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Local Highways Transparency Report

The Department for Transport expects all local highways authorities to publish information about their highways maintenance activities to help local taxpayers see the difference that funding is making in their areas.

Our highway network

Lengths of highway, footways and cycleways (km)

A Road	B and C roads	U roads	Unsurfaced Roads	Total Roads	Footways	Other Public rights of way	cycleways
507.15	1,605.68	1,942.05	288.72	4343.59	1,430.7	2,108.09	888.794

Westmorland and Furness Council has over 2,600 miles of carriageway and an estimated value of £4 billion. The highway network is a significant asset that connects people and places across Westmorland and Furness contributing to the wellbeing of residents, thriving communities, and enabling people to access work, learning and business opportunities to fulfil their ambitions.

Highways maintenance spending figures

Highways maintenance spending

Year	Capital allocated by DfT (£,000s)	Capital spend (£,000s)	Revenue spend (£,000s)	Estimate of % spent on preventative maintenance	Estimate of % spent on reactive maintenance
2025/26 (projected)	£ 33,142,000	£ 33,142,000	£ 4,525,239	87.99%	12.01%
2024/25	£ 30,983,592	£ 29,341,213	£ 4,143,029	87.63%	12.37%
2023/24	£ 22,753,000	£ 22,648,307	£ 4,594,638	83.13%	16.87%
2022/23	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
2021/22	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
2020/21	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable

Additional information on spending

Every year the Council is provided with funds from central government to carry out planned repairs and improvements to the highway network, this is known as the Highways Capital Programme and involves a network consisting of:

- roads
- pavements and cycleways
- lighting
- gullies
- bridges and structures
- pedestrian crossings
- traffic signals
- street furniture
- signs
- public rights of way.

This work is identified at least a year in advance based on a combination of things including condition data and identified socio-economic factors.

In addition to this the Council uses its own funds to carry out reactive and general maintenance works to the highway network including:

- gully cleaning
- verge maintenance
- defect repairs
- road marking maintenance.

Estimated number of potholes filled

2021/22	2022/22	2022/23	2023/24	2024/25
3,797	5,302	6,487	16,107	34,228

Note: - The method for recording number of potholes filled was changed in mid-2023/24 to more accurately reflect the number of potholes repaired i.e. before this date 1 defect was recorded as 1 pothole while afterwards the actual number of repairs on each defect was recorded.

Condition of local roads

Percentage of A roads in each condition category

Year	Red	Amber	Green
2020	Not applicable	Not applicable	Not applicable
2021	Not applicable	Not applicable	Not applicable
2022	Not applicable	Not applicable	Not applicable
2023	3.8%	25.7%	70.5%
2024	3.8%	25.7%	70.5%

The A road network is surveyed annually with 100% coverage in one direction (one side of the road) every year.

Note: - Due to local government reorganization (LGR) with Westmorland and Furness Council coming into being in April 2023 the condition data has only been provided since that LGR

Percentage of B and C roads in each category

Year	Read	Amber	Green
2020	Not applicable	Not applicable	Not applicable
2021	Not applicable	Not applicable	Not applicable
2022	Not applicable	Not applicable	Not applicable
2023	10.5%	36.6%	52.9%
2024	9.45%	37.2%	53.3%

The B and C road network is surveyed annually with 100% coverage in one direction (one side of the road) every year for B roads and 50% coverage in one direction (one side of the road) every year for C roads.

Note: - Due to local government reorganization (LGR) with Westmorland and Furness Council coming into being in April 2023 the condition data has only been provided since that LGR.

Year	Percentage of U Roads in the Red category
2020	Not applicable
2021	Not applicable
2022	Not applicable
2023	24.8%
2024	26.9%

Each year, we conduct a comprehensive inspection of our entire U-class road network to ensure safety and maintenance standards are upheld. As part of this process, we deploy advanced artificial intelligence (AI) technology that systematically captures, analyzes, and reports the condition of these roads. This cutting-edge software enables us to identify wear and tear, prioritize repairs, and plan future maintenance with greater accuracy and efficiency.

Note: - Due to local government reorganization (LGR) with Westmorland and Furness Council coming into being in April 2023 the condition data has only been provided since that LGR.

Road condition assessments on the local classified road network in England are currently made predominantly using Surface Condition Assessment for the National Network of Roads (SCANNER) laser-based technology.

A number of parameters measured in these surveys are used to produce a road condition indicator which is categorised into three condition categories:

- Green – no further investigation or treatment required
- Amber – maintenance may be required soon
- Red – should be considered for maintenance

From 2026/27 a new methodology will be used based on the BSI PAS2161 standard. Local Highway Authorities will be required to use a supplier that has been accredited against PAS2161. This new standard will categorise roads into five categories instead of three to help government gain a more detailed understanding of road condition in England.

Further details are available at <https://www.gov.uk/government/statistical-data-sets/road-condition-statistics-data-tables-rdc#condition-of-local-authority-managed-roads-rdc01>.

Plans

Overall strategy

Westmorland and Furness Council has a responsibility to make sure the highway asset is well managed, and to ensure the network operates efficiently. We recognise the need to manage the asset well and have adopted the best practice guidelines of the Well Managed Highway Infrastructure: A Code of Practice and the Highway Maintenance Efficiency Programme to ensure we maximise the impact of the limited resources available. The Highways network in Westmorland and Furness is an ageing asset and it has been affected by recent extreme weather events, which

are becoming more regular. Maintaining this asset to the standards expected within the resources available will always remain a challenge. The Highway Asset Management Strategy sets out how we will do this in a strategic and efficient way.

Available funds are limited, therefore it is important to optimise our resources to get maximum value from the highway asset. The Highway Asset Management Strategy is aligned to support the aspirations of the Council Plan and clearly set out our standards and levels of service for the highways infrastructure assets.

The strategy, which has been shaped by stakeholder and customer priorities, will support delivery of the Council Plan and continue to develop our asset management approach in line with the Well-Managed Highway Infrastructure: A Code of Practice (The Code). This adopts a risk-based approach to highway infrastructure maintenance and has been used as the framework to provide the direction of travel for improvement in the service. Our asset led approach intends to assist us to deliver a more efficient and preventative method for managing the highway infrastructure assets through longer term planning and ensuring that levels of service are defined and achievable within available budgets. We put our customers at the heart of our strategy to ensure the highway infrastructure is maintained to provide the best service to the people of Westmorland and Furness.

Specific plans for 2025/26

In 2025 to 2026, we plan to invest £37.7 million into our highways.

[Read the Capital Programme Report 2025-26 \(PDF, 291KB\)](#) to see the details of our improvement plan. We may need to adjust it for any emergency repairs such as severe storm damage, or other unexpected damages to our assets.

2025 to 2026 surface dressing programme

- in 2025 we are investing £3.3 million in our surface dressing programme funded by the Department for Transport.
- this will reduce potholes across 66 miles of road, in 53 locations between April and August.
- working together with us, specialist contractor Kiely Bros Ltd. will manage and deliver the programme.
- works have to be done in dry weather, so the surface dressing programme is flexible.

Road resurfacing schemes

- this year, we are investing £7.5 million in our carriageway resurfacing. A specialist contractor, Heidelberg Materials, will manage and deliver the works.
- as a part of the programme, 59 roads will receive a new road surface between April 2025 and March 2026. We may revisit the plan and roads scheduled, to allow for emergency works where needed.

Potholes

- in 2025/2026, we are investing £8.4 million to repair between 30,000 to 40,000 potholes.

2025/2026 bridges and structures investment programme

- we plan to invest £3.4 million into design and repairs to around 100 bridges and structures. The Department of Transport allocates this funding.
- the provisional bridges and structures programme includes:
 - Borrowdale – structural assessment of post-tensioned bridge
 - Jubilee Bridge, Walney Island – structural assessment of 330m long steel lifting bridge
 - Lupton – major bridge refurbishment works
 - Rigmaden – design of strengthening works
 - Roger Howe – concrete investigation and design of joint repairs

Streetworks

Westmorland and Furness Council efficiently manages street works to minimise disruption, optimize resources, actively promotes safe working practices and to keep roads accessible. The council follows statutory guidelines and legislation, including NRSWA 1991, HAUC Guidance 2025, Safety at Streetworks Code of Practice and the DfT Code of Practice for Street Works Inspections 2023.

Using a permit scheme system enables the council to effectively co-ordinate whilst ensuring thorough monitoring and management of street works. Traffic updates and live road works, including lane closures, are shared via the internet on the Roadworks Map which can be located on the Westmorland and Furness website, and also through press releases and social media to keep stakeholders informed.

Climate change, resilience and adaptation

We are all well aware of the effects of climate change on our environment and we will ensure that all mitigation measures are considered when dealing with the direct and indirect impact of highway maintenance on the environment and our communities. Consideration of whole life carbon costs; appraisal of materials, products and treatments for maintenance for environmental impact, nature conservation and biodiversity; and risk assessment and mitigations for the effects of extreme weather on highway infrastructure assets (Climate Change Adaptation). We take into account the following issues when considering our approach to highway maintenance:

- carbon costs and energy reduction
- noise
- materials utilisation
- waste management and recycling
- air quality and pollution control
- nature conservation and biodiversity
- environmental intrusion.

Highway maintenance sustainability links to the wider environment and sustainability principles and outcomes of Westmorland and Furness Council, our stakeholders and partner contractors.

- our key focus for responding to climate change includes the following:
- using intelligence and data to improve our ability in planning for and responding to seasonal and adverse weather events
- working with partners to improve air quality and reduce carbon footprint
- continue to deliver and improve Electric vehicle infrastructure
- increase use of environmentally friendly and recycled material, and warm mix asphalt.
- continue to collaborate with partners to reduce light pollution within the area.

Additional information on plans

A66 Northern Trans-Pennine Project

This is a major project to upgrade the A66 between the M6 at Penrith and the A1(M) at Scotch Corner, a distance of about 50 miles. It is run by National Highways.

The project involves:

- upgrading single carriageway sections of road to dual carriageway
- making improvements to the junctions along the route.

A595 Grizebeck improvement

- the A595 Grizebeck improvement scheme is a 1.4-kilometre single carriageway road between Chapels and Grizebeck on the A595 north of Barrow.
- we have been awarded £23.31 million toward the scheme by the Department for Transport.
- the route runs to the east of the existing A595, past properties at Dove Bank and Dove Ford Farm, before crossing the existing A595 and then forming a new junction with the A595/A5092 to the west of the existing junction.
- Story Contracting Limited are the lead contractor and works have now begun on site.