

Transparency report – Core report

How we maintain local roads, pavements, and the wider highway network in Bath and North East Somerset Council

A1 – What we are responsible for maintaining

Bath and North East Somerset Council is responsible for maintaining the public highway network within its boundaries. We do not maintain private roads or the strategic road network which is managed by National Highways.

The key asset types we maintain are listed below.

- **Carriageways** – 1,078 km
- **Footways** – 886 km
- **Offroad Cycleways and shared paths** – 39 km
- **Bridges** – 403 total number
- **Street Lights** – 16,942 total number with 3,860 other highway electrical assets
- **Gullies, chambers, soakaways** – 35,600 total number
- **Signalised Junctions & Crossings** - 121 total number
- Numerous other highway assets we maintain are not listed here

The highway network character within Bath and North East Somerset is diverse, ranging from large rural areas and local roads connecting communities to the rare double inscribed UNESCO World Heritage Site that is the City of Bath. The city is in the River Avon valley, surrounded on all sides by steep valley sides. When combined with the heritage status, maintenance of the highway network is constrained, complex and costs more than other areas in the authority.

Other large towns include Keynsham and Midsomer Norton which are linked by the A and B road network. These towns have grown in the second half of the twentieth century with further extensive development planned, urbanising large areas around those towns, increasing the maintenance burden on the authority.

A2 – Road conditions in Bath and North East Somerset Council

A2.1. A roads

Year	Percentage of road in red category	Percentage of road in amber category	Percentage of road in green category
2023	4.92%	55.78%	38.96%
2024	4.58%	59.48%	35.94%
2025	4.78%	60.75%	34.47%

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	17.49%	60.29%	22.22%
2024	17.14%	59.63%	23.23%
2025	17.43%	58.74%	23.82%

A2.3. U roads

Year	Percentage of road in red category
2023	24.33%
2024	24.65%
2025	23.37%

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

A carriageway condition survey is carried out every year using high-definition imagery by Gaist Solutions Ltd. All of the network is surveyed every year allowing us to evaluate and

prioritise our work programmes using the most up to date condition data. The method of collecting the condition data is certified to PAS2161.

Our carriageway condition has remained largely stable over the last three years with very slight improvement in red condition for unclassified roads and no significant change in red condition for A, B and C classified roads. This demonstrates that our preventative maintenance approach and financial investment is helping to keep roads from deteriorating from amber to red condition. Increased financial investment is required to start to move roads from amber to green condition for all classified and unclassified roads.

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

A3.1. – What is a pothole?

Routine safety inspections of the public highway are guided by our Highway Safety Inspection Manual. The manual describes investigatory criteria for pot holes as:

An area anywhere in the carriageway where part, or all, of the bituminous/concrete layers have been removed to leave a sharp-edged depression.

The definition includes carriageway collapses/voids, potholes in surrounds to ironwork and due to missing cat's eyes.

Minimum dimensions (where applicable) are also defined as:

At or greater than 40mm deep and 300mm in any horizontal direction. Potholes within controlled crossing points will become a safety defect when it is of depth greater than or equal to 20mm and it is greater than or equal to 150mm in diameter.

Potholes primarily form due to fatigue in carriageway surfaces towards the end of the design life. Climate change and weather extremes are accelerating deterioration faster than preventative activities can be carried out within available budgets.

A3.2. – What we are doing to tackle potholes

In the 2025/2026 financial year we filled 9054 potholes. This is the highest number of potholes filled in the last five years.

Our approach is to carry out work to prevent potholes from forming in the first place. We do this by targeting roads that are showing early signs of deterioration (cracking, fretting, rutting). We evaluate risk to safety of highway users to prioritise areas included in the preventative programmes. The preventative and reactive treatments that we use include:

Planned Preventative Programmes

- Micro Asphalt
- Surface Dressing

Planned Preventative Programmes and Reactive Repairs

- Spray Injection Patching
- Flowable Mastic
- Thermal Road Repair

Reactive Repairs

- Pothole repairs carried out daily as prioritised by inspectors

We have invested in our own Thermal Road Repair lorry with portable heaters to ensure that we could make best use of that repair method throughout the year on both reactive and preventative maintenance. It is operated by our term maintenance contractor without having to bring in additional resources on a short-term basis allowing us to react quicker and repair areas that are deteriorating faster than anticipated.

Where we do have to repair potholes that are identified by our safety inspections and reports from the public, we have taken the decision to use a permanent premium grade asphalt repair system (Viafix). This is a permanent first-time repair asphalt technology that performs extremely well in wet, hot and cold conditions. It has proven to remove the need to carry out repeat visits to the same location.

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

The council uses the national Fix My Street system as the primary public reporting platform. The council's Report It website contains further information on ways of reporting highway related issues - <https://www.bathnes.gov.uk/report-problem-highway-or-public-space>

All reports are automatically transferred to the Council's Highway Asset Management System, Confirm, where officers can then investigate reports, raise associated works as required. Updates in Confirm then trigger feedback to customers via the Fix My Street system on what response the council is taking with their reported issue.

A3.4. What happens after a pothole is reported

A pothole report is investigated by the area highway inspector who refers to guidance in our Highway Safety Inspection Manual to determine if further action is required. When jobs are raised or enquiries are closed the person who reported the issue receives an update clarifying if action is to be taken or not. Records of the pothole report and action taken are kept on the Asset Management System and monitored to see whether there is a cluster of defects emerging that indicates further investigation or more extensive repair is required.

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	£15,628,002	£15,395,651	£16,674,941
Of which spent on:			
Carriageways	£8,542,356	£7,486,865	£8,699,594
Footways	£1,383,217	£1,414,976	£1,215,004
Structures (for example bridges or tunnels)	£1,418,796	£1,467,830	£1,697,227
Drainage	£1,346,240	£1,699,586	£1,884,273
Street lighting	£1,581,768	£1,799,569	£1,550,180

Traffic Signals and ITS	£345,224	£456,002	£671,180
Public Rights of Way	£514,232	£579,972	£512,348
Signs and Lines	£496,170	£490,852	£445,135

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	£7,154,913	£8,038,000	£8,112,470
[if applicable]: Additional highways maintenance funding provided by the Council or third parties	£8,325,672	£8,865,169	£8,942,180
<u>Total</u>	£15,480,585	£16,903,168	£17,054,650

A5 – Our maintenance plans for this year

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

Carriageway Resurfacing & Major Re-Construction

- 0.43 km, 2,556 m² of A Road
- 0.67 km, 4,004 m² of B Road
- 3.95 km, 23,706 m² of C Road
- 6.73 km, 40,404 m² of Unclassified Road

Carriageway Micro Asphalt Surface Treatment

- 3.95 km, 23,678 m² of Unclassified Road

Footways Paving (stone and concrete paving slabs) and Asphalt Concrete

- 3.86 km, 5790 m²

Other Programmes

- Planned Road Marking Improvement
- Spray Injection Patching
- Mastic Asphalt Patching

Highway Drainage Programme

- Highway Drainage Extensive Investigation Works
- 10 highway drainage improvement sites

Highway Structures Programme

- Inspection, Assessment and Remedial Works
- Cleveland Bridge Monitoring, Signage and Bearings
- Avon Valley Bridge
- Grosvenor Footbridge

Street Lighting Programme

- 344 column replacements across 68 sites
- 40 Heritage LED Conversions (Energy Savings)

Traffic Signals Programme

- 7 traffic signals site replacements
- 5 VMS replacements

This link provides details of the roads included in the 2026/2027 planned highway maintenance programme:

[Annex 5ii Highways Maintenance Programme 2026/2027](#)

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

This link provides details of the roads included in the 2026/2027 planned highway maintenance programme:

[Annex 5ii Highways Maintenance Programme 2026/2027](#)

Resurfacing sites can be viewed on an interactive map available through the following link:

[Highway Works Map](#)

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

The highway condition survey carried out on all the highway network every year identifies roads and streets that are in a condition that require maintenance. We target a proportion of the network for preventative maintenance to extend the life of the carriageway and slow deterioration. Other roads that are in a condition where preventative actions are not suitable are selected for structural maintenance such as resurfacing or full reconstruction. Prioritisation uses the condition survey plus other factors such as road classification, traffic volumes/speed and proximity to business centres/schools. The prioritisation allows the highest scoring roads to be selected while staying within budget allocations.

Works are delivered through the Highway Term Maintenance Contractor, Volker Highways and the supply chain of local specialists. This successful long term collaboration has efficiently delivered large work programmes and is able to react to extreme weather conditions that adversely impact the condition of the highway network.

Transparency report – Technical Annex template

B1 - Highways maintenance funding and spending figures

B1.1 – Capital funding allocation sources

Financial year	2024-25	2025-26	2026-27 (projected)
Highways maintenance capital funding allocated through DfT	£5,834,000	£5,834,000	£5,834,000
Other DfT capital funding utilised by local authority for highways maintenance	£1,320,913	£2,204,000	£2,278,470
Other Government capital funding allocated by local authority to Highways Maintenance	£0	£0	£0
Other capital funding allocated to highways maintenance	£2,000,000	£2,000,000	£2,042,000
Total Capital funding allocated to highways maintenance	£9,154,913	£10,038,000	£10,154,470

B1.1.2 - Additional information on funding figures

Highway maintenance capital from DfT has been passported to Bath and North East Somerset Council from the West of England Combined Authority and includes the Highway Maintenance Block allocation and the elements of the Integrated Transport Block allocation that relate to maintenance. (e.g. Traffic Signal maintenance and Public Rights of Way maintenance)

“Other DfT capital funding” is the “pothole” fund passported to Bath and North East Somerset Council from West of England Combined Authority

“Other capital funding” is Bath & North East Somerset Council Corporate Supported Borrowing which has been provided to help reduce the decline of carriageway and footway condition as the DfT allocations alone is recognised not to be sufficient to arrest the decline in condition.

B1.2 - Spending

B1.2.1 – Total spending

The questions in this section (B1.2.1) relate to the spending condition set out in the 2026–27 [local highways maintenance incentive funding requirements](#). Completion of this section forms part of the evidence required to meet this incentive funding condition.

Please confirm that you understand the answers provided in this section (B1.2.1) relate to your compliance under the 2026-27 local highways maintenance incentive funding requirements, as set out to your authority via letter to your chief executive in April and as published online .	Yes
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Financial year	2024-25	2025-26	2026-27 (projected)
Total highways maintenance capital spend	£9,154,913	£10,038,000	£10,154,470
Total highways maintenance revenue spend	£6,325,672	£6,865,169	£6,900,180
Total spend	£15,480,585	£16,903,168	£17,054,650

B1.2.2 - Additional information on total spending figures

Excludes energy costs for street lighting, income and depot costs.
Includes maintenance on Carriageways, Footways, Structures, Street Lighting, Drainage, PROW, Traffic Signals and Variable Message Signs, Signs and Lines, Vegetation cutting.

B1.2.3 Spending on carriageways by type of spend in financial year 2025-26 and 2026-27 (projected)

Carriageway spend related maintenance type	Capital 2025-26	Revenue 2025-26	Capital 2026-27 (projected)	Revenue 2026-27 (projected)
Planned maintenance				
Preventative carriageway maintenance	£1,168,970	£0	£600,000	£0
Structural carriageway maintenance	£3,687,587	£0	£4,630,000	£0
Planned carriageway repair / patching programmes	£887,605	£0	£729,000	£0
Reactive carriageway maintenance				
Reactive carriageway repairs / patching (temporary repairs)	£0	£0	£0	£0
Reactive carriageway repairs / patching (permanent repairs)	£0	£1,455,227	£0	£1,454,273
Reactive carriageway repairs / patching (total)	£0	£1,455,227	£0	£1,454,273
Other carriageway-related spend	£195,107	£1,095,321	£160,000	£1,088,905
Total	£5,939,269	£2,550,548	£6,119,000	£2,543,178

B1.2.4 - Additional information on spending on carriageways by type of spend

Temporary reactive repairs are not carried out. Permanent reactive repairs are carried out to avoid repeat visits and is better value for money.
Other carriageway related revenue spend includes winter maintenance, verge maintenance, signs/lines and the annual carriageway condition survey.
Other carriageway related capital spend includes a road marking refresh programme.

B2 – Highway Maintenance Activity (Surface Treatments and Repairs)

B2.1 – Road resurfacing and surface treatments

Financial year	Road receiving preventative road surface treatments (length, km)	Road receiving planned structural maintenance (length, km)	Area receiving planned repair / patching programmes	Area receiving reactive repair / patching (permanent methods)	Area receiving reactive repairs/ patching (temporary methods)
2025-26	8.02 km	18.33 km	15,000 m ²	n/a	n/a
2026-27 (projected)	4.74 km	17.6 km	5,790 m ²	n/a	n/a

B2.1.1 – additional information on surface treatments and repairs

Does table B2.1 reflect all your carriageway-related road surface treatments & repair activities (for example, including pothole repairs)? If no , please add further information on any other types of treatments (planned to be) delivered and their extent in the table below.	Yes
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B2.1.2 – Further information and context

There are no temporary reactive repairs carried out. The approach is to carry out only permanent repairs to eliminate repeat visits to the same location.

Area of reactive repairs is not currently recorded.

In 2025/2026 a large surface dressing programme was carried out which is reflected in the length of preventative road treatment when compared to the planned 2026/2027 programme. Carriageway structural maintenance has been prioritised in 2026/2027 to address more red condition carriageways. Risk allowance in the budget allocation for structural maintenance may not be required and additional sites will be added to the programme.

B3 – Pothole repairs

This section sets out how authorities identify and repair potholes and other defects in carriageways, and how this activity fits within their wider maintenance approach. The Department is clear that prevention is better than cure: planned, preventative maintenance should be the foundation of a well-managed network, reducing the need for repeated reactive interventions

B3.1 – Pothole/Defect intervention criteria

Building on section A3.1, please set out in the table below how your local authority defines potholes and other carriageway defects, and the intervention criteria that apply.

Pothole/Defect category name (as used by your authority)	Minimum investigatory or definitional threshold (e.g. depth, area,	Additional risk or contextual factors considered (e.g. road hierarchy, traffic levels,	Target response time – make safe	Target response time – permanent repair
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	width – include units)	location in carriageway)		
Pothole	At or greater than 40mm deep and 300mm in any horizontal direction.	Hierarchy, usage, location, dimensions	Not applicable. Make safe not used, permanent repairs only used.	Target response time selected from the below depending on safety risk. Emergency 24hr 7day 28day
Step in level	At or greater than 40mm difference in level and 300mm in any horizontal direction	As above	As above	As above
Edge Loss	A location where there is 300mm or more loss of metalled carriageway from the intended line of road edge and a depth loss greater than or equal to 40mm.	As above	As above	As above
Cracking	Where the crack gap is greater than or equal to 40mm with a depth greater than or exceeding 40mm and greater than 300mm in length.	As above	As above	As above
Carriageway Setts, Cobbles, Modular & Imprint Surfacing	At or greater than 40mm deep and 300mm in any horizontal direction.	As above	As above	As above

B3.2 – Number of potholes filled

B3.2.1 - Number of potholes filled in 2025-26 (estimate)	9054
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B3.2.2 - Of these how many do you estimate were resolved using each of the following approaches?

Planned repair / patching programmes	Planned structural maintenance programmes	Reactive repair using temporary repair methods	Reactive repair using permanent repair methods
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No data held	No data held	0 (All pothole repairs are permanent)	9054 (All pothole repairs are permanent)
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B3.2.3 - Additional information on numbers of potholes resolved, by treatment type

Potholes are repaired using a permanent grade asphalt material (Viafix). This approach eliminates repeat visits to the same location. Monitoring of the repairs has found that the material performs well even when used in cold and wet conditions.

CAUTION FOR READERS – Authorities have different criteria for identifying potholes and different methodologies for counting how many they have filled or resolved. Summing the figures in the above table across authorities will therefore not provide a reliable estimate of the total number of potholes filled across England.

B3.3 - Prices of pothole interventions

Unit/average cost of a permanent pothole repair on your network (reactive)	£31.10	Unit/average cost of a temporary pothole repair on your network (reactive)	£N/A
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B3.3.1 - Additional information on pothole prices (optional)

The average cost of each pothole is derived from the labour, plant and material costs. Costs of the highway inspector visiting, assessing and ordering the work have not been included. Significant traffic management costs (e.g. traffic signals or road closures) have not been included. Costs of a temporary repair have not been included as the approach is to carry out permanent repairs only.

B3.4 - Defect repair quality

ID	Question	Yes/no
3.4.1	Do you set requirements to those delivering repairs about the longevity of both a) planned repairs/patching and b) reactive repairs using permanent methods?	Yes
3.4.2	If yes, do you base your material and process specifications on these longevity requirements?	Yes
3.4.3	Do you regularly monitor the appropriateness of the carriageway interventions chosen by your workforce or contractor and the quality of work delivered?	Yes
3.4.4	If yes, do you systematically record information about expected and delivered longevity of repairs?	No

B3.4.5 - Evidence Summary

The term maintenance contract specification contains requirements on the longevity of a permanent repair in the form of a warranty period. The contractor is required to revisit and correct a repair failure if it is identified within that period.

The permanent Viafix repair material that is used for all pothole repairs was trialled and evaluated by the term maintenance contractor in collaboration with the council's highway maintenance team.

Regular joint meetings are held between the council's highway inspectors, the highway maintenance designers and the operational team of the highway maintenance term contractor to agree which maintenance approach is appropriate and to monitor quality of repairs.

B3.4.6 - Additional information

Data that compares expected longevity with delivered longevity of repairs is not currently captured and analysed. The asset management staff resources of the council are planned to be improved over the coming year which will allow more systemic analysis of repairs to be carried out.

B3.5 - Public reporting system for defects and other issues

ID	Question	Answer
3.5.1	Are defect reports from the public routinely used as an input into maintenance planning and inspection regimes?	Yes
3.5.2	Do you inform users about the outcomes from their feedback, including when no action is to be taken?	Yes

B3.5.3 - Evidence Summary

Live updates via Fix My Street system on reports from the public. When repair is finished on site and job is marked as completed it updates the report and notifies the enquirer that works are complete. If marked as "No Action Taken" the enquirer gets an update to say we have taken no action but will continue to monitor the situation.

B3.5.4 - Tools used for reporting

The Fix My Street system is used to allow the public to report highway defects. A live link to the Asset Management System allows seamless work management and feedback to the person who made the report.

B4 – Maintenance of highway structures

Please set out information about other highway structures and assets

B4.1 Highway Structures

ID	Question	Answer
4.1.1	Number of highway structures on your highway network	1004
4.1.2	Number of highway structures with interim measures in accordance with CS470 applied?	31
4.1.3	Number of structures due a General Inspection in 2025-26 in accordance with CS450	235
4.1.4	Number of General Inspections carried out in 2025-26	270
4.1.5	Number of structures due a Principal Inspection in 2025-26 in accordance with CS450	49
4.1.6	Number of Principal Inspections carried out in 2025-26	40

B5 – Asset Management

This section focuses on asset management practices that underpin how the authority plans, prioritises and delivers highways maintenance. It is intended to provide confidence that decisions are evidence led, risk based and aligned to whole life value, in line with the Code of Practice for Well Managed Highways Infrastructure.

B5.1 - Asset Management Strategy and Policy

The questions in this section (B5.1) relate to the asset management condition set out in the 2026–27 [local highways maintenance incentive funding requirements](#). Completion of this section forms part of the evidence required to meet this incentive funding condition.

5.1.1	Please confirm that you understand the answers provided in this section (B5.1) relate to your compliance under the 2026-27 local highways maintenance incentive funding requirements, as set out to your authority via letter to your chief executive in April and as published online.	Yes
5.1.2	Please provide a link to your authority's published highways asset management policy and strategy. Link	
	https://www.bathnes.gov.uk/highway-infrastructure-asset-management-plan	
5.1.3	Please provide the date it was last reviewed or updated	May 2024
5.1.4	Please provide proof of the review or update.	
	The highways asset management policy and plan were fully updated and published in May 2024. The documents cover the period from 2024 to 2028. Pages 3 and 4 of the published document confirm the date of the document and a statement of support from the Director of Place Management.	
5.1.5	If your asset management policy or strategy has not been reviewed or updated since 1 August 2024, please confirm that it will be reviewed or updated by 30 September 2027 and provide a brief timetable for doing so.	
	A review of the policy and plan is currently underway and will be complete and published by end of August 2027. Staff changes during 2026 have delayed the current review.	

B5.1.6 - Further context (optional)

The ongoing review of the policy and plan will incorporate more detail around climate change implications and the approach to mitigate the effects.
Carbon management aspects of the various asset types will be included that will set out how whole life carbon assessment will be considered in deciding the maintenance approach.
Lifecycle modelling will be updated to improve prioritisation of maintenance activities.
The asset management staff resources and capability are planned to be improved over the coming year which will allow more regular review and updating of the asset management strategy and plans for all highway assets.

Key aspects of highways asset management approach

To get a sense of how each local highway authority is implementing best practice for asset management, we ask that you provide the following information across a sample of key areas.

B5.2 - Asset data This section seeks to establish whether asset management decisions are supported by appropriate and up-to-date condition data.

Please complete the table below for your key highway assets.

Asset type	Asset inventory held? (None / Partial / Full)	Condition data held? (None / Partial / Full)
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Carriageways	Full	Full
Footways and cycleways	Full	Partial
Structures	Partial	Partial
Drainage assets	Partial	Partial
Street lighting	Full	Full
Traffic signals	Full	Full

5.2.1 - Further context (optional)

Footways and cycleways – There are gaps in condition data for some foot/cycleways segregated from the carriageway.

Structures – Bridge inventory is full but retaining walls is partial. There are gaps in condition data for some bridges and retaining walls.

Drainage - Inventory for gullies is full but location of all pipes has not been captured.

Traffic Signals and ITS - Assets are managed through a single platform that is also being developed in collaboration with the Department for Transport to support the future digitisation of traffic signal asset data through the Digital Controller Interface Specification (DCIS).

B5.3 – Asset data integration and management

This section seeks to understand the maturity of how asset data is managed and integrated to support planning and investment decisions.

B5.3.1 – Asset data integration

How is asset inventory and condition data for your key highway assets primarily managed? (please indicate one option with an X)

Discrete spreadsheets or documents held by individual teams	
Multiple digital platforms with limited integration	X
A single digital platform or a set of connected platforms used across the highways service	
Other (please set out in further context)	

B5.3.2 - Further context (optional)

Systems used for the asset types include:
 Confirm for carriageway, footway, cycle path, signs and lines.
 Confirm also used for works management with the highway maintenance term contractor.
 KaarbonTech for Drainage
 CausewayOne for Streetlighting
 AMX for Structures
 CAMS for PROW
 Bespoke platform for Traffic Signal and ITS assets developed in collaboration with Department for Transport. Supports future digitisation of traffic signal asset data through the Digital Controller Interface Specification (DCIS)

Systems have been selected on the basis they are best for the asset type. More development required to allow cross system integration.

B5.4 – Lifecycle planning and investment decision-making

This section focuses on whether the authority uses **lifecycle planning** to inform maintenance investment decisions, rather than relying solely on reactive demand or short-term pressures.

ID	Question	Yes / No
5.4.1	Do you use lifecycle plans for carriageways to support maintenance investment decisions?	No
5.4.2	Do you use lifecycle plans for footways to support maintenance investment decisions?	No
5.4.3	Do you use lifecycle plans for structures to support investment decisions?	No

B5.4.4 - Evidence Summary

Lifecycle plans have been produced to determine funding levels for steady state, managed decline and to remove maintenance backlog. Lifecycle planning has not been used in the prioritisation of maintenance of assets. The lifecycle plans need to be refreshed using up to date asset condition with further regular updates carried out to ensure the modelling remains current and asset maintenance is effectively planned and prioritised. When the lifecycle plans have been updated, it will also enable funding scenarios to be reviewed to update what financial allocations are required for all the assets for the desired service levels.

B5.5 – Performance monitoring and continuous improvement

This section focuses on whether the authority monitors the effectiveness of its asset management approach and uses performance information to inform ongoing investment and prioritisation decisions.

ID	Question	Answer
5.5.1	Do you have a defined set of key performance indicators (KPIs) to monitor the outcomes of your highways asset management approach?	No
5.5.2	Are these KPIs reviewed on a regular basis (at least annually)?	No
5.5.3	Are KPI trends used to inform maintenance planning, prioritisation or changes to forward programmes or investment decisions?	No
5.5.4	Have you conducted a value for money review or peer review of your service in the last 3 years	No

B5.5.5 - Evidence Summary

Although we have no KPIs, we provide data to NHT and DfT (Annual condition and work done surveys). We review these national data sets and compare performance with neighbouring authorities and regionally through ADEPT. Where we can learn from others, we have collaborated to evaluate whether we can adapt our approach to use techniques that improves performance.

The asset management staff resource and capability will be improved over the next year which will allow development of a structured approach to capturing and monitoring performance and identifying areas for improvement. A peer review of our asset management approach is being considered.

B6 - Maintaining footways and cycleways

ID	Question	Answer
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6.1.1	Do you have a defined footway hierarchy (e.g. based on footway function and usage levels) that underpins a risk-based approach to inspection frequencies and maintenance programmes?	Yes
6.1.2	For 2026-27, please provide the length of footways that you have earmarked for structural maintenance / reconstruction / renewal	3.86 km
6.1.3	For 2026-27, please provide the length of footways that you have earmarked for preventative maintenance treatments	0 km
6.1.4	Are priority footways and cycleways included in your winter service (e.g. gritting or snow clearance), and in a routine programme for keeping them clear of overgrown vegetation and debris (e.g. sweeping, cutting back)?	Yes
6.1.5	For 2026-27, are you planning to deliver structural or preventative maintenance to cycleways which is not yet covered as part of your carriageway maintenance programmes or footway maintenance programmes (e.g. segregated cycleways that are not shared with pedestrians or motorists). If yes, please set out the length of such cycleways that you have earmarked for:	No
	a. Structural maintenance / reconstruction (in km)	0 km
	b. Preventative maintenance treatments (in km)	0 km

B6.1.6 - Please provide any brief additional information you consider helpful in explaining your approach to maintaining footways and cycleways

The focus over the recent years has been identifying footways that are in poor condition and that present a safety risk to the public. Due to a historic backlog of footway maintenance this has resulted in structural maintenance and reconstruction being prioritised rather than preventative measures to arrest deterioration. Because large areas of Bath and other historic areas in the authority have stone slab paving, it increases the costs of maintenance and limits the amount of work that can be delivered each year. The stone slab paving also cannot be treated with preventative measures like slurry sealing and micro asphalt.

B6.1.7 - Evidence Summary

For 2026/2027 we have prioritised a significant length of footways to be resurfaced. This has been possible because of the additional Corporate Supported Borrowing funding that the council has allocated to the maintenance budget. We plan to replace stone slab paving at two sites and carry out asphalt concrete resurfacing at eight other sites. We do not plan to carry out maintenance to any cycleways as the majority of the cycleways are on carriageway and do not currently require treatment.

B7 – Drainage

ID	Question	Answer
7.1.1	Please provide an estimate of your drainage maintenance expenditure split (in percentages) between:	
	a) Reactive (incident- or failure-driven) maintenance	18%
	b) Planned maintenance (routine/cyclical and/or risk-based)	82%
7.1.2	Does your authority utilise a digital drainage management platform, covering asset inventory, inspection history, sensor data, and risk scoring?	Yes
7.1.3	Do you maintain a record of locations where drainage issues are known to cause or contribute to carriageway deterioration or surface water ponding?	Yes

7.1.4	Do you utilise smart sensors or other remote monitoring technologies to monitor performance of your drainage assets. If yes please provide some high level information in bullet points below	No
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B7.1.5 - Evidence Summary

7.1.2 – KaarbonTech is the asset management platform. Drainage assets have not been fully risk scored. Planned and reactive work is risk based: • Biennial (every two years) – urban gullies • Annual (once a year) – main road and rural gullies (priority to main roads) • Biannual (twice a year) – fast roads (dual carriageway) • Quarterly (four times a year) – special attention gullies, where high risk of property/highway flooding
7.1.3 – Special attention gullies prioritised to be cleaned quarterly to reduce surface water ponding
7.1.4 – Smart sensors have been considered and trialled, but benefit is not large enough to justify additional cost to install and maintain.

B7.1.6 – Further context on approach to drainage asset management

Gully cleaning is independently audited. Gullies that have been cleaned are checked to confirm the contractor has completed in accordance with instructions. In 2025/2026, 2,422 gullies were audited with a 97% pass rate.
A review on whether moving to a risk-based approach would return long term benefits will be carried out. Costs to carry out and maintain the risk-based approach being compiled and impact to budgets evaluated against the benefit the approach may bring.
In 2023 the council provided additional funding to introduce a third gully tanker, which enhanced our planned gully cleansing programme improved resilience.

B8 – Skills and training

ID	Question	Answer
8.1.1	Do you have an up-to-date training and development plan for those responsible for highways asset management in your authority?	Yes
8.1.2	Do you or your main highways contractors support professional development through a recognised professional training scheme (e.g. Institution of Civil Engineers (ICE) or Institution of Highway Engineers (IHE))?	No
8.1.3	Does your authority contribute towards the cost of professional membership or professional development required for relevant highways roles?	Yes
8.1.4	Do you employ a professionally qualified engineer (e.g. Chartered Engineer (CEng) or equivalent competence) with responsibility for the management of highway structures (either in house or through a contracted arrangement)?	Yes
8.1.5	Does your authority define competence requirements for key highways asset management roles and take steps to address any identified gaps (either directly or through contractual arrangements)?	No
8.1.6	Do you or your main contractors support early career development in your local area, for example through apprentice schemes, traineeships or pre-apprenticeship programmes, sponsored qualifications (e.g. HNC/HND, degree, MSc), graduate schemes etc	Yes

B8.1.7 - Evidence Summary

The council does not have a formal professional training and development plan. Performance reviews identify training and development. CPD is carried out as required by membership of professional institutions.

The council does not have a formal training agreement in place with the ICE or IHE.

The authority funds membership of one professional body where required by the role.

We have an Incorporated Structural Engineer with 30+ years of experience in management of highway structures. Chartered structural and civil engineers are engaged through our supply chain.

We currently have one Level 4 apprentice. Our term maintenance contractor has one electrical apprentice.

B8.1.8 – Further context on skills/training (optional)

We recognise that developing early careers is key to maintaining a strong, competent workforce. We are adding apprentices to the staff structure gradually and anticipate recruiting at least one more apprentice over the coming year. We added care experience to our protected characteristics and along with the armed forces covenant and ex-offenders' policy ensure that there are opportunities for everyone.

The Step into Highways programme that our term maintenance contractor, Volker Highways, has introduced is delivered with the Department for Work and Pensions, local colleges and educational institutions. It provides hands-on industry exposure through depot tours, career pathway discussions, team presentations and demonstrations of specialist plant and vehicles. Showcasing the breadth of opportunities available, the programme supports local people into sustainable careers, contributing to skills development, apprenticeships and long-term workforce resilience.

Full details can be found here.

[VolkerHighways launches Step into Highways programme | VolkerHighways](#)

B9 – Adapting roads to withstand climate pressures

Climate and environmental factors, such as heavy rainfall, prolonged heat, and freeze-thaw cycles, are integral to effective highways asset management, as they influence asset performance, deterioration rates and long-term resilience. Understanding both the impacts of a changing climate and the carbon implications of maintenance activities supports better decision-making, helping authorities to optimise durability, manage risk and deliver best whole life value from their assets.

ID	Question	Yes/no
9.1.1	Have you updated your asset management policy and strategy to reflect the increased probability of extreme-weather and/or geohazards now and in the future?	No
9.1.2	Have you identified your resilient network and agree this with senior decision-makers	Yes
9.1.3	If yes when did you last update this.	N/A
9.1.4	Have you identified locations that are repeatedly affected by extreme weather (e.g. flooding, heat damage, storms)?	Yes – formally recorded
9.1.5	Which climate-adaptation measures are currently implemented on your network?	

	- Targeted drainage upgrades or maintenance	Yes
	- Natural flood management / SuDS	No
	- targeted slope / ground stability / landslip mitigation	Yes
	- Heat-resilient materials or surface treatments	Yes
	- Tree planting / shading for heat management	No
	- Other (please specify)	No
	- None of the above	No
9.1.6	Have you measured and benchmarked the greenhouse gas emissions from your highways maintenance service using a recognised industry standard? Or do you have arrangements in place to do this, such as by signing up to the DfT funded ADEPT Carbon Leadership Programme.	Yes
9.1.7	Have you formally engaged with the DfT funded ADEPT live labs 2 Programme, to understand what lessons your authority can utilise to increase the efficiency of your operations and support decarbonisation efforts?	Yes

B9.1.8 - Evidence Summary

The asset management policy and strategy is currently being updated and will include details around how extreme weather and geohazards will be managed.

The resilient network has been identified, and work is ongoing to define response to times when the network is at risk.

Known flooding locations identified and recorded, no known heat damage locations formally recorded.

ADEPT Carbon Leadership programme data was submitted earlier this year in collaboration with Volker Highways and Atkins Realis which benchmarked the authority against others.

Staff have signed the ADEPT Live Labs pledge and are referring to resources when planning and making maintenance decisions.

B9.1.9 - Further context on your adaptation / resilience activities

The use of surface dressing as a preventative treatment is being reviewed because of performance and longevity in high temperatures. Currently micro asphalt is the preferred treatment until confidence in surface dressing materials can be built.

An example of identifying and managing risk around flooding is the voluntary Chew Magna flood wardens who are key in managing the response to local flooding in that area.

An example of managing the resilient network in flood conditions is the A431 Swineford flood road closure that is put in place when the River Avon is predicted to be flooded. Joint working with South Gloucestershire Council ensures the advance signs are uncovered to warn motorists of the road closure.

The pothole repair material that is used, Vifix, is a permanent grade material that has proven to be resilient in extreme temperatures in other countries (hot/cold) and performs extremely well within the authority.

The use of Natural flood management and SUDs will be a key part of the soon to be updated Strategic Flood Management Strategy. Work is being carried out to identify locations and catchments that will benefit the most from the use of these features.

B10 – Innovation

ID	Question	Yes / No
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10.1.1	Do your procurement and contracting approaches encourage and reward innovative practice?	Yes
10.1.2	Can you demonstrate that innovative materials and practices are regularly reviewed and, where appropriate, integrated into business-as-usual operations?	Yes
10.1.3	If you have conducted innovation trials, have you shared the findings of these publicly or with professional networks?	Yes

10.1.4 - Evidence Summary

Trials of flowable mastic, spray patching, thermal road repair and Viafix pothole repairs have all been successful resulting in them being embedded into normal operations.

Traffic Signals and ITS services are delivered through a multi authority collaborative contract arrangement which promotes innovation and continuous improvement.

In partnership with the Council, Volker Highways is using FYLD's AI-powered platform to deliver safer, more efficient and better-supervised frontline operations. The approach achieved zero incidents, and zero service strikes during the trial period, despite identifying over 1,200 hazards and 184 service crossings.

B10.1.5 - Further context on your innovation activities

Collaborative working between neighbouring authorities and at regional level on all asset types supports the sharing of innovation outcomes, lessons learned and best practice. The term maintenance contractor, Volker Highways, is trialling biomethane powered vehicles and has trialled electric wacker plates, breaker packs, disc cutter and reciprocating saw which established the technology is not always suitable.

10.2 – Examples of innovations that have been adopted

Guidance - please provide examples of innovations that have moved beyond trial into operational use in your authority. For each example outline: What was implemented, what impacts it has had (e.g. cost, performance, safety), and the scale of adoption.

The use of the Viafix pothole repair material has not only shown that the material performs well but along with the use of spray patching, thermal road repair and flowable mastic, the requirement for excavation and disposal of materials is greatly reduced. These repair methods also reduce the carbon impact. Health and Safety benefits are also demonstrated by reduction in Hand Arm Vibration Syndrome.

Traffic signal innovation includes trialling and deployment of above ground vehicle detection technology, including radar based multi lane detection systems, as an alternative to traditional inductive loop detection. Adoption has reduced the requirement for carriageway excavation, minimised disruption to road users, lowered maintenance costs and improved asset resilience. The technology is now routinely specified for new installations and asset renewal schemes.

Introduction of proactive structural condition surveys for traffic signal poles and associated infrastructure. Survey data is used to identify deterioration and prioritise preventative maintenance interventions before asset failure occurs. This has improved asset management decision making, reduced safety risks and enabled targeted investment in the highest risk assets.

The FYLD AI-powered platform that the term maintenance contractor, Volker Highways, has adopted uses AI-enabled video risk assessments. Supervision increasing from 0.61% to 60% through a blend of onsite and remote oversight. Digital workflows reduced non-

value administrative time by 75%, saving approximately 800 hours, while wrap-up videos on 66% of jobs provided robust evidence to resolve issues quickly and defend claims.

B11 – Working with utility companies to reduce disruption to road users

ID	Question	Yes / No
11.1.1	Do you routinely monitor and enforce utility works quality as part of your streetworks management?	Yes
11.1.2	Have you undertaken a senior-endorsed assessment of whether a lane rental scheme would be suitable for your area?	Yes
11.1.3	Do you seek input from utility companies when determining your highways maintenance programme to help reduce disruption?	Yes
11.1.4	Have you conducted and published a permit scheme evaluation within the last three years?	Yes
11.1.5	Have you conducted a traffic sensitive review in the last three years?	Yes

11.1.6 - Evidence Summary

Compliance checks and performance review are regularly carried out. Evidence is on data reports and Street Manager.

Working with an external traffic management consultant, we have recently commenced a feasibility study to assess whether a Lane Rental scheme would be appropriate and feasible for the authority.

Where utility apparatus is located within, or likely to be affected by, planned highway maintenance works, the relevant utility companies are consulted during the planning and survey stages.

The permit scheme is reviewed and adjusted annually. The last review was carried in July 2026.

The last traffic sensitive review was carried out in April 2024.

B11.1.7 - Further context

N/A

B12 – Managing highways maintenance contracts effectively

Only answer this sections if you utilise a contractor to deliver any of your **carriageway** maintenance operations, including structural maintenance, planned repairs / patching, or reactive repairs / patching.

ID	Question	Yes / No
12.1.1	Does your authority retain in-house technical capability to independently assess maintenance interventions proposed by contractors?	Yes
12.1.2	Do you routinely analyse actual unit costs (for example £/m ² of road surface treatments, or £/pothole repair) for core highways	Yes

	maintenance activities delivered under contract and compare them against benchmarks or historic performance?	
12.1.3	Do you have defined KPIs for your highways maintenance contract(s), and are they actively monitored by your authority to manage performance?	Yes
12.1.4	If reactive pothole repairs are delivered by a contractor, do your contracting arrangements incentivise single-visit permanent repairs where it is safe and appropriate to do so?	Yes

12.1.5 - Evidence Summary

Highway Term Maintenance Contract has KPIs in the following areas:

- Health & Safety
- Operational – Planned & Reactive
- Schemes
- Commercial
- Sustainability
- Social Value

Traffic Signals Joint Maintenance Contract is an output-based contract with performance measured through asset availability, Service Level Indicators (SLIs) and Service Failure Points (SFPs)

Highway and Public Realm Lighting Maintenance and Improvement Contract has nine KPIs that monitor the contractor's performance.

Pothole repairs are 100% permanent which eliminates the need to make repeat visits.

B12.1.6 - Further context

The KPIs in the Highway Term Maintenance Contract and the Highway and Public Realm Lighting Maintenance and Improvement Contract are monitored in operational and strategic board meetings. Trends are identified and action plans agreed. The current suite of KPIs is being reviewed to help drive further improvement and innovation.

For the Traffic Signal Contract, site availability is assessed against the operational performance of the installed equipment and its ability to meet the required technical and operational specification. Failure to achieve contractual performance thresholds results in the application of SLIs, which may lead to financial abatements, and the allocation of SFPs. Persistent accumulation of SFPs can trigger formal contractual remedies and performance improvement measures.

The authority retains in house technical expertise to review contractor performance, assess proposed interventions and monitor compliance against contractual KPIs.