South Gloucestershire Council

Highways maintenance transparency report

2026/27

Contents

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

A1 – What we are responsible for maintaining

Our highway assets are the diverse elements of infrastructure that support travelling throughout South Gloucestershire. This includes the carriageways, footways, cycleways and public rights of way of which the lengths can be found below

- **Carriageways**: total length 1587 km
- **Footways**: total length 1400 km
- **Cycleways**: total length 123 km
- **Public Right of Way**: total length 1268 km

Associated with this will be highway structures, drainage, traffic signals and street lighting and the numbers of these particular asset numbers can be found below

- **Traffic signal junctions and crossing sites**: 220 sites
- **Drainage**: 49,800 Gullies & 440km pipes
- **Structures**: 1130
- **Street Lights**: 30932

Associated with these main assets are ancillary items such as road signs, posts, road markings, benches, bollards to name a few. All of which are vital in ensuring the safe passage of pedestrians, vehicles and all other road users.

South Gloucestershire is fast growing authority, developing in terms of housing and industry, with 22,500 new homes planned to be built between 2026 and 2041. This development will bring additional asset lengths (roads) and numbers for the council to maintain as well as the additional traffic volumes within the area.

All assets maintained by the council are to be inspected, maintained and replaced when necessary and regular surveys will be carried out on the high value asset types, so the council know the current condition to be able to plan future maintenance programmes.

Additional challenges in recent years are changing weather patterns with both hotter summers and wetter winters which brings a different type of defect to certain asset types and in particular the road network.

A2 – Road conditions in South Gloucestershire

A2.1. A roads

Year	Percentage of road in red category	Percentage of road in amber category	Percentage of road in green category
2023	3%	20%	77%
2024	3%	20%	77%
2025	3%	18%	79%

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	7%	27%	66%
2024	7%	27%	66%
2025	8%	30%	62%

A2.3. U roads

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

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

The council predominantly uses a technique called SCANNER surveys to measure the road condition and the authority's strategy has been to improve the condition of the highway. In reality, however, maintaining a steady state of condition as much as possible across all different road categories is the most achievable strategy with the finances available. This gives rise to the financial dilemma whereby resources are focused on the most deserving road category causing other categories to suffer.

The current figures show a consistent level of condition on the strategic A roads which is the most important part of the road network. Maintaining this level does seem to be having a detrimental effect on the B and C roads. When you look further into these figures it is the C class rural network that is in the poorest condition.

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

A3.1. – What is a pothole?

South Gloucestershire defines a pothole as an isolated and defined hole in the highway surface with vertical sides that is likely to cause a nuisance or danger to highway users.

Dimensions of a defect will be either 30mm or 40mm deep and with a width of 300mm. Defect repair times will depend on the nature or road it is upon. The busier the road the quicker the response time will be. Priority 1 defects will be repaired within 24 hours, Priority 2 within 2 weeks, priority 3 within 12 weeks and priority 4 which are added to a future programme with no set time scale.

Potholes form on the network under freeze/thaw hydraulic process and enhanced traffic impact. Cracks will form which will allow water to penetrate the lower levels of the road. Repeated freeze thaw cycles then take place weakening the pavement structure and forming surface defects. Sealing roads through surface treatments and restricting water ingress is paramount in maintaining good quality road surfaces.

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

South Gloucestershire Council filled 13,141 potholes in 25/26. The council is proactive in preventative maintenance techniques to stop potholes forming in the first place. This will include treatments such as surface dressing and micro asphalt programmes that will seal the roads to stop the ingress of water and protect the under-laying layers of the road. A new technique the council has started using is an elastomac material to also seal roads where there is cracking and crazing present to prevent them forming into defects. The council has carried out a study to identify pothole cluster sites where multiple defects have been repaired in the same location and are now using the elastomac material to seal these areas to prevent the potholes reappearing and to protect the adjacent road surface and prolong the life of the road.

South Gloucestershire Council currently has five pothole gangs dealing with defects on the network and we use a permanent first-time repair approach to fix the defects at the initial visit. This is to avoid repeat visits and reduce the disruption to the travelling public. We work on a risk based approach and we do have to prioritise the strategic network over the lower use roads to reduce the risk.

It is currently unavoidable that some roads will need to be fully resurfaced and the top layer or layers (reconstruction) removed and re-laid. This is the most expensive treatment the council will carry out and although inevitable the asset management approach is to try and prevent the roads getting into this poor condition in the first place.

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

Members of the public can report potholes and other highway defects via our web site and/or app. Report it - South Gloucestershire Council

South Gloucestershire Council uses Microsoft Dynamics as the front facing system to initially take in any defects. Once reported they will end up in our asset management system “Alloy” which will hold all defect records including subsequent inspections and repairs.

The council has recently launched a phone app where members of the public can now log defects via this app on their mobile phones. This can also be used to see waste collection schedules and dates, as well as other informative messages from the council.

A3.4. What happens after a pothole is reported

Once a pothole or highway defect is reported then a reference will be generated and emailed back to the resident (if requested) or shown on the final submission screen. Most defects will go straight through to a pothole gang for repair. If multiple defects are reported in one place, then these may well be inspected and assessed by an inspector and then a job will be

raised. The inspector can then pass this road over for further assessment to the asset management team for a possible future resurfacing scheme.

If the resident has joined the customer portal, they will receive an automatic update on the status of the inspection and/or the defect repair. This will be in the form of an email or a text message. Once the defect is completed then the resident will receive a message confirming this work.

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	£15,002,000	£26,210,000	£29,287,000
Of which spent on:			
Carriageways	£ 8,257,000	£15,122,000	£18,552,000
Footways	£ 302,000	£ 732,000	£ 1,006,000
Cycleways	£ 77,000	£ 666,000	£ 412,000
Structures (for example bridges or tunnels)	£ 1,331,000	£ 4,766,000	£ 4,989,000
Drainage	£ 1,028,000	£ 1,395,000	£ 854,000
Street lighting	£ 1,014,000	£ 1,046,000	£ 997,000
Traffic Signals	£ 1,128,000	£ 801,000	£ 1,030,000
Safety Fence & Barriers	£ 55,000	£ 199,000	£ 90,000
Winter Maintenance	£ 777,000	£ 877,000	£ 653,000
Other assets	£ 763,000	£ 606,000	£ 704,000

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	£10,189,000	£22,357,000	£20,454,000
[if applicable]: Additional highways maintenance funding provided by the Council or third parties	£ 5,543,000	£5,893,000	£5,611,000
Total	£15,732,000	£28,250,000	£26,065,000

A5 – Our maintenance plans for this year

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

The councils resurfacing programme in 2026/27 will resurface over 46km of carriageway in 2026/27. This is split between capital budgets and grant funded capital projects, predominantly the City Region Sustainable Transport Settlement (CRSTS) project. This project is benefitting from improvements to the existing network such as the adjacent roads being resurfaced and the improvement of existing foot and cycleways which will lessen the burden on the maintenance budgets over the coming years. This list does not include any new infrastructure.

The breakdown by treatment length can be found below.

Carriageway Resurfacing (renewal) – 21.8km

Carriageway Resurfacing (preventative) – 24.7km

Footway Resurfacing – 26.5km

Cycleway Resurfacing – 5.6km

White Lining Centre Line Refreshment - 128.877km

Other major works include the structural refurbishment of the Fly Over on the A38 in Filton. This project is being carried out over two years at a cost of £8million.

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

This link represents the council's annual maintenance programme.

Capital_Maintenance_Programme.pdf

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

The council hold all carriageway condition information in a pavement management system. Within this system we carry out a robust priority scoring process that will rank each road (or section of) into a priority order to ensure the budget is spent in the correct locations to achieve best value. Our asset management approach uses factors such as survey data (condition), defect numbers, safety inspections, accident records, resident's reports, social considerations, pothole data, road hierarchy and also identifies the suitable treatment (early or late intervention surfacing scheme).

This process enables us to produce long term programmes of work and allows us to carry out testing of the roads or footways so we can design the maintenance solution at the earliest opportunity.

We will then work with stakeholders such as utility companies and inform them of the draft programmes. If there is a clash of works, we can either delay a scheme or try to get the utility company to bring their project forward.

Transparency report – Technical Annex

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	£ 8,754,000	£10,490,000	£10,477,000
Other **DfT** capital funding utilised by local authority for highways maintenance	£ 1,444,000	£11,867,000	£ 9,977,000
Other **Government** capital funding allocated by local authority to Highways Maintenance	£	£	£
Other capital funding allocated to highways maintenance	£1,000,000	£1,000,000	£1,000,000
Total Capital funding allocated to highways maintenance	£11,189,000	£23,357,000	£21,454,000

B1.1.2 - Additional information on funding figures

*In 2024-25 the council was paying back money that was brought forward from a previous year's budget totalling £1.2million. This was predominately spent on preventive maintenance to halt the decline of certain areas of the network. **Other DfT capital funding is predominately the CRSTS allocation. This is both the maintenance element and the new build element. The above figures only include where the existing asset has been improved or enhanced and does not include brand new infrastructure.

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**

Financial year	2024-25	2025-26	2026-27 (projected)
Total highways maintenance capital spend	£10,137,000	£20,748,000	£24,676,000
Total highways maintenance revenue spend	£ 4,865,000	£ 5,462,000	£ 4,611,000
Total spend	£15,002,000*	£26,210,000**	£29,287,000

B1.2.2 - Additional information on total spending figures

*In 2024-25 the council was paying back money that was brought forward from a previous year's budget totalling £1.2million. This was predominately spent on preventive maintenance to halt the decline of certain areas of the network.
** Due to the large scale structures project of £8million pounds the budget was re-profiled with £1.5million capital funds to be spent in 26-27 rather than 25-26.
A38 Gloucester Road flyover - South Gloucestershire Council
After significant subsidence on Foss Lane, Oldbury-On-Severn the council was preparing to spend £500,000 in 2025-26 to repair this significant safety concern. The design of this project has proved difficult and time consuming and will now be carried out in 26/27. The road is currently under two-way temporary signals to keep the traffic off the area of subsidence. (4) Two-way temporary... - South Gloucestershire Council StreetCare | Facebook

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	£1,185,000	£	£1,823,000	£ 350,000
Structural carriageway maintenance	£11,100,000	£	£13,778,000	£
Planned carriageway **repair / patching** programmes	£ 779,000	£	£ 876,000	£
Reactive carriageway maintenance				
Reactive carriageway **repairs / patching** (**temporary repairs**)	£	£	£	£
Reactive carriageway **repairs / patching** (**permanent repairs**)	£ 123,000	£1,580,000	£70,000	£1,359,000
Reactive carriageway **repairs / patching (total)**	£ 123,000	£1,580,000	£ 70,000	£1,359,000
***Other** carriageway-related spend*	£ 355,00	£	£ 297,000	£
Total	£13,542,000	£1,580,000	£16,844,000	£1,709,000

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

Reactive carriageway repairs will include pothole defect repair revenue spend. The council is committed to a fix first time repair so no temporary reactive repairs are undertaken on the network.

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	11.1km	20.4km	19,666 m^2	3948 m^2	m^2
2026-27 projected	24.7km	21.8km	7,556 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.	**No**

B2.1.2 – Further information and context

This predominately shows the capital surfacing spend such as resurfacing, surface dressing and patching. The 3948sq/m recorded under reactive repairs is taken from out asset management system but will not be an exact figure and does not include the larger patching areas carried out under reactive revenue budget. It will include pothole repairs but again the measurements may not be 100% accurate as a lot of pothole reports come in set measurement values to make reporting easier for the general public.	**No**

B3 – Pothole repairs

B3.1 – Pothole/Defect intervention criteria

Building on section A3.1, the table below shows how South Gloucestershire defines potholes and other carriageway defects, and the intervention criteria that apply.

Pothole/Defect category name	Minimum investigatory or definitional threshold (width, depth mm)	Additional risk or contextual factors considered (road hierarchy)	Target response time – make safe	Target response time – permanent repair
Pothole Priority (P) 1	**300x300x40mm**	**Road Hierarchy 2-8**	**24 hours**	**24 hours**
Pothole Priority (P) 2	**300x300x30mm**	**Road Hierarchy 2-4**	**2 weeks**	**2 weeks**
Pothole Priority (P) 3	**300x300x30mm**	**Road Hierarchy 5-8**	**12 weeks**	**12 weeks**
Iron Work P1	**Cover Missing or Displaced**	**Road Hierarchy 2-8**	**24 hours**	**24 hours**
Iron Work P2	**Iron Work Loose**	**Road Hierarchy 2-4**	**2 weeks**	**2 weeks**
Iron Work P3	**Iron Work Loose**	**Road Hierarchy 5-8**	**12 weeks**	**12 weeks**
Edge Defect P1	**150x100mm**	**Road Hierarchy 2**	**24 hours**	**24 hours**
Edge Defect P3	**150x40mm**	**Road Hierarchy 2**	**12 weeks**	**12 weeks**
	150x100mm	**Road Hierarchy 3-4**	**12 weeks**	**12 weeks**
Edge Defect P4	**100x40mm**	**Road Hierarchy 2**	**Programme**	**Programme**
	150x40mm	**Road Hierarchy 3-4**	**Programme**	**Programme**
	150x100mm	**Road Hierarchy 5-8**	**Programme**	**Programme**
Cracking P2	**100x40mm**	**Road Hierarchy 2-4**	**14 days**	**14 days**
Cracking P3	**100x40mm**	**Road Hierarchy 5-8**	**12 weeks**	**12 weeks**
Crazing P4	**10m2 in area**	**Road Hierarchy 2-4**	**Programme**	**Programme**
Crazing P4	**50m2 in area**	**Road Hierarchy 5-8**	**Programme**	**Programme**
Trench Defect P1	**+/- > 40mm**	**Road Hierarchy 2-4**	**24 hours**	**24 hours**
Trench Defect P2	**+/- > 40mm**	**Road Hierarchy 5-8**	**2 weeks**	**2 weeks**
Trench Defect P3	**+/- > 30mm**	**Road Hierarchy 2-4**	**12 weeks**	**12 weeks**
Trench Defect P4	**+/- > 30mm**	**Road Hierarchy 5-8**	**Programme**	**Programme**
Road Marking P2	**Missing**	**Road Hierarchy 2-8**	**2 weeks**	**2 weeks**
Road Marking P4	**Faded**	**Road Hierarchy 2-8**	**Programme**	**Programme**

B3.2 – Number of potholes filled

B3.2.1 - Number of potholes filled in 2025-26 (estimate)	13,141

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
No Data	No Data	No Data	13,141

B3.2.3 - Additional information on numbers of potholes resolved, by treatment type

The council is committed to a first-time permanent fix of all potholes. We do not collect data to show how many defects are repaired on planned structural or planned patching programmes.

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)	£86	Unit/average cost of a temporary pothole repair on your network (reactive)	£ N/A

B3.3.1 - Additional information on pothole prices (optional)

Getting an exact price of fixing potholes is a difficult task. Some defects will require extensive traffic management and even shutting roads to repair potholes. This puts extreme pressure on the budget and will mean these defects are substantially more than the average figure above to repair.

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

Toolbox talks are regularly carried out to all pothole gangs and other maintenance gangs regarding quality of repair and best practice.

The council will use hot laid material and cut back where possible for a good clean repair and carry out fix first time pothole repairs.

The internal work force works to the inspection policy and the intervention criteria set out in the manual. Photographic evidence is collected and monitored on all defect repairs.

The Asset management system “Alloy” records potholes spatially and this allows early failures to be identified and there is a plan to introduce sample checks throughout the year.

B3.4.6 - Additional information

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

Defect reports made by the public through the Report it - South Gloucestershire Council will go towards the prioritisation of the annual capital resurfacing programme. The council will use pothole numbers found within the area to be resurfaced as a weighted factor to score that specific site.

Residents can request feedback on all defect reports by signing up to the online portal. Once this is done residents will receive status updates on the progress of their reports. This will confirm that the repair will be undertaken (if deemed necessary) and will inform them once the job is complete.

B3.5.4 - Tools used for reporting

South Gloucestershire Council use an internal specifically made system to facilitate reports on highway defects.

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	*1316*
4.1.2	Number of highway structures with interim measures in accordance with CS470 applied?	*11*
4.1.3	Number of structures due a **General Inspection** in 2025-26 in accordance with CS450	*368*
4.1.4	Number of **General Inspections** carried out in 2025-26	*462*
4.1.5	Number of structures due a **Principal Inspection** in 2025-26 in accordance with CS450	*59*
4.1.6	Number of **Principal Inspections** carried out in 2025-26	*32*

B5 – Asset Management

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
	Highway Asset Management Framework

5.1.3	Please provide the date it was last reviewed or updated	Date 2025

5.1.4	Please provide proof of the review or update.
	Although not signed off by members the updated strategy and policy was reviewed and updated to extend to 2027. A more thorough review is planned for 2026/27, and we aim to publish this new strategy in 2027 which will then be fully signed off by local members.
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.
	There is a full review of the asset management strategy and policy planned for the 26/27 financial year, and we aim to have this signed off by members by the summer of 2027. The full timetable can be seen below.

B5.1.6 - Further context

The timeline of the project is as follows: -

October 2026 – Stage 1 – Mobilisation and information gathering.
Output = Agreed project brief, programme and schedule.

October 2026 – Stage 2 – Review of the existing framework and current requirements.
Output = Concise review findings and an agreed schedule of updates.

November 2026 – Stage 3 – Strategic alignment and officer engagement
Output = Confirmed strategic context, key messages and evidence based.

December 2026 – Stage 4 - Preparation of the updated framework
Output = Complete first draft of the Highway AM framework

January 2027 – Stage 5 – Improvement plan and quality review
Output = Draft framework and three-year improvement plan.

February 2027 – Stage 6 – Council Review and Finalisation
Output = Member briefing and sign off.

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)
Carriageways	Full	Full
Footways and cycleways	Full	Full
Structures	Full	Full
Drainage assets	Partial	Partial
Street lighting	Full	Full
Traffic signals	Full	Full

5.2.1 - Further context (optional)

South Gloucestershire Council is certified to ISO55001 which is an international standard and provides a structured framework requiring organisations to manage their assets effectively. This is achieved through actions such as defining policy, recording and maintaining an Asset Register, assessing Risks and Opportunities, compiling an Asset Management Plan and monitoring performance data, with the aim of continual improvement and maximising the value of assets throughout their lifecycle. SGC has held this certification since 2019 and has a comprehensive ISO55001 Internal Audit schedule, carries out regular Management Reviews, and is subject to external audits twice a year.

South Gloucestershire Council has a robust process to ensure the asset information is up to date. All new adopted roads, footways and cycleways are sent to the asset management team for them to record these new assets ensuring lengths and areas of the network are correct. Drainage, street lighting and signals are also recorded by the relevant department. Drainage assets is the one area where a full inventory has not yet been established. We have a full record of the gulley assets but the infrastructure that can not be seen without CCTV surveys, such as the drainage pipes, will not be 100% held.

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)

The council holds three main platforms to hold its asset data with the majority of the information held in the asset management system Alloy (Causeway). The council is moving towards one digital platform with Highways, Drainage, Street Lighting all migrating over to Alloy since 2020. We are currently moving our open spaces and highways verges onto this system. Our structures assets are held in AMX and our signals information is held within Imtrac and we share information via a mapping solution so that the asset data is easily shared across departments.

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?	**Yes**
5.4.2	Do you use lifecycle plans for **footways** to support maintenance investment decisions?	**Yes**
5.4.3	Do you use lifecycle plans for **structures** to support investment decisions?	**Yes**

B5.4.4 - Evidence Summary

The council has used life cycle plans for its carriageway planning for many years. It has routinely used the HMEP Toolkits released a decade ago to help strategize where the council needs to direct its budgets. Evaluations from these reports has led to the council focusing on the strategic network and this has maintained its steady state road condition. Examples of carriageway and footway life cycle plans can be found in the Highway Asset Management Framework We are currently using Structures Lifecycle Plans to support the long-term management of our bridges, retaining walls, culverts and other highway structures. By analysing inspection, condition and performance data, we are forecasting how assets are likely to deteriorate over time and identifying the most appropriate maintenance, repair, renewal and replacement interventions throughout their lifecycle. This approach enables us to plan investment based on evidence, prioritise preventative maintenance, manage asset risks and optimise whole-life costs.

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?	**Yes**
5.5.2	Are these KPIs reviewed on a regular basis (at least annually)?	**Yes**
5.5.3	Are KPI trends used to inform maintenance planning, prioritisation or changes to forward programmes or investment decisions?	**Yes**
5.5.4	Have you conducted a value for money review or peer review of your service in the last 3 years	**Yes**

B5.5.5 - Evidence Summary

The council reports back on certain highway criteria on a regular basis (3 monthly) and reviewed at senior management and member level. The main highway areas focused upon are Road Condition, Pothole Repairs, Customer led inspections and safety inspections. If the recommended figure or target is not met, then a narrative will be required to explain the reasoning.

An external consultant's peer review undertaken in 2025, concluded that the service is delivering effective outcomes for residents and maintaining key assets despite increasing financial pressures. The review identified a number of positive practices, including experienced operational leadership, committed staff, and a strong focus on safety and statutory responsibilities. Overall, the review found that the service provides good value for money and is well positioned to continue improving through a robust evidence-based approach to investment and whole-life asset management.

B6 - Maintaining footways and cycleways

ID	Question	Answer
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**	**26.5 km**
6.1.3	For 2026-27, please provide the length of **footways** that you have earmarked for **preventative** maintenance treatments	**8.9 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:	**Yes**
	a. Structural maintenance / reconstruction (in km)	**5.6 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

South Gloucestershire Council are proactive in maintaining both footways and cycleways across the authority. The rapid increase in active travel provisions makes it essential to keep these networks in good condition. The council has carried out preventative programmes on their footway network for many years in the form of slurry seal programmes to prolong the life.

Off carriageway cycleways are also an important element of sustainable travel for the provision of cycling to reduce the impact on motor vehicles to climate change and the road networks. The council again carries out maintenance on cycle lanes every year to ensure this part of the network is well maintained. Regular video surveys carried out on foot and bicycle are used to monitor the condition of the cycle networks and in conjunction with the cycle hierarchy, is also a tool to locate and programme the most appropriate areas for treatment.

B6.1.7 - Evidence Summary

The most recent survey on the off-carriageway cycle way network shows that over 65% of the network is in good condition (Grade 1-2) with only 2.5 % falling into grade 4-5 (poor). The remaining figure is an average condition. Using the surveys the council has been able to highlight the very poor areas of the network over the last few years to ensure these cycle ways are located and treated within the annual maintenance programmes.

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	**35 %**
	b) Planned maintenance (routine/cyclical and/or risk-based)	**65 %**
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**
	Guidance – This is space for additional information on sensors/technologies for remote monitoring – please list technologies used in bullet form, including approximate number of installations. The council does not use remote monitoring/sensors for our road gully assets, although we do operate a small number (approx. 15) of water level sensors located in specific locations along our river/open watercourse network. Telemetry information gathered is for informative purposes at present, although can be used to trigger email and SMS alerts when levels reach predefined thresholds.	

B7.1.5 - Evidence Summary

The council uses the Causeway Alloy asset management system to record and manage highway assets, including drainage infrastructure. Alloy supports the planning, scheduling, and recording of inspections and maintenance activities, and integrates with the council's website and CRM system so that members of the public can report defects. Reported issues are automatically assessed and either sent for inspection or assigned directly for repair, with priorities based on factors such as severity, risk, and road hierarchy.
A register of known flooding hotspots and problem locations is maintained and scored against agreed criteria, including risk, severity, road importance, and value for money. The highest-priority sites are used to develop the annual capital drainage programme and also inform winter maintenance activities, such as additional gritting and gully inspections.
Operationally, the service runs:

- One jet vac vehicle dedicated to responding to flooding incidents and blocked gully reports.

Two jet vac vehicles carrying out routine gully cleansing inspections across the authority on planned routes.

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

The council is using data collected through Alloy to move towards a more targeted, data-led approach to drainage maintenance. Our aim is rather than cleaning all gullies on a fixed two-year cycle, maintenance frequencies will be adjusted based on asset performance and need. This will allow resources to be focused on locations that require more frequent attention while reducing unnecessary work elsewhere, improving both efficiency and service delivery.

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))?	**Yes**
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)?	**Yes**
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

South Gloucestershire Council is positive in championing and supporting early career development through the institute of engineer's programme.

There are currently two members of staff within the asset management team that programme the annual carriageway maintenance programmes. One has just graduated with degree in civil engineering, and the other is about to commence their second year of a civil engineering HND. One particular officer recently attended the RSTA surface dressing course and is now designing the annual programmes.

The council is proactive in ensuring staff are up to date with preventative techniques, innovation and other learning across the industry. Recent events attended this year include:

- WJ demonstration session (preventative material and techniques)
- RSTA – Sustainable and Resilient Highways
- LCRIG – Innovation and Learning Festival

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

We work closely with both the Institution of Civil Engineers and education establishments around the region to develop our own batch of engineers and engineering technicians for the future.

We currently have 6 trainees either on apprentice graduate routes or working toward the same.

As part of their development, we enrol the students onto the Institution of Civil Engineers training programme and have two experienced members of the team mentor their progress through the specified attribute gateways on towards examination and ultimately qualification. This is all overlooked and managed by a chartered engineer.

B9 – Adapting roads to withstand climate pressures

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?	**Yes**
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.	**04/2025**
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	**Yes**
	- targeted slope / ground stability / landslip mitigation	**No**
	- Heat-resilient materials or surface treatments	**Yes**
	- Tree planting / shading for heat management	**Yes**
	- 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

Find link to the resilient network Highways Asset Resilient Network Plan

South Gloucestershire Council are leading on the Resilient Frome Natural Flood Management (NFM) programme which is a mulit-partner initiative designed to improve flood resilience across the Bristol Frome catchment area. A walkover survey associated with a NFM studio model will enable a selection of measures that reduce flood risk both locally and strategically. The following link shows current progress Resilient Frome Tracking

The major SuDS site delivered in 26/27 was Chipping Sodbury School.

South Gloucestershire Council partnered with West Sussex Council to deliver the Greenprint project - part of the Live Labs 2 programme. The £4million project was delivered over 3 years to 31st March 2026, examining the role that the highways 'green' asset plays in providing a source of materials and fuels to decarbonise highway operations.

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

The Council has fully reviewed all the Live Labs projects across the country and highlighted short, medium and long term opportunities that could possibly be implemented into South Gloucestershire in the future. Solar Studs and carriageway rejuvenators are recent additions the council has implemented into its toolbox of treatments.

The council is increasing tree canopy in line with governmental targets, increasing tree diversity and planting for future climates.

The council has recorded all locations effected by extreme weather and each site risk assessed.

B10 – Innovation

ID	Question	Yes
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

South Gloucestershire Council actively ask about innovative solutions within the tender process for surfacing, the supply of quarried materials and other areas that may offer additional value or flexibility to the council. The council recently (2023) carried out a trial of elastomac road mender material as a treatment type to help prevent potholes. This material has subsequently been adopted into the everyday maintenance technique within the authority. More details below.

Council officers sit on numerous groups including the Southwest LCRIG innovation Group where innovative practices are shared including feedback on the elastomac material and other non-standard materials used on the network.

The council are currently active partners in the Live Labs 2 project looking at producing green energy from grass cuttings via anaerobic digestion.

B10.1.5 - Further context on your innovation activities

The council has recently trialled Shell's carbon sink material. This is a new bio-component binder that locks carbon within roads instead of releasing it back into the atmosphere. This was used within the CRSTS resurfacing scheme along the A4174 Ring Road.

Steel slag is now used in many of the surfacing mixes through the council helping to reduce waste material and conserve natural resources.

Methyl Methacrylate (MMA) road markings are now used extensively across the authority as more durable white lining material, especially on the heavy trafficked high stress areas.

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.

South Gloucestershire has now adopted the elastomac material to prevent potholes forming.

The council trialled the material in 2023/24 and the sites were monitored over the next two years. The material proved to be a robust and all were still in-situ with no deterioration and found to be highly durable. This year the council has introduced the material into the maintenance regime and is now used by in house operatives to treat defected areas of the carriageway to prevent potholes forming. The material is also carbon friendly and replaces fossil fuel bitumen with end-of-life tyres that are about to be disposed of.

Using the Highway Asset Management System the council will carry out desk top studies and subsequent inspections to help locate possible sites for the elastomac treatment. We are looking for pothole cluster sites to seal off areas of extensive pothole numbers to help prevent the reappearance or adjacent areas of road failing.

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?	**No**
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?	**No**

11.1.6 - Evidence Summary

All aspects of streetworks are monitored in line with the code of inspectors and sample inspections. Defects and fixed penalty notices are issued where appropriate. Regular HAUC meetings between the utilities and the council ensure we have sight of proposed major works programmes and coordinate accordingly. South Gloucestershire Council carried out the permit evaluation report 3 years running in line with the requirements of setting up and running a permit scheme. Each permit submitted to the authority will be evaluated to minimise the impact on the travelling public, pushing works to over night or school holidays where possible as the traffic flows will be lower.

B11.1.7 - Further context

The council expects woks to be carried out in a timely fashion and stipulate 1st time reinstatements to minimise the impact on motorists. We also take sample cores from completed work to ensure they have been carried out correctly.

We will also share up and coming works with its residents and local businesses via social media, newsletters and local parish platforms in order to warn of potential works and possible congestion. All utility and council works can be viewed on Causeway One Network and can be used by residents to plan their journeys and avoid road works.

B12 – Managing highways maintenance contracts effectively

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 £/m² of road surface treatments, or £/pothole repair) for core highways maintenance activities delivered under contract and compare them against benchmarks or historic performance?	**Yes**
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?	**N/A**

12.1.5 - Evidence Summary

South Gloucestershire Council takes part each year in the National Highways and Transport Network's (NHT) data submission for the Value for Cost (CQC) report. This compares scores across 83 English Highways Authorities, enabling SGC to carry out benchmarking exercises, both in year and over time. The report highlights the normalised cost per kilometre to SGC of maintaining the highway, as well as efficiency savings both this year and cumulatively since 2013.

Results from the report are discussed at monthly Senior Management Meetings and an Action Plan is produced, with actions being assigned to a Senior Manager to report on progress each month.

Costs are actively managed through the BCIS indices and KPI's are published in line with new procurement legislation.

The council targets all pothole defects to be first time visit repairs using hot material to avoid costly repeat visits and further disruption to the travelling public.

B12.1.6 - Further context

We retain an in-house highway maintenance technical design team to provide an independent and informed assessment of maintenance interventions proposed by our contractors. The team reviews proposed treatments, designs and specifications to ensure they are appropriate for the condition of the asset, align with national standards and local policies, and represent the most effective use of public funds. By maintaining this capability internally, we are able to challenge recommendations where necessary, consider alternative solutions, and ensure that interventions are based on whole-life asset management principles rather than short-term considerations.
At the same time, we work in the spirit of mutual trust, cooperation and transparency with our supply chain partners, recognising that the best outcomes are achieved through collaborative working. We actively seek to harness contractor expertise, innovation and proprietary solutions, exploring new materials, techniques and technologies where they can demonstrably improve performance, efficiency, sustainability or value for money. This balanced approach enables independent assurance while fostering innovation and continuous improvement across the highway maintenance service.