

**REPORT TITLE: HIGHWAYS CAPITAL PROGRAMME 2026-2027**

<b>Meeting:</b>	<b>Chief Executive Decision Making</b>
<b>Date:</b>	<b>30<sup>th</sup> June 2026</b>
<b>Cabinet Member</b> (if applicable)	<b>NA – Decision to be taken by the Chief Executive using powers set out in the Constitution under Article 7 paragraph 7.9.1</b>
<b>Key Decision</b>	<b>Yes</b>
<b>Eligible for Call In</b>	<b>Yes</b>
<p><b>Purpose of Report</b></p> <p>This report sets out how the Council will invest around £21 million in highways across Kirklees during 2026/27.</p> <p>It explains:</p> <ul style="list-style-type: none"> <li>• What work will be carried out</li> <li>• How funding will be used</li> <li>• What improvements residents can expect</li> </ul> <p>The programme supports key priorities by:</p> <ul style="list-style-type: none"> <li>• Improving journey times and reducing delays</li> <li>• Supporting access to jobs, services and town centres</li> <li>• Improving road safety</li> <li>• Supporting a strong and reliable local economy</li> </ul> <p>The programme has been designed to ensure strong financial control, clear prioritisation and best value use of public funding, with investment focused on areas that reduce long-term costs and improve outcomes for residents.</p> <p>The report asks that the programme is approved so that work can be delivered on the ground during the year.</p>	
<p><b>Recommendations</b></p> <p>Chief Executive is asked to:</p> <ul style="list-style-type: none"> <li>• Approve the 2026/27 Highways Capital Programme set out in Appendix A, to enable delivery of the approved schemes during the 2026/27 financial year</li> <li>• Note the funding position for 2026/27, including the use of external grant funding and Council borrowing as set out paragraph 3.2 and in detail in Appendix B</li> </ul>	

- Delegation to Service Director for Highways and Streetscene, in consultation with the Service Director for Legal, Governance and Commissioning and the Director of Finance to negotiate, agree, and enter into the terms of any applicable funding agreements (and associated documentation) and any other contract and ancillary matters to enable individual projects and schemes to proceed.
- Delegate authority to the Service Director for Highways and Streetscene, in consultation with the Director of Finance, to make minor amendments to the approved programme during the financial year.

Minor amendments are defined as:

- Changes to individual scheme scope, cost or timing not exceeding £250,000 or 10% of the scheme value (whichever is lower); and
- Substitutions between schemes within the overall approved programme budget.

### Reasons for Recommendations

- The programme delivers the Council’s legal duties in the most cost-effective way, focusing on early intervention and long-term savings.
- Preventative maintenance reduces the need for expensive reconstruction, protecting public funds and avoiding future cost pressures.
- The approach ensures funding is targeted where it will have the greatest impact, improving safety and network reliability.
- Approval allows the Council to maximise delivery within the financial year, avoiding loss of funding or inefficiencies.
- Flexibility ensures the programme can be adjusted to maintain value for money throughout the year.

### Resource Implications:

This funding comes from three main sources:

- External grant funding (£12,525,111), from the City Region Sustainable Transport Settlement (CRSTS) – (2026/27 is the final year of a 5 year settlement)
- Local Highways Maintenance Fund (LHMF), with £3,099,017 allocated to Kirklees (sometimes referred to as DfT Incentive Fund)
- Council borrowing of £4,163,134 million

Total investment from all funding sources: £21,705,532

As CRSTS is in its final year and LHMF is an in-year grant, funding will be lost if works cannot be delivered this financial year.

Schemes are packaged and delivered through a mix of in-house and external resources to maximise efficiency and achieve best value from the market

**Date signed off by Executive Director & name**

**Give name and date for Cabinet / Scrutiny reports**

David Shepherd 05.06.2026

<p><b>Is it also signed off by the Service Director for Finance?</b></p>	<p>Kevin Mulvaney 06.06.2026</p>
<p><b>Is it also signed off by the Service Director for Legal Governance and Commissioning (Monitoring Officer)?</b></p>	<p><b>Give name and date for Cabinet reports</b> Samantha Lawton 19.06.2026</p>

**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

This report sets out a focused set of schemes that require approval so work can continue in 2026/27.

The programme supports improvements that matter to residents and businesses, including:

- Better road condition
- Safer journeys
- Reduced delays and more reliable travel times
- Support for local economic activity

The schemes in Appendix A have been selected based on network need, safety and value for money. They form part of a planned, asset management-led approach to maintaining and improving the highway network.

The programme is already progressing. Some works are underway or in preparation for delivery this financial year. Timely approval will help maintain delivery momentum, make best use of available funding, and secure efficient use of contractor capacity and delivery windows.

This is a single-year plan. It sits between the current City Regional Sustainable Transport Settlement (CRSTS) funding period (2022–2027) and the next funding programme (2027–2032), which is still being determined. The next funding settlement via the West Yorkshire Combined Authority (WYCA), known as Transport for the City Regions (2027–2032), is expected to be confirmed in autumn 2026.

A further report will be brought to Cabinet in October 2026 to provide an update on delivery of the overall programme and the position on the remainder of the capital programme, including any in-year flexibility that may assist in responding to emerging needs, such as new emerging post-winter repairs.

The report will provide an opportunity for Cabinet to consider the overall approach to investment, reflect local priorities, and help inform the development of future years' programmes, within the context of funding requirements and evidence-led decision making.

## 2. Information

### 2.1 Background

Kirklees Council is legally responsible for keeping the highway network safe and usable. To do this effectively within available funding, the Council follows nationally recognised highway asset management guidance.

In simple terms, this means:

- collecting good quality data on the condition of roads and other assets,
- understanding how and when assets deteriorate,
- assessing safety risk and network importance, and
- choosing maintenance treatments that offer the greatest long-term benefit.

This approach helps the Council:

- target investment where it is most needed,
- avoid higher repair costs in the future, and
- manage risk to the public and to the Council.

The schemes included within the programme are selected based on clear evidence of need across the highway network. This includes the condition of roads and footways, as identified through regular inspections and independent surveys, as well as known issues affecting journey quality such as surface wear, drainage problems and network resilience.

By targeting investment where assets are deteriorating, the programme helps maintain reliable routes, reduce disruption and minimise the need for more costly repairs in future. This approach ensures that available funding is used in the most effective way and supports a network that works well for residents, businesses and visitors.

In addition to asset condition, road safety is a key factor in prioritising schemes. Data on collisions, including locations with higher numbers of people killed or seriously injured (KSI), is used to identify where improvements are needed to reduce risk and improve safety. These interventions are supported by national guidance and align with recognised best practice in highway asset management and road safety planning, including a risk-based and evidence-led approach as set out in national codes such as Well-managed Highway Infrastructure.

This ensures that investment decisions are transparent, consistent and focused on delivering the greatest overall benefit to the network and its users.

### 2.2 Funding Incomes

The programme is funded through a mix of external and local funding.

#### **City Regional Sustainable Transport Settlement (CRSTS - external funding)**

This is the main source of funding. It supports maintenance, safety and network improvements. It is managed through regional and national processes and must meet clear conditions. 2026/27 is the final year of a 5 year settlement.

This is administered by the West Yorkshire Combined Authority and is subject to WYCA reporting requirements and governance.

### **Local Highways Maintenance Fund (LHMF – Sometimes referred to as the DfT Incentive Fund)**

This funding supports highway maintenance and is linked to performance and asset management. To access full allocations, Local Highway Authorities must comply with strict criteria set by the DfT.

### **Council Borrowing**

This funding supports local priorities, including drainage, pothole repairs, safety and wider targeted improvements.

Each funding type has different rules. External funding is more restricted. Council funding allows more local flexibility.

The next 5 year funding settlement via the West Yorkshire Combined Authority (WYCA) called Transport for the City Regions (2027-2032) is currently being finalised. Funding allocations will be confirmed autumn 2026.

## **2.3 What the programme will deliver**

The programme covers a range of work across the highway network:

### **Maintenance**

This includes resurfacing roads and footways to keep them in good condition. Early repairs help avoid more costly work later.

### **Structures**

Work on bridges, culverts and retaining walls helps keep routes open and safe.

### **Street Lighting**

Replacing old columns improves safety and reduces future maintenance needs.

### **Public Rights of Way and access routes**

Improving paths helps connect communities and supports access to services.

### **Network Management**

Upgrading traffic signals and systems helps manage traffic flow and reduce delays.

### **Safer Roads**

Targeted schemes help reduce risks and improve safety at key locations.

### **Flood Management and Drainage**

Work on drainage helps prevent flooding and protects the network. All schemes are selected using data, condition surveys and known priorities.

### **2.3.1 Delivering Value for Money**

The programme has been designed to ensure the Council delivers maximum benefit from available funding, using a proven asset management approach aligned with national best practice.

This is achieved by:

**Focusing on preventative maintenance**

Investment is targeted at the right time to slow deterioration, reducing the need for more expensive repairs later and lowering overall lifecycle costs.

**Extending the life of existing assets**

The programme prioritises treatments that maximise asset lifespan and delay costly replacement, ensuring better long-term value for money.

**Targeting investment where it is needed most**

Decisions are driven by asset condition, safety risk and network importance, ensuring resources are allocated efficiently and deliver the greatest impact.

**Reducing reliance on reactive repairs**

Planned maintenance reduces emergency works, repeat repairs and operational inefficiencies, helping the Council control costs and improve service reliability.

**Delivering works efficiently**

Schemes are packaged and delivered through a mix of in-house and external resources to maximise efficiency and achieve best value from the market.

**Maintaining flexibility to protect value**

The programme can be adjusted during the year to respond to changes, ensuring funding is always used in the most effective way

### **2.3.2 Approach to investment**

The programme uses a “fix early, save later” approach, meaning:

- roads are treated before they fail
- cheaper, lower carbon solutions are used where possible
- disruption is reduced

This approach:

- saves money over time
- improves network reliability

## **2.3 Risk and Impact**

Delivery of highway works depends on timing, weather, and available resources.

The programme has been planned to make best use of the main construction period, when conditions are most suitable.

Keeping the programme moving supports:

- delivery within the available time
- efficient use of contractors, specialists and resources
- meeting conditions linked to external funding
- avoiding delay and disruption to planned works

Further delay in approving the programme risks reducing the Council's ability to fully utilise available grant funding within the financial year, particularly the in-year Local Highways Maintenance Fund (LHMF) allocation and the final year of the City Region Sustainable Transport Settlement (CRSTS).

These funding streams are time-limited and subject to delivery and reporting requirements. In April 2026, the Department for Transport (DfT) introduced new measures requiring Local Highway Authorities to demonstrate effective use of highways funding and publish transparent reports on maintenance spend. Failure to meet these requirements may result in a reduction of up to one-third of future funding allocations.

Any delay may therefore impact programme delivery, increase the risk of funding being reprofiled or withdrawn, and reduce overall value for money.

### **3. Implications for the Council**

The programme is delivered within clear legal powers and governance arrangements, uses recognised best practice in highway asset management, and provides appropriate assurance on value for money and use of public funds.

#### **3.1 Council Plan**

The programme supports key priorities by:

- Improving journey times and reducing delays
- Supporting access to jobs, services and town centres
- Improving road safety
- Supporting a strong and reliable local economy

[Our Council Plan 2026/27-28/29 | Kirklees Council](#)

#### **3.2 Financial Implications**

The 1 year Highways Capital Plan identifies planned projects for 2026/27. The annual capital allocations of £21,705,532 in 2026/27 include Council investment, funded through prudential borrowing, of £4,163,134 and for which the financing costs will be met from the Treasury Management budget.

The borrowing assumptions reflect the updated capital plan for 2026/27 which is shown in the 2025/26 Outturn report and is subject to approval by the Chief Executive using powers set out in the Constitution under Article 7 paragraph 7.9.1.

#### **3.3 Legal Implications**

The Council must comply with its Financial Procedure Rules 2026 in terms of managing the Highways Capital Plan including the acceptance of any grant funding from WYCA or other third party sources under FPR 22.5.

The Council as the Local Highways Authority has a statutory duty under Section 41 of the Highways Act 1980 (HA 1980) to maintain publicly maintainable highways. Part V of the HA 1980 provides various highway improvement powers which would cover, for example, road widening; junction improvements or alignment alterations to highway. Section 56 of the HA 1980 provides an enforcement provision for a complainant to bring court proceedings to order the Local Highways Authority the repair of publicly maintainable highway.

Some projects may involve the acquisition of land by agreement or compulsorily in third party ownership under, for eg, Section 239 HA 1980 and the making of Traffic Regulation Orders.

Any procurement required to deliver highway schemes will be carried out using existing highway maintenance contracts and or in accordance with the Public Contracts Regulations 2015 and or the Procurement Act 2023 in accordance with the Council's Contract Procedure Rules.

### **3.4 Best Value, powers and statutory duties**

The Council has the legal power to enter into the grant and contractual arrangements needed to deliver the programme, relying on Section 1 of the Localism Act 2011 and other relevant statutory powers. These powers must be exercised reasonably and in line with public law principles. The Council must also comply with all grant terms and conditions to avoid the risk of funding being withdrawn or clawed back.

The Council must also consider the Subsidy Control Act 2022. In general, funding for highway infrastructure delivered under the Council's statutory powers and duties for the benefit of the public is not treated as a subsidy. This is because the Council is not acting as an enterprise in a market when delivering these highway schemes.

In delivering the programme, the Council must comply with the Public Sector Equality Duty under Section 149 of the Equality Act 2010. This means decision-makers must have due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between people who share a protected characteristic and those who do not.

Protected characteristics under the Act include age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. These matters are considered through the Council's governance and impact assessment processes where relevant.

### **3.5 Climate Change and Air Quality**

Maintaining roads and managing traffic helps reduce congestion and improve journeys. Well-maintained roads also help reduce vehicle emissions through smoother travel conditions.

Some schemes also improve access and connectivity across the network.

The programme will:

- encourage walking, cycling and public transport
- reduce congestion and emissions
- use lower carbon maintenance approaches

### **3.6 Other (eg Risk, Integrated Impact Assessment or Human Resources)**

[Integrated Impact Assessments | Kirklees Council](#)

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## **4. Consultation**

No formal consultation has been carried out in developing the overall programme. Schemes have been identified and prioritised using asset condition data, safety information, inspection records and network need.

## **5. Engagement**

Ward Members will be informed of schemes planned within their areas as delivery arrangements are confirmed. Residents and other affected parties will receive advance notice of works where appropriate

## **6. Options**

### **6.1 Options considered**

The Council has a legal responsibility, as the Local Highway Authority, to keep the adopted highway network in Kirklees safe and maintained. This duty is set out in the Highways Act 1980.

The proposed programme has been designed to meet this legal duty while making the best possible use of the available budget. It focuses on delivering works in a practical, affordable, and sustainable way during the 2026/27 financial year.

To secure external funding through the City Region Sustainable Transport Settlement (CRSTS), the programme also needs to meet the requirements set by the West Yorkshire Combined Authority (WYCA).

Only targeting roads and assets that have already reached the end of their life would not provide good value for money and would not be sustainable in the long term. Instead, the programme is based on a planned, whole-life approach to maintenance, which helps extend the life of assets and reduces future costs.

### **6.2 Reasons for recommended option**

The recommended approach ensures the Council meets its legal duty to maintain the highway network while making best use of available funding. It focuses on planned maintenance rather than reactive repairs, which provides better value for money, extends the life of assets, and reduces long-term costs.

The programme also aligns with West Yorkshire Combined Authority requirements, enabling the Council to secure and retain external funding. Overall, this approach represents a practical, efficient, and sustainable way to manage the network and deliver the 2026/27 programme.

Failure to deliver the programme would reduce value for money by increasing reliance on reactive repairs, leading to higher costs, reduced network condition and potential loss of funding linked to national performance requirements

## **7. Next steps and timelines**

Following approval, 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.

A further report will be brought to Cabinet in October 2026 to provide an update on delivery of the overall programme and the position on the remainder of the capital programme

## **8. Contact officer**

Yvonne Atkinson  
Highways Capital Programme Manager  
Tel: 01484 221000  
Email: [YvonneA.Atkinson@kirklees.gov.uk](mailto:YvonneA.Atkinson@kirklees.gov.uk)

## **9. Background Papers and History of Decisions**

Previous Highways Capital Programme reports

## **10. Appendices**

Appendix A - Scheme List - Highways 1 year detailed capital plan 2026/27  
Appendix B – Highways Resourcing Statement for 2026/27

## **11. Service Director responsible**

Matthew Bell  
Service Director Highways and Streetscene  
Tel: 01484 221000  
Email: [Matthew.Bell@kirklees.gov.uk](mailto:Matthew.Bell@kirklees.gov.uk)