City of BRADFORD METROPOLITAN DISTRICT COUNCIL

Department of Growth

Planning, Transportation & Highways Service

Local Highway Maintenance Transparency Reports 2026-2027 - Core Report

Contents

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

A1 – What we are responsible for maintaining

The highways network is our biggest asset and includes:

- Carriageways: 1,832km
- Footways: 3,042km
- Highway Structures: 2,008
- Traffic Signal Installations: 386
- Street Lighting Assets: 69,150
- Gullies: 98,864
- Public Rights of Way (1,074km),
- Others include: On road/segregated cycle lanes/off-road cycleways (93km) and culvert debris screens (38)

Key Maintenance Challenges

Limited and competing funding priorities – budgets are limited and must cover repairs to a wide range of assets, including carriageways, footways, structures, drainage, road signing/lining and street lighting.

Size and ageing road network – our extensive and ageing road network, coupled with increasing traffic volumes, is making roads more prone to deterioration leading to a constant cycle of defects forming.

Weather conditions – rainfall and freeze–thaw cycles, are major causes of deterioration. Severe winters or prolonged wet periods can rapidly increase the number of defects. Bradford's topography, from lower-lying city centre to higher-level outlying villages, presents additional challenges.

Asset Condition – despite using an evidence-led and risk-based approach to prioritise asset programmes and defect repairs, annual improvement in road condition is marginal. Other assets, such as retaining walls are also deteriorating.

Reactive vs preventative maintenance pressures – public expectations and safety concerns often necessitate a focus on reactive repairs rather than more cost-effective preventative work.

A2 – Road conditions in Bradford

A2.1 - A roads

Year	Percentage of road in red category	Percentage of road in amber category	Percentage of road in green category
2023	7%	64%	29%
2024	6%	65%	28%
2025	6%	63%	31%

A2.2 - B and C roads

Year	Percentage of road in red category	Percentage of road in amber category	Percentage of road in green category
2023	9%	64%	27%
2024	8%	64%	28%
2025	8%	65%	27%

A2.3 - U roads

Year	Percentage of road in red category
2023	17%
2024	15%
2025	14%

Councils use road condition surveys to assess the state of their roads. The results are grouped into three categories:

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

The published official statistics for road condition include more detail about the methodology, timing and coverage of this data

A2.4 - Additional information on carriageway condition

Each year, we employ a company to survey all our classified and unclassified roads. Vehicles equipped with high-definition cameras record video footage capturing condition data. The resulting video is analysed, and the conditions along the length of every road are graded. Gradings are based on the severity and type of damage identified. Damage types include potholes, cracking, rutting, subsidence, failing reinstatements and chipping loss.

The tables above provide information on how the condition of our classified and unclassified roads has changed over the last 3 years.

From 2026/27 a new methodology will be used to assess highway condition which is based on the BSI PAS 2161 standard. Local Highway Authorities will be required to use a supplier that has been accredited against PAS 2161 which will categorise roads into 5 categories instead of 3 to help government gain a more detailed understanding of road condition in England.

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

A3.1 – What is a pothole?

A pothole is a defect that has formed in a road surface primarily due to water infiltration through small cracks. In winter, trapped water expands the cracks and eventually, exacerbated by continual traffic loading above, the road surface material breaks up to form a pothole.

The Council uses a risk-based approach to repairing potholes and the associated repair times. Defects are not repaired in the order they are reported.

There is no minimum size (length/width/depth) that defines a pothole. Instead, 'investigatory' dimensions for roads and footways are used to initially risk assess the pothole. Consideration of defect location, volume/nature/speed of traffic, potential effect on vulnerable users, visibility at the location, etc, is also necessary.

The resulting risk ranking - a product of the impact (extent of damage or injury likely to be caused) and probability of an incident occurring - is used to determine the repair response time.

A3.2 – What we are doing to tackle potholes

Our 'Highway Safety Inspection Manual' is used to risk assess all highway defects, including potholes, and provides details of target response times for repair.

National good practice advocates a 'right first time' approach to pothole repairs. This involves providing permanent repairs rather than temporary fixes to reduce repeat visits and associated costs. Whilst the Council seeks to manage more pothole repairs in this way, permanent repairs are more time consuming and usually require traffic management, especially on busier roads eg temporary traffic signals and road closures/diversions. Temporary repairs are therefore essential to remove immediate dangers and potential safety hazards.

The Council filled 8,986 potholes in the financial year 2025-26.

We undertake an annual programme of preventative maintenance which includes surface dressing and micro asphalt, treatments that are applied to the road surface.

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

Micro asphalt is also used to extend life, improve skid resistance and seal the road surface. It is a mixed combination of aggregate and bitumen. This treatment is mainly used on a small number of unclassified roads where surface dressing is unsuitable.

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

Members of the public can report potholes and other defects to the Council's Customer Contact Centre (tel. 01274 431000) or via the 'Report-It'' section of the Council's website at:

https://www.bradford.gov.uk/transport-and-travel/report-issues/report-a-pothole-or-uneven-surface/

The Council uses Civica software for the reporting of potholes and other highway defects/issues.

Customers can also report potholes via the 'FixMyStreet' and 'Fill That Hole' platforms.

A3.4 – What happens after a pothole is reported

Once a report has been received by the Customer Contact Centre, it is logged, given a unique reference number and forwarded to the correct team. Unless logged as an emergency, a highway inspector will inspect the defect within 1 week and carry out a risk assessment to determine a timescale for the repair. These are;

Category A (high risk/emergency): within 1 day.

Category B (medium risk): within 7 days.

Category C (low risk): within 6 weeks.

The highway inspector then places an appropriate order for the repair, and the work is subsequently carried out by the Council's in-house operational team.

A4 – What we spend to maintain the highway network and where the funding is coming from

A4.1 – Spending on highways maintenance

	2024-25	**2025-26**	**2026-27 (projected)**
Total spend on highways maintenance	£22,525,596	£21,057,650	£20,949,488
Of which spent on:			
Carriageways	£15,257,011	£12,995,568	£14,757,621
Footways	£845,058	£707,921	£716,372
Structures (for example bridges or tunnels)	£2,289,719	£3,482,192	£1,660,842
Drainage	£420,812	£422,487	£346,708
Street lighting	£1,393,923	£1,319,285	£1,534,170
Traffic signals	£2,201,220	£1,936,602	£1,779,900
Public footpaths (urban)	£58,581	£149,380	£117,634
Other assets	£59,272	£44,215	£36,241

A4.2 – Where our funding for highways maintenance comes from

Funding sources for highways maintenance	2024-25	2025-26	2026-27 (projected)
Funding received through the Department for Transport / UK Government	£17,036,214	£15,401,897	£14,653,088
[if applicable]: Additional highways maintenance funding provided by the Council or third parties	£5,589,382	£5,655,753	£6,296,400
Total	£22,525,596	£21,057,650	£20,949,488

A5 – Our maintenance plans for this year

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

The following list of planned work will be undertaken in 2026/27:

Resurfacing (Carriageways): Total length = 20.27km

Surface Dressing (Carriageways): Total length = 52.25km

Micro Asphalt (Carriageways): Total length = 1.08km

Resurfacing (Footways): Total length = 6.68km (+ additional sites TBC)

Slurry Seal (Footways): Total length = 10.41km

Carriageway Patching: Area = 5,643m2 (+ additional sites TBC)

Surface Dressing Pre-Patching: Area = 4,014m2 (+ additional sites to be identified later in 2026 and after winter period 2026/27)

Structures:

A6033 Hebden Rd East - retaining wall repairs

A629 Cragg Lane - retaining wall repairs

Retaining wall ref. B3533 - repairs (10m section)

Retaining wall ref. B3569 - repairs (10m section)

Retaining wall ref. B6760 - repairs (12m section)
Retaining wall ref. B3342 - repairs (26m section)

Retaining wall ref. B8121 - repairs (11m section)

A644 Shay Bottom - culvert repairs

Drainage Improvements: Sites identified = 6no. (others to be confirmed)

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

A full list of planned carriageway and footway works for 2026-27 is available at the following link:

https://www.bradford.gov.uk/transport-and-travel/highways-policies-and-guidance/local-highway-maintenance-transparency-reports/

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

We undertake cyclic inspections of roads, footways, public footpaths, structures and street lighting apparatus. Regular monthly inspections of city, town and village centres are carried out by our Highway Inspectors.

In terms of roads, our annual network survey/condition analysis and skid resistance survey/analysis are carried out by external consultants but complimented by in-house inspections. We also consider the locations of any defects, numbers of reported defects on a particular street, and locations of vehicle damage or personal injury accidents. All this information is used to inform and prioritise our annual maintenance programmes for roads and footways.

Similarly for other highway assets, regular inspections help us prioritise what planned work is necessary.

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

We confirm that the City of Bradford Metropolitan District Council has completed and published the report in line with the published transparency reporting requirements.

Highways Services Manager

Name: Richard Gelder

Date: 27/08/2026

Signature: 

Section 151 Officer

Name: Steven Mair

Date: 03/09/2026

Signature: