
Peckett Close and Bay Close	C.66954	CRSTS 25/26	Reinwood	Lindley	Plane out and Resurface				
Crosland Road	CRSTS 25/26		Clarks	Lindley	Footway				
Smilly Parade	CRSTS 25/26		Thornhill Lees	Dewsbury South	Footway				
Ramsden Road (B.O.A.T.)	C.66955	CRSTS 25/26	Holmfirth	Home Valley South	Specialist				
Maintenance Assessment Civil	C.61138	CRSTS 25/26	Various	Various	Surveys and Assessment				
Prop. Footway Programme	C.66132	25/26 Council Borrowing	Various	Various	Proprietary				
Surface Dressing Programme	C.66484	CRSTS 25/26	Various	Various	Proprietary				
Pre Surface Dressing Patching	C.61131	CRSTS 25/26	Various	Various	Patching				
SCRM deficient sites	C.62860	CRSTS 25/26	Various	Various	Proprietary				
Reactive Patching	CRSTS 25/26		Various	Various	Patching				
Micro Asphalt Programme	CRSTS 25/26		Various	Various	Proprietary				
A62 Manchester Road (Phase 2)	CRSTS 26/27		Stathwaite	Come Valley	Plane out and Resurface				
A642 New Hey Road (Acres Street Rbout)	CRSTS 26/27		Lindley	Lindley	Plane out and Resurface				
A638 Dewsbury Ring Road	CRSTS 26/27		Dewsbury	Dewsbury East	Footway				
B6118 Bog Green Lane (Phase 1)	C.65959	CRSTS 26/27	Kimbaeton	Dalton	Plane out and Resurface				
C628 Standcliffe Road	CRSTS 26/27		Standcliffe	Dewsbury West	Plane out and Resurface				
B6117 Heckmondwike Road and Cemetery Road	CRSTS 26/27		West Town	Dewsbury West	Footway				
Balmoral Avenue	CRSTS 26/27		Crosland Moor	Crosland Moor and Netherton	Plane out and Resurface				
Lower Common Lane	CRSTS 26/27		Stoles	Denby Dale	Plane out and Resurface				
Horn Lane and Side Hill	CRSTS 26/27		New Mill	Home Valley South	Plane out and Resurface				
High Street	CRSTS 26/27		Thornhill	Dewsbury South	Plane out and Resurface				
Crescent Road	CRSTS 26/27		Netherton	Crosland Moor and Netherton	Footway				
Common Road	CRSTS 26/27		Standcliffe	Balby East	Footway				
Thorp Lane	CRSTS 26/27		Almondbury	Almondbury	Footway				
Sustainability Strategy	CRSTS 25/26 & 26/27		Various	Various	Schemes to be identified				
Highways Maintenance Funding 25-26 (top up) - Made up of 75% initial award and 25% based on meeting DfT criteria		HMF top up 25/26	Various	Various	Schemes to be identified				
1D - Structures									
Principal Inspections (R0254)	C.61211	CRSTS 2025/26 & 2026/27	Various	Various	Inspections/surveys etc				
General Inspections (R1837)	C.61212	CRSTS 2025/26 & 2026/27	Various	Various	Inspections/surveys etc				
Unprogrammed Inspections (R2424)	C.61218	CRSTS 2025/26 & 2026/27	Various	Various	Inspections/surveys etc				
Structures Interest Measures (R0623)	C.61221	CRSTS 2025/26 & 2026/27	Various	Various	Inspections/surveys etc				
Structures Assessments (2319)	C.61222	CRSTS 2025/26 & 2026/27	Various	Various	Inspections/surveys etc				
Third Party Liaisons	C.61224	CRSTS 2025/26 & 2026/27	Various	Various	Inspections/surveys etc				
Abnormal Load Movements (R3715)	C.61225	CRSTS 2025/26 & 2026/27	Various	Various	Inspections/surveys etc				
Asset Management	C.61227	CRSTS 2025/26 & 2026/27	Various	Various	Inspections/surveys etc				
Wall Surveys (R0619)	C.64258	CRSTS 2025/26 & 2026/27	Various	Various	Inspections/surveys etc				
Retaining Walls	C.61216	CRSTS 2025/26 & 2026/27	Various	Various	Minor repairs				
Reactive Wall Maintenance	C.62307	CRSTS 2025/26 & 2026/27	Various	Various	Minor repairs				
Minor Structural Maintenance	C.61210	CRSTS 2025/26 & 2026/27	Various	Various	Minor repairs				
Bridge Strategy (R170)	C.61217	CRSTS 2025/26 & 2026/27	Various	Various	Bridge asset management				
Future Design Works (R0440)	C.61223	CRSTS 2025/26 & 2026/27	Various	Various	Bridge Strengthening				
High Culvert Erection - K1277	C.64388	CRSTS 2025/26 & 2026/27	Various	Various	Bridge Strengthening				
B6108 Metham Road, Big Valley, K33235	C.66057	CRSTS 2025/26 & 2026/27	Various	Various	Wall strengthening				
Road St Bridge, Millbridge - K0081	C.64676	CRSTS 2025/26 & 2026/30	Various	Various	Bridge Strengthening				
Willow Lane Bridge, Birker - K0086	C.64677	CRSTS 2025/26 & 2026/31	Various	Various	Bridge Strengthening				
South View Culvert, Jackson Bridge - K1022	C.64999	CRSTS 2025/26 & 2026/32	Various	Various	Bridge Strengthening				
Jack Covert, Birby - K1104	C.65556	CRSTS 2025/26 & 2026/33	Various	Various	Bridge Strengthening				
Queensgate Underpass, Huddersfield - K0252	C.65856	CRSTS 2025/26 & 2026/34	Various	Various	Bridge Strengthening				
Thick Hollins Dike Bridge - Metham - K0039	C.62517	CRSTS 2025/26 & 2026/35	Various	Various	Bridge Strengthening				
1F Street Lighting Replacement Strategy									
Street Lighting Column Replacement Programme	C.66013	CRSTS 25/26	Various	Various	Replacement of life expired street lighting equipment				
1J - Active Travel / PROW (CRSTS - Major Projects)									
Surfacing									
HUD169 - Caste Hill	CRSTS		Grange Moor	Kirkburton	Resurfacing following drainage installation				
HUD22 - Dean Wood	CRSTS		Grange Moor	Kirkburton	Resurfacing following drainage installation				
KIR42 - Denby Grange Lane	CRSTS		Grange Moor	Kirkburton	Resurfacing following drainage installation				
KIR230 - Denby Lane	CRSTS		Marsden	Kirkburton	Reactive works to Pennine Way condition survey				
Pennine Way condition report reactive works	CRSTS		Marsden	Greenhead & Gomersal	General improvements to route				
SPE159 - Dockental Wood	CRSTS		Holmfirth	Home Valley South	Combination of drainage and resurfacing works to combat erosion along route				
HCU124 - Buttery Lane	CRSTS		Metham	Home Valley North	Combination of drainage and resurfacing works to combat erosion along route				
MEL1330 - Hapsodea Road	CRSTS		Metham	Home Valley North	Combination of drainage and resurfacing works to combat erosion along route				
Drainage									
KIR230 - Denby Lane	CRSTS		Grange Moor	Kirkburton	Drainage installation to prevent flooding along route to allow for resurfacing				
SPE111 - Shetham Grove	CRSTS		Birker & Birkenshaw	Birker & Birkenshaw	Drainage solution to prevent flooding to adjacent property grounds				
COL151/30 - Clough House Bridge	CRSTS		Stathwaite	Come Valley	Drainage solution to prevent footpath flooding				
COL129/30 - Stanlow Mees	CRSTS		Marsden	Come Valley	Drainage solution to prevent footpath flooding				
COL129/49 - Spring Grove	CRSTS		Marsden	Come Valley	Drainage solution to prevent footpath flooding				
Structures									
HOU49 - Metham Bridge	CRSTS		Thorncliffe	Home Valley South	Repair to parapet				
HOU168 - Moton Wood	CRSTS		Haworth	Home Valley South	Bridge installation				
DEN65 - Fair Wood Dyke	CRSTS		Lower Denby	Denby Dale	Replacement timber footbridge				
MEL4720 - Sun Road	CRSTS		Metham	Home Valley North	Replacement Bridges				
HUB44030 - Outlane Golf Course	CRSTS		Outlane	Come Valley	Replacement Bridges				
Accessibility Improvements									
Signage + Waymarking	CRSTS		Various	Various	Improvements to signage and waymarking across district				
Reactive Works									
Survey Hours	CRSTS		Various	Various	For Project Officers/GAT Rangers				
Training	CRSTS		Various	Various	For Project Officers/GAT Rangers				
Equipment	CRSTS		Various	Various	For Project Officers/GAT Rangers				
Maintenance Total									
General Funding including Active Travel / PROW (CRSTS - Major Projects)									
Net Maintenance Total									

Programme	Capital code	Funding Source	Locality	Ward	Scheme Type / description of works	Budget		
						2025/26 Budget	2026/27 Budget	2 Yr Total
INTEGRATED TRANSPORT								
2B - Network Management								
Technology and Comms								
RMS	C.66175	CRSTS	Various	Various	Improve monitoring capabilities			
Comms Resilience	C.66172	CRSTS	Various	Various	Install traffic signal technology			
Variable Message Signs (VMS)	C.66405	CRSTS	Various	Various	Improve traffic signal efficiency			
Common database strategy development	C.66541	CRSTS	Various	Various	Improve traffic signal efficiency			
Decarbonisation								
Timing Review	C.66176	CRSTS	Various	Various	Improve traffic signal efficiency			
Air Quality and Sluethoth	C.66169	CRSTS	Various	Various	Improve traffic signal efficiency			
Innovation								
Innovation (Simplifia)	C.66173	CRSTS	Various	Various	Improve traffic signal efficiency			
Imflow	C.66170	CRSTS	Various	Various	Improve traffic signal efficiency			
Sustainable Transport								
Cycle Detection	C.66171	CRSTS	Various	Various	Improve facilities for cyclists			
Volumetric detection (ped and cycle)	C.66403	CRSTS	Various	Various	Improve facilities for pedestrians and cyclists			
Bus priority	C.66544	CRSTS	Various	Various	Improve facilities for buses			
On-Street Assets								
Critical asset renewal	C.66396	CRSTS	Various	Various	Improve deteriorating equipment			
362K Manchester Rd/Blackmoorfoot Rd	C.66984	CRSTS	Crosland Moor and Netherton	Crosland Moor and Netherton	Improve deteriorating equipment			
377K A6104 Woodhead Road, Berry Brow	C.66980	CRSTS	Newsome	Newsome	Improve facilities for pedestrians			
407K New North Road / Mouring Road	C.66556	CRSTS	Newsome	Mirfield	Improve facilities for pedestrians			
407K Edgerton Road / Luther Place	C.66557	CRSTS	Greenhead	Greenhead	Improve facilities for pedestrians			
423K Gledhill Road / Park Drive	C.66558	CRSTS	Greenhead	Greenhead	Improve facilities for pedestrians			
933K Whitehall Road / Old Lane, Birkenshaw	C.66981	CRSTS	Birstall and Birkenshaw	Birstall and Birkenshaw	Improve facilities for pedestrians			
935K BBC School - Gomersal	C.66982	CRSTS	Birstall and Birkenshaw	Birstall and Birkenshaw	Improve facilities for pedestrians			
801K Haulier road / Dewsbury College (pods station)	C.66983	CRSTS	Dewsbury East	Dewsbury East	Improve facilities for pedestrians			
Odour circus style crossing - implementation	C.66543	CRSTS	Various	Various	Improve facilities for pedestrians			
938K Oxford Road / Spem Lane, Gomersal	TBC	CRSTS	Liversedge and Gomersal	Liversedge and Gomersal	Improve deteriorating equipment			
465K Bradford Road / Whitby Avenue, Huddersfield	TBC	CRSTS	Ashbow	Ashbow	Improve deteriorating equipment			
564K Huddersfield Road / Nonstrhope Lane, Liversedge	TBC	CRSTS	Liversedge and Gomersal, Heckmondwike	Liversedge and Gomersal, Heckmondwike	Improve deteriorating equipment			
957K Manchester Road / Thomson Lodge Road, Huddersfield	TBC	CRSTS	Crosland Moor and Netherton	Crosland Moor and Netherton	Improve deteriorating equipment			
913K Bradford Road / Brooklyn Court, Cleckheaton	TBC	CRSTS	Cleckheaton	Cleckheaton	Improve deteriorating equipment			
Green Light Fund								
572K A62 Leeds Road / Six Lane Ends	C.66879	Green Light Fund (GLF)	Heckmondwike, Liversedge and Gomersal	Heckmondwike, Liversedge and Gomersal	Improve facilities for pedestrians			
Detection Improvements - various sites along corridor	C.66883	Green Light Fund (GLF)	Various	Various	Improve traffic signal efficiency			
Accessibility Improvements - various sites along corridor	C.66884	Green Light Fund (GLF)	Various	Various	Improve facilities for pedestrians and cyclists			
TSOG								
920K Whitehall Road / Westfield Lane, Wyke	TBC	TSOG	Cleckheaton	Cleckheaton	Improve deteriorating equipment			
2E - Safe Roads								
Speed Indicator Devices	C.64444	Borrowing	Various	Various	For the undertaking of scheme surveys, investigation into potential schemes and development of future programmes			
Local Schemes Investigation and Feasibility	C.64444	Borrowing	Various	Various	For the undertaking of scheme surveys, investigation into potential schemes and development of future programmes			
Classified Roads Linking Renewals	C.66934	Borrowing	Various	Various	For the undertaking of scheme surveys, investigation into potential schemes and development of future programmes			
Accelerated Spend from 2023/24 delivery	C.66623	CRSTS	Various	Various	For the undertaking of scheme surveys, investigation into potential schemes, collision investigation work and development of future casualty reduction programmes			
Casualty Reduction - development and initiation	C.66827	CRSTS	Various	Various	For the undertaking of scheme surveys, investigation into potential schemes, collision investigation work and development of future casualty reduction programmes			
Woodhouse Hill (match fund - school expansion)	C.66886	CRSTS	Ashbow	Ashbow	Hungry - kerbed road closure			
Gym Lane - previous 24/25 scheme	CRSTS		Home Valley North	Home Valley North	Junction Improvement Scheme			
Lower Firwallam St/Great Northern St/William St- previous 24/25 scheme	CRSTS		Ashbow	Ashbow	Function improvements - visibility scheme			
Spainere Road - delivery	CRSTS		Ashbow	Ashbow	Traffic calming / junction changes			
Park Road /w Everard Street	CRSTS		Crosland Moor & Netherton	Crosland Moor & Netherton	Bulbouts / Island			
Scal Lane - 300m length from James St to Botham Hill Road	CRSTS		Goicar	Goicar	Traffic calming / junction changes			
Bradford Rd between Horncastle St and Whitehill Road	CRSTS		Cleckheaton	Cleckheaton	Pedestrian Island & Bulbouts			
Church St & Market St Quaker Lane to Greshop Bank	CRSTS		Greenhead	Greenhead	Traffic calming			
A636 Bosses, East of Busker Lane to West of Peppine Way (

Highways Capital Plan 2025-2026 And 2026-2027- Appendix B

		Highways Budget	
		2025-2026 March Budget	2026-2027 Budget
Maintenance			
All Roads	CRSTS - Asset Mangt & Enhancements	£7,670,400	£6,784,308
	Highways Maintenance Funding 25-26 (top up)	£2,947,986	
	Challenge Fund Grant	£820,000	£0
	Borrowing	£3,916,644	£5,250,000
		£15,355,030	£12,034,308
Structures	CRSTS - Asset Mangt & Enhancements	£1,200,000	£1,200,000
	Borrowing	£0	£0
		£1,200,000	£1,200,000
Street Lighting	CRSTS - Asset Mangt & Enhancements	£1,000,000	£1,000,000
	Borrowing	£0	£0
		£1,000,000	£1,000,000
Active Travel / PROW	CRSTS - Active Travel / PROW	£156,176	£105,116
		£156,176	£105,116
TOTAL MAINTENANCE		£17,711,206	£14,339,424
Integrated Transport			
Network Management	CRSTS - Renewals & Enhancements	£715,000	£715,000
	Green Light Fund	£245,000	£0
	TSOG	£62,619	£0
	Borrowing	£0	£0
		£1,022,619	£715,000
Safer Roads	CRSTS - Safer Roads	£1,147,500	£702,500
	CRSTS - Speed Limit	£446,355	£196,440
	Borrowing	£250,000	£250,000
		£1,843,855	£1,148,940
Flood Mgt & Drainage	Borrowing	£250,000	£250,000
		£250,000	£250,000
Developer Funded Schemes	Contributions	£0	£0
		£0	£0
TOTAL INTEGRATED TRANSPORT		£3,116,474	£2,113,940
TOTAL HIGHWAYS CAPITAL PLAN		£20,827,680	£16,453,364
Funding			
	CRSTS - Asset Mangt & Enhancements	£9,870,400	£8,984,308
	CRSTS Uplift 25-26 - Asset Mangt & Enhancements	£2,947,986	£0
	CRSTS - PROW / Active Travel	£156,176	£105,116
	CRSTS - Network Mangt Renewals & Enhancements	£715,000	£715,000
	CRSTS - Safer Roads	£1,147,500	£702,500
	CRSTS - Speed Limit Review	£446,355	£196,440
	Green Light Fund	£245,000	£0
	Traffic Signals Obsolescence Fund (TSOG)	£62,619	£0
	Challenge Fund Grant (Holme Moss)	£820,000	£0
		£16,411,036	£10,703,364
Borrowing		£4,416,644	£5,750,000
		£4,416,644	£5,750,000
TOTAL FUNDING		£20,827,680	£16,453,364

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ENVIRONMENT AND CLIMATE CHANGE SCRUTINY PANEL

Work programme 2024/2025

Members: Cllr Andrew Cooper (Chair), Cllr David Longstaff, Cllr Susan Lee-Richards, Cllr Will Simpson, Cllr John Taylor, Cllr Matthew McLoughlin, Jane Emery (Co-Optee), Garry Kitchen (Co-Optee)

FULL PANEL DISCUSSION		
THEME/ISSUE	APPROACH / AREAS OF FOCUS	OUTCOMES / ACTIONS
Cleansing Performance Update	<p><u>Meeting of the Panel to be held 14th August 2024</u></p> <p>A report setting out an update on progress to address issues raised by Panel Members around waste collection.</p>	<p>RESOLVED: The Panel noted the report Cleansing Performance Update and recommended that:</p> <ol style="list-style-type: none"> 1. Thanks be given to the ward councillors involved for their support to the council and the public around missed collections. 2. When re-routing the South Councillors should be made aware of changes in advance to help support the dialogue with residents. 3. Learning should be taken from the best performers in waste collection across all Local Authorities. 4. The possibility of a joint tender for narrow track vehicles be investigated with neighbouring local authorities. 5. A heat map be used to monitor performance and track missed collections by area. 6. An update be presented to the Panel on the steps taken to reduce contamination. 7. Opportunities for Education for the Student population be explored (i.e.- Freshers Fairs) and working with

		<p>students agencies to best support their management of household waste.</p> <ol style="list-style-type: none"> 8. Opportunities for engagement around the introduction of Food Waste Collection be explored through liaising with the Local Government Association. 9. A communications/education campaign be used to show the journey of a recycled item from bin to reuse demonstrating to the individual the impact they had though recycling and recycling correctly.
<p>Statutory Food Hygiene Plan 2024 – 2025</p>	<p><u>Meeting of the Panel to be held 25th September 2024</u></p> <p>The Panel will consider the Statutory Food Hygiene Plan 2024 – 2025.</p>	<p>RESOLVED: The Panel noted the report Food Safety Service Delivery Plan 24-25 and recommended that Leanne Perry and the team be thanked for their positive work.</p>
<p>Statutory Health & Safety Plan 2024 – 2025</p>	<p><u>Meeting of the Panel to be held 25th September 2024</u></p> <p>The Panel will consider the Statutory Health & Safety Plan 2024 – 2025</p>	<p>RESOLVED: The Panel noted the report Statutory Health and Safety Service Plan 24-25 and recommended that James Kaye and the team be thanked for their positive work.</p>
<p>Lane Rental Scheme</p>	<p><u>Meeting of the Panel to be held 20th November 2024</u></p> <p>The Panel will consider a report on the Lane Rental Scheme for pre-decision scrutiny.</p>	<p>RESOLVED: The Panel noted the report ‘Proposed Lane Rental Scheme’ and recommended that the selection process for which streets will be put forward for the Lane Rental Scheme be communicated clearly with all members of the Council.</p>
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<p>Public Space Protection Orders</p>	<p><u>Meeting of the Panel to be held 20th November 2024</u></p> <p>The Panel will consider an update on Public Space Protection Orders.</p>	<p>RESOLVED: The Panel noted the report ‘Public Space Protection Orders’ and it was recommended that:</p> <ol style="list-style-type: none"> (1) Statistics be provided to the Panel that showed the number of Fixed Penalty Notices issued and the success rate of recovery. (email sent to Panel 11/12/2024) (2) A discussion around the enforcement of fixed penalty notices and the statics provided be included as part of an informal update to the Panel. (3) It be made clearer in the report that the Use of Temporary Structures Without the Landowner’s Permission Public Space Protection Order isn’t aimed at targeting homelessness in Kirklees. (4) The monitoring and review process to target the potential displacement of issues following the implementation of a Public Space Protection Order be included in the report. (5) The support element of Public Space Protection Orders be emphasised in the report as well as enforcement.
<p>Kirklees Statement of Licensing Policy under the Licensing Act 2003 and Cumulative Impact Assessment under</p>	<p><u>Meeting of the Panel to be held 20th November 2024</u></p> <p>The Panel will consider a report on the Kirklees statement of licensing policy and CIA (under the licensing Act 2003)</p>	<p>RESOLVED: The Panel supported and welcomed the report Proposed Revision to Statement of Licensing Policy 2025 – 2030 and the Cumulative Impact Assessment</p>

<p>the Licensing Act 2003</p>		
<p>Highway Safety Strategy</p>	<p><i>Background:</i></p> <p><i>The former Economy and Neighbourhoods Scrutiny Panel received a presentation around Highways Safety which set out The Councils statutory responsibilities, (as per the Highways Safety Act), (i.e.- Safe vehicles, speeds, roads and behaviours as well as Post collision learning and care). The presentation also covered issues in relation to capital funding, and the Vision Zero ambition to eliminate road deaths and serious injuries (KSI's) to zero by 2040 and improve road safety for everyone using a safe systems approach. The Panel recommended that more emphasis be placed on enforcement and that the council continue to promote, persuade and influence driver behaviour as well as maintaining strong partnership work with the Police.</i></p> <p><i>At its meeting held 10th January 2024 the Panel received a report on Highways Safety Update and recommended that work be undertaken around collision data, and that this be filtered to differentiate between avoidable and unavoidable casualties and to help identify trends and differences. It was also recommended that the recording and consideration of locations where there were multiple minor incidents be investigated and that examples of successful interventions made in high-risk areas are showcased to demonstrate which schemes were effective.</i></p> <p><u>Meeting of the Panel to be held 29th January 2025</u></p>	

	<p>The Panel will consider a report on Road Safety to include a focus on achieving Vision 0.</p>	
<p>Flood Risk Management</p>	<p><u>Meeting of the Panel to be held 12th March 2025</u></p> <p>The Panel will consider the Flood Risk Management Plan.</p>	
<p>Emergency Planning Document (severe weather)</p>	<p><u>Meeting of the Panel to be held 16th April 2025</u></p> <p>The Panel will consider the Emergency Planning Document (severe weather)</p>	
<p>2-year Highway Capital Plan 2024-25 25-26</p>	<p><i>Background:</i></p> <p><i>At its meeting of the Panel held 10 January 2024 the Panel considered an update in relation to the 2 year Highways Capital Plan and it was recommend that:</i></p> <ol style="list-style-type: none"> <i>1. That clarity around the location and future planned moves of Speed Indicator Devices (SIDS) be investigated provided to the Panel.</i> <i>2. The Panel be provided with information about the potential impact the recent changes to national policy and climate change targets may have on local schemes following discussion with Transportation Officers.</i> <i>3. The issue of blocked drains in the specific location raised by Co-optee (Garry Kitchen) be investigated.</i> 	

	<p>4. <i>The road name A636 Denby Dale Road be amended in the report to Wakefield Road for clarity.</i></p> <p>5. <i>Further opportunities for pre-decision scrutiny in respect of the Capital Plan be considered.</i></p> <p><u>Meeting of the Panel to be held 16th April 2025</u></p> <p>The Panel will consider the 2-year Highway Capital Plan 2024-25-26.</p>	
<p><u>Informal Briefings</u></p>		
<p>Future of Bereavement Services</p> <p>Air Quality Update (Action Plan, Strategy and Annual Status Report)</p>	<p><u>Informal meeting of the Panel held on 5th November 2024:</u></p> <p>To consider an update in relation to Bereavement Services</p> <p>To consider an update and for opportunity for scrutiny to have early input.</p>	<p>The Panel noted the update.</p> <p>The Panel noted the update</p>

<p>Fleet Replacement Programme and O Licence compliance (to include link to particulate matter impact on air quality)</p>	<p>To consider an update and for opportunity for scrutiny to have early input.</p>	<p>The Panel noted the update</p>
<p>Kirklees Enforcement Policy</p> <p>Waste Procurement Update</p>	<p><u>Informal meeting of the Panel held 21st March 2025</u></p> <p>To consider an update and for opportunity for scrutiny to have early input.</p> <p>The Panel will consider a update on Waste procurement and give early input into simpler recycling.</p>	

Golden Threads:

The Panel will consider and would like to receive information around the following themes throughout its programme of work

- Climate Impact
- Risks and Opportunities
- Partnership work, links to other opportunities and engagement
- Communications; i.e.- how is the council using communications to deliver messaging, raise awareness of issues and provide information

Items not yet scheduled:

- Air Quality Update (Action Plan, Strategy and Annual Status Report)
- Kirklees Internal Carbon Reporting
- Fly tipping
- Parks and Greenspace Vision (to include Biodiversity and net gain) (informal early input)
- Events Update