

# Highways maintenance transparency report 2026 – Gloucestershire County Council

## Contents

|                                                                                                |    |
|------------------------------------------------------------------------------------------------|----|
| Contents .....                                                                                 | 1  |
| How we maintain local roads, pavements, and the wider highway network in Gloucestershire ..... | 2  |
| A1 – What we are responsible for maintaining.....                                              | 2  |
| A2 – Road conditions in Gloucestershire .....                                                  | 2  |
| A3 – What we are doing about potholes and other road defects .....                             | 3  |
| A4 – What we spend to maintain the highway network and where the funding is coming from .....  | 5  |
| A5 – Our maintenance plans for this year .....                                                 | 5  |
| Transparency report – Technical Annex template .....                                           | 7  |
| B1 - Highways maintenance funding and spending figures .....                                   | 7  |
| B2 – Highway Maintenance Activity (Surface Treatments and Repairs) .....                       | 8  |
| B3 – Pothole repairs .....                                                                     | 9  |
| B4 – Maintenance of highway structures .....                                                   | 12 |
| B5 – Asset Management .....                                                                    | 12 |
| B6 - Maintaining footways and cycleways .....                                                  | 15 |
| B7 – Drainage .....                                                                            | 16 |
| B8 – Skills and training .....                                                                 | 17 |
| B9 – Adapting roads to withstand climate pressures .....                                       | 18 |
| B10 – Innovation .....                                                                         | 19 |
| B11 – Working with utility companies to reduce disruption to road users .....                  | 21 |
| B12 – Managing highways maintenance contracts effectively .....                                | 22 |

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

## A1 – What we are responsible for maintaining

Gloucestershire covers an area of 2,653 km<sup>2</sup> (1,024 sq. miles) and has an estimated asset value of around £9.5 billion. While targeted investment has improved the condition of the A, B and C road network, most other asset groups continue to deteriorate. Historical underfunding has resulted in declining asset condition, with increasing reactive maintenance costs reducing the funding available for preventative interventions that would extend asset life and maintain serviceability.

Network overview:

- Carriageway length - published 2025 figures (5,524km/3,433 miles) can be found at: <https://www.gov.uk/government/statistical-data-sets/road-length-statistics-rdl>, however the latest 2026 local figures show 5,873 km (3,649 miles). This reflects a large and diverse network. Investment has improved the condition of classified roads, reflected in strong national performance. Future priorities must address minor roads, which represent 57% of the network and over 2,500 km of highway.
- Footways – 5,445 km (3,381 miles) - Extensive network with an overall declining condition. The reported footway length is based on a combination of detailed inventory data and estimates from Ordnance Survey mapping where asset records are not yet available and shows an increase compared to the 2025 report. We continue to improve our understanding and recording of non-carriageway highway assets, and the accuracy of this information will increase as further data is collected and validated.
- Cycleways – 227 km (141 miles) - Growing network supporting sustainable travel and active transport objectives.
- Bridges & Structures – 1,326 including 1,007 bridges, 200+ walls and 30+ geotechnical assets - 31% of bridges are in critical condition, alongside a rising number of geotechnical issues.
- Street Lighting – 63,500 columns - Energy consumption has reduced by around 70% over the last decade, but energy costs remain a significant pressure. One-third of columns have exceeded their anticipated service life.
- Traffic Signals – 186 junctions and 225 crossings - Ageing assets increasingly operating beyond design life, requiring careful prioritisation of investment to maintain safe and efficient operation.

Network profile: 55% rural / 45% urban; A Roads 10%, B Roads 7%, C Roads 27%, Unclassified Roads 57%.

## A2 – Road conditions in 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 | 1%                                 | 13%                                  | 86%                                  |
| 2024 | 1%                                 | 13%                                  | 86%                                  |
| 2025 | 1%                                 | 13%                                  | 86%                                  |

### 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 | 4%                                 | 25%                                  | 71%                                  |
| 2024 | 4%                                 | 25%                                  | 71%                                  |
| 2025 | 3%                                 | 25%                                  | 72%                                  |

### A2.3. U roads

| Year | Percentage of road in red category |
|------|------------------------------------|
| 2023 | 18.2%                              |
| 2024 | 23.7%                              |
| 2025 | 25%                                |

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

Investment in recent years has primarily been focused on improving our classified network (A, B & C roads) as these “strategic” routes carry most of the traffic within, across and through the County. Our performance on these roads has not only been maintained, but improved, since the existing Road Condition performance monitoring regime has been in place.

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

### A3.1. – What is a pothole?

Gloucestershire County Council defines a pothole as a localised defect in the carriageway surface where material has broken away, creating a depression or hole that may present a risk to highway users. Defects are assessed through a risk-based approach, taking account of their size, depth, location, road hierarchy, traffic speed and volume, and the likely risk to users. Response times vary according to severity, with the most urgent safety defects made safe within two hours, other significant defects addressed by the end of the next working day, and lower-risk defects repaired within 28 days or considered for planned works. Potholes usually form when water enters cracks in the road surface, weakens underlying layers and expands during freezing weather. Repeated traffic loading then causes the surface to break up, particularly on older roads or where drainage is poor.

Further information can be found at:

<https://www.gloucestershire.gov.uk/roads/potholes/what-we-are-doing-about-potholes/>

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

In 2025-26, Gloucestershire County Council estimates that it filled 51,539 potholes (out of 69,002 total defects) across the highway network. Our approach is to keep the network safe while reducing future deterioration through a mix of reactive repairs and planned preventative maintenance. As set out on our public pothole webpage, this includes permanent patching, resurfacing, surface dressing and wider road surface improvement programmes, supported by routine safety inspections, customer reports, asset condition data and local highway knowledge. We also use operational tools such as Roadmender and Roadmaster to support efficient, targeted repairs where they provide the right technical solution and value for money.

Where it is safe, practical and offers best value, we prioritise a right-first-time permanent repair rather than repeated visits to the same location. However, not all defects can be permanently resolved at the first attendance. Higher-risk defects may need an immediate make-safe repair because of traffic conditions, site constraints, weather, drainage, materials, access, traffic management requirements or the need to co-ordinate works with a planned scheme. Lower-risk or more extensive deterioration may be grouped into patching, resurfacing, surface dressing, Roadmender or Roadmaster programmes to deliver longer-lasting outcomes, reduce disruption and make best use of available funding. This risk-based approach balances public safety, value for money, programme management and long-term asset condition.

### **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 FixmyStreet (<https://fixmystreet.gloucestershire.gov.uk>). This is our primary reporting system and 70%+ of our non-emergency contacts are via this medium.

There is also the option to report certain defects via the Contact Us webform (<https://forms.gloucestershire.gov.uk/HighwaysContactForm>) or via the 08000 514514 freephone telephone number (primarily used for emergencies).

All of our contact methods are published at:

<https://www.gloucestershire.gov.uk/highways/contact-highways/>.

### **A3.4. What happens after a pothole is reported**

When a pothole or highway defect is reported, it is logged through FixMyStreet and assessed in our highway management system. Reports are reviewed against the location, road type, traffic levels and any immediate safety risk. Where needed, a highway inspector visits the site and applies risk-based intervention criteria in line with the Safety Inspection Manual. Urgent safety defects are made safe quickly, while other actionable defects are programmed by priority and available resources. Defects below intervention level are recorded and may be monitored through routine inspections or considered for future planned maintenance. Where resources allow, we complete the non-safety defect at the same time as the adjacent safety defect. We completed nearly 10,000 non-safety defects in 2025/26.

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

### A4.1. – Spending on highways maintenance (Capital and Revenue together – spend in £0,000s)

|                                             | 2024-25 | 2025-26 | 2026-27 (projected) |
|---------------------------------------------|---------|---------|---------------------|
| Total spend on highways maintenance         | £78,917 | £79,660 | £83,210             |
| Of which spent on:                          |         |         |                     |
| Carriageways                                | £45,828 | £45,980 | £44,856             |
| Footways                                    | £2,589  | £2,411  | £2,780              |
| Structures (for example bridges or tunnels) | £6,529  | £8,152  | £6,872              |
| Drainage                                    | £3,668  | £3,911  | £5,070              |
| Street lighting                             | £6,466  | £5,646  | £5,524              |
| Other assets (inc staff costs)              | £13,837 | £13,559 | £18,108             |

Increase in 2026-27 (projected) 'Other Assets' includes an additional £4,700 capital for Landslips (compared to 2025-26).

### A4.2 – Where our funding for highways maintenance comes from (Capital and Revenue together – spend in £0,000s)

| Funding sources for highways maintenance                                                             | 2024-25 | 2025-26 | 2026-27 (projected) |
|------------------------------------------------------------------------------------------------------|---------|---------|---------------------|
| Funding received through the Department for Transport / UK Government                                | £28,254 | £37,053 | £36,530             |
| [if applicable]:<br>Additional highways maintenance funding provided by the Council or third parties | £50,393 | £42,607 | £46,680             |
| <u>Total</u>                                                                                         | £78,917 | £79,660 | £83,210             |

## A5 – Our maintenance plans for this year

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

Our approach to Resurfacing, Surface Dressing and Potholes can be found at: [Road surface improvements | Highways](#), and our detailed programme, and interactive map of roads to be resurfaced in 2026/27 is published at <https://gloucestershire.highway-iams.uk/Live/PBLC/PIP/?cg=syr>

In 2026/27 we plan to carry out the following resurfacing, preventative road surface treatment and footway resurfacing:

|                              | Length in km |
|------------------------------|--------------|
| Carriageway Resurfacing      | 123.89km     |
| Carriageway Surface Dressing | 81.31km      |
| Footway Resurfacing          | 12.27km      |

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

This is published, prior to the start of the financial year but can be subject to change. Many aspects need to be taken into consideration when planning works, however our resurfacing programme is dependent on several factors. It can be affected by things like; heavy rain, changes in temperatures and other weather events, as well as plant breakdown and unforeseen technical issues that arise once work has begun.

Our detailed programme, and interactive map of roads to be resurfaced in 2026/27 is published at <https://gloucestershire.highway-iams.uk/Live/PBLC/PIP/?cg=syr>

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

Gloucestershire County Council uses a risk-based asset management approach to prioritise highway maintenance, targeting investment where it delivers the greatest benefit and best value for money. Decisions are based on safety inspections, asset condition data, network importance and whole-life cost considerations.

Efficiency is achieved by coordinating maintenance activities, delivering the right treatment at the right time, and prioritising preventative maintenance such as resurfacing and surface dressing to reduce the need for reactive repairs.

The Council uses technology, condition data and asset intelligence to support evidence-based investment decisions and improve service delivery. Maintenance programmes are aligned with wider corporate priorities, including economic growth, climate resilience, active travel and customer experience. Performance is monitored through service plans and key performance indicators to ensure resources are used effectively and continuous improvement is achieved.

# Transparency report – Technical Annex template

## B1 - Highways maintenance funding and spending figures

### B1.1 – Capital funding allocation sources (figures in £0,000s)

| Financial year                                                                               | 2024-25        | 2025-26        | 2026-27 (projected) |
|----------------------------------------------------------------------------------------------|----------------|----------------|---------------------|
| Highways maintenance capital funding allocated through DfT                                   | £25,075        | £35,311        | £36,530             |
| Other <b>DfT</b> capital funding utilised by local authority for highways maintenance        | £2,186         | £              | £7,069              |
| Other <b>Government</b> capital funding allocated by local authority to Highways Maintenance | £              | £              | £                   |
| Other capital funding allocated to highways maintenance                                      | £18,422        | £9,979         | £6,866              |
| <b>Total Capital funding allocated to highways maintenance</b>                               | <b>£45,684</b> | <b>£45,290</b> | <b>£50,465</b>      |

#### B1.1.2 - Additional information on funding figures

Reflects funding allocated to finance the capital spend in year.

### B1.2 - Spending

#### B1.2.1 – Total spending (figures in £0,000s)

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 <u>online</u> . | <b>Yes</b> |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|

| Financial year                           | 2024-25        | 2025-26        | 2026-27 (projected) |
|------------------------------------------|----------------|----------------|---------------------|
| Total highways maintenance capital spend | £45,684        | £45,290        | £50,465             |
| Total highways maintenance revenue spend | £33,233        | £34,370        | £32,745             |
| <b>Total spend</b>                       | <b>£78,917</b> | <b>£79,660</b> | <b>£83,210</b>      |

**B1.2.3 Spending on carriageways by type of spend in financial year 2025-26 and 2026-27 (projected) – figures in £0,000s**

| Carriageway spend related maintenance type                         | Capital 2025-26 | Revenue 2025-26 | Capital 2026-27 (projected) | Revenue 2026-27 (projected) |
|--------------------------------------------------------------------|-----------------|-----------------|-----------------------------|-----------------------------|
| <b>Planned maintenance</b>                                         |                 |                 |                             |                             |
| <b>Preventative</b> carriageway maintenance                        | £0              | £5,587          | £0                          | £5,514                      |
| <b>Structural</b> carriageway maintenance                          | £21,075         | £0              | £24,217                     | £0                          |
| Planned carriageway <b>repair / patching</b> programmes            | £2,314          | £0              | £156                        | £0                          |
| <b>Reactive carriageway maintenance</b>                            |                 |                 |                             |                             |
| Reactive carriageway <b>repairs / patching (temporary repairs)</b> | £0              | £10,315         | £0                          | £8,682                      |
| Reactive carriageway <b>repairs / patching (permanent repairs)</b> | £0              | £0              | £0                          | £0                          |
| Reactive carriageway <b>repairs / patching (total)</b>             | £6,859          | £0              | £4,871                      | £0                          |
| <b>Other</b> carriageway-related spend                             | £531            | £0              | £1,416                      | £0                          |
| <b>Total</b>                                                       | <b>£30,779</b>  | <b>£15,902</b>  | <b>£30,660</b>              | <b>£14,196</b>              |

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

Temporary repairs are not funded through the capital budget. Capital expenditure on carriageways relates to reactive maintenance and patching works that provide permanent repairs, including Area Team Minor Works and Scheduled Reactive Works. Revenue expenditure figures relate solely to carriageway maintenance and exclude other highway functions such as street lighting and drainage. Preventative carriageway maintenance activities include safety inspections, winter maintenance and Find & Fix gangs. All figures presented exclude staff costs.

## 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           | 53.52km                                                          | 123.76km                                                   | 41,471m <sup>2</sup>                                | n/a                                                           | n/a                                                           |
| 2026-27 projected | 81.31km                                                          | 123.89km                                                   | 30,427m <sup>2</sup>                                | n/a                                                           | n/a                                                           |

### B2.1.1 – additional information on surface treatments and repairs

|                                                                                                                                                                                                                                                                                    |           |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|
| <b>Does table B2.1 reflect all your carriageway-related road surface treatments activities (for example, including pothole repairs)?</b><br>This does not include reactive pothole repairs. The data supplied includes capital resurfacing, surface dressing and patching schemes. | <b>No</b> |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|

## B3 – Pothole repairs

### B3.1 – Pothole/Defect intervention criteria

Building on section this is how Gloucestershire County Council defines potholes **and other carriageway defects**, and the intervention criteria that apply. Further details are in our Highway Inspection Manual which is published at:

<https://www.gloucestershire.gov.uk/media/simf2op2/highway-safety-inspection-manual-issued-august-2023.pdf>

| Category                                                 | Minimum threshold                                                                                                                                                                                                | Risk/context factors                                                                                                                                                     | Make safe | Permanent repair                                                                                                            |
|----------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|-----------------------------------------------------------------------------------------------------------------------------|
| <b>Category 1 / Emergency safety defect</b>              | Pothole, edge defect, ironwork, debris or other defect assessed as an immediate or very high risk. No fixed minimum dimension where risk is immediate; potholes are normally investigatory at around 40mm depth. | Road hierarchy, speed/volume, wheel-track location, junctions, crossings, cycle routes, schools, bends, weather, visibility and likely consequence.                      | 2hr       | Permanent repair at first visit where safe/practical; otherwise make safe and programme follow-up repair.                   |
| <b>Category 2 / Urgent actionable carriageway defect</b> | Defect meeting investigatory level and requiring urgent treatment, but not an immediate emergency risk. Typical pothole threshold around 40mm depth, with shape, width, area and abruptness considered.          | Road classification, strategic/resilient status, traffic, bus/freight use, vulnerable users, drainage, freeze-thaw risk and likely deterioration before next inspection. | ENWD      | Permanent repair at first visit where safe/practical; otherwise temporary make-safe followed by reactive or planned repair. |

| Category                                                  | Minimum threshold                                                                                                                                                                                                  | Risk/context factors                                                                                                                                                     | Make safe | Permanent repair                                                                                                                         |
|-----------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Category 3 / Routine actionable carriageway defect</b> | Lower-risk potholes, fretting, edge deterioration, cracking, depressions or ironwork defects meeting investigatory criteria. Typical pothole threshold around 40mm depth, with width, area and profile considered. | Hierarchy, route importance, speed/volume, defect position, customer reports, inspection history, seasonal risk, drainage and opportunity to combine with planned works. | 28 day    | Target permanent repair within 28 days where appropriate or include in planned patching/resurfacing programme for best whole-life value. |

**Note:** Defect prioritisation also considers factors such as road hierarchy, traffic volumes, vulnerable users, defect location, drainage, weather conditions, and the potential consequences if left untreated.

### B3.2 – Number of potholes filled

|                                                                      |        |
|----------------------------------------------------------------------|--------|
| B3.2.1 - Number of carriageway potholes filled in 2025-26 (estimate) | 43,521 |
|----------------------------------------------------------------------|--------|

*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 held                         | no data held                              | no data held (see additional information)      | 43,521                                         |

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

Potholes identified for repair have been carried out in line with our agreed repair method, and repairs made within 28 days. This number may include repairs made using permanent repair methods following reactive repairs (2hr and ENWD) where temporary methods were used. Our Structural Maintenance programme includes area of with high numbers of potholes but these are kept safe with reactive repair before we resurface these areas.

Note that there were an additional 7,838 potholes filled on footways during 2025/26 (total potholes filled 51,539).

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) | £122.54 | Unit/average cost of a temporary pothole repair on your network (reactive) | £122.54 |
|----------------------------------------------------------------------------|---------|----------------------------------------------------------------------------|---------|

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

Pothole repair price is difficult to calculate within our contract as we pay for resource on a day rate, so assumptions are made on the productivity and has many other factors which are difficult to quantify. We have simplified our cost by the cost of delivering our safety defect repairs divided by the number of safety defects recorded (69,002), not just potholes.

### **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 <b>and</b> b) reactive repairs using permanent methods? | <b>Yes</b> |
| 3.4.2 | If yes, do you base your material and process specifications on these longevity requirements?                                                                       | <b>Yes</b> |
| 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?             | <b>Yes</b> |
| 3.4.4 | If yes, do you systematically record information about expected and delivered longevity of repairs?                                                                 | <b>Yes</b> |

### *B3.4.5 - Evidence Summary*

We work with our contractors to ensure we are using the most appropriate material for the works planned either on a reactive or planned basis. We continue to review and monitor the market and trial new materials. Currently we have two depots using Viafix which is proving to be effective.

### *B3.4.6 - Additional information*

We have been monitoring the materials we are using especially in the heatwaves we have experienced over recent summers.

### **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? | <b>Yes</b> |
| 3.5.2 | Do you inform users about the outcomes from their feedback, including when no action is to be taken?            | <b>Yes</b> |

### *B3.5.3 - Evidence Summary*

There are both online and offline reporting media for the public to report defects and other issues. This includes FixmyStreet, Contact Us (a web form) and via the telephone (08000 number). All details are at: <https://www.gloucestershire.gov.uk/highways/>.

### *B3.5.4 - Tools used for reporting*

Gloucestershire has used FixmyStreet since November 2023 (<https://fixmystreet.gloucestershire.gov.uk>). This is our primary reporting system and 70%+ of our non-emergency contacts are via this medium. This has a direct integration into our CONFIRM system and provides updates to customers at each step of the defect repair process.

## B4 – Maintenance of highway structures

### B4.1 Highway Structures

| ID    | Question                                                                                   | Answer |
|-------|--------------------------------------------------------------------------------------------|--------|
| 4.1.1 | Number of highway structures on your highway network                                       | 1326   |
| 4.1.2 | Number of highway structures with interim measures in accordance with CS470 applied?       | 61     |
| 4.1.3 | Number of structures due a <b>General Inspection</b> in 2025-26 in accordance with CS450   | 391    |
| 4.1.4 | Number of <b>General Inspections</b> carried out in 2025-26                                | 391    |
| 4.1.5 | Number of structures due a <b>Principal Inspection</b> in 2025-26 in accordance with CS450 | 107    |
| 4.1.6 | Number of <b>Principal Inspections</b> carried out in 2025-26                              | 112    |

## 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.                                                                                                                                                              | <b>Yes</b>                                    |
| 5.1.2 | Please provide a link to your authority's published highways asset management policy and strategy.                                                                                                                                                                                                                                                                                                                                                   |                                               |
|       | Asset Management Policy - <a href="https://www.gloucestershire.gov.uk/media/aagfjbtu/asset-management-policy-2026.pdf">https://www.gloucestershire.gov.uk/media/aagfjbtu/asset-management-policy-2026.pdf</a><br>Asset Management Strategy – <a href="https://www.gloucestershire.gov.uk/media/ftvdcs3e/asset-management-strategy-2026-final-2.pdf">https://www.gloucestershire.gov.uk/media/ftvdcs3e/asset-management-strategy-2026-final-2.pdf</a> |                                               |
| 5.1.3 | Please provide the date it was last reviewed or updated                                                                                                                                                                                                                                                                                                                                                                                              | Both were reviewed and updated in August 2026 |
| 5.1.4 | Please provide proof of the review or update.                                                                                                                                                                                                                                                                                                                                                                                                        |                                               |
|       | The previous Asset Management Policy and Strategy were both published in June 2024. Both documents were updated in August 2026 to reflect, for example, the new <u>Council Strategy 2025-2029</u> (following a change of Administration in May 2025). These were approved by the Lead Cabinet Member on 5 August 2026.                                                                                                                               |                                               |

**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 | Partial                                       | Partial                                      |
| Structures             | Full                                          | Full                                         |
| Drainage assets        | Partial                                       | Partial                                      |
| Street lighting        | Full                                          | Full                                         |
| Traffic signals        | Full                                          | Full                                         |

#### 5.2.1 - Further context (optional)

The reported footway length is based on a combination of detailed inventory data and estimates from Ordnance Survey mapping where asset records are not yet available. We continue to improve our understanding and recording of non-carriageway highway assets, and the accuracy of this information will increase as further data is collected and validated.

The drainage inventory is full for gullies and grips but not underground drainage or other drainage assets.

### 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 ( <i>please set out in further context</i> )                                         |   |

#### B5.3.2 - Further context (optional)

Our approach involves defining information requirements, collecting and processing data, and determining how information is retained, archived, or disposed of when no longer needed. Like any asset, data must be stored securely and maintained to ensure it remains accurate, current, relevant, complete, and of sufficient quality to support effective decision-making.

We manage asset data through systems such as AMX and CONFIRM, enabling efficient storage, analysis, and reporting to inform investment decisions and measure performance. Advances in technology, including artificial intelligence, will further enhance our ability to gain insights, improve efficiency, and make evidence-based decisions.

## B5.4 – Lifecycle planning and investment decision-making

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

### B5.4.4 - Evidence Summary

Our approach to lifecycle planning and the individual lifecycle plans for carriageways, footways and structures are within our Transport Asset Management Plan (TAMP) which is published at <https://www.gloucestershire.gov.uk/transport-and-travel/transport-asset-management-plan-tamp/>.  
Our TAMP was last updated in April 2025.

## B5.5 – Performance monitoring and continuous improvement

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

### B5.5.5 - Evidence Summary

Performance is monitored annually through a highways asset management framework covering asset condition, inventory, funding and standstill/backlog costs. Additionally, 11 publicly reported quarterly KPIs tracked maintenance delivery, network condition and customer satisfaction within the 2025/26 Corporate Performance Dataset at <https://www.gloucestershire.gov.uk/council-and-democracy/performance-and-spending/council-performance/>.

Annual benchmarking of Gloucestershire Highways is undertaken against 15 CIPFA statistical neighbour authorities, with results reported to the Corporate Overview and Scrutiny Committee (COSC). The Benchmarking report for 2024/25 is published at: <https://glostext.gloucestershire.gov.uk/documents/g11827/Public%20reports%20pack%20Wednesday%2024-Sep-2025%2010.00%20Corporate%20Overview%20and%20Scrutiny%20Committee.pdf?T=10>  
Comparator performance is included in published quarterly scorecards where available.

A Peer Review of Highways and Transport was undertaken in February 2026.

## 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?                                                                                                                                                                                              | <b>Yes</b>                                                       |
| 6.1.2 | For 2026-27, please provide the length of <b>footways</b> that you have earmarked for <b>structural maintenance / reconstruction / renewal</b>                                                                                                                                                                                                                                    | <b>11 km</b>                                                     |
| 6.1.3 | For 2026-27, please provide the length of footways that you have earmarked for preventative maintenance treatments                                                                                                                                                                                                                                                                | <b>0 km</b>                                                      |
| 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)?                                                                                                                                                        | <b>No</b><br><b>(see</b><br><b>comments</b><br><b>at B6.1.7)</b> |
| 6.1.5 | For 2026-27, are you planning to deliver structural or preventative maintenance to <b>cycleways</b> 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: | <b>Yes</b>                                                       |
|       | Structural maintenance / reconstruction (in km)                                                                                                                                                                                                                                                                                                                                   | <b>1.2 km</b>                                                    |
|       | Preventative maintenance treatments (in km)                                                                                                                                                                                                                                                                                                                                       | <b>0 km</b>                                                      |

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

Footway maintenance is delivered through a combination of minor schemes constructed by our local area highway teams and more major schemes, which are built by our resurfacing contractor.

### B6.1.7 - Evidence Summary

Our planned resurfacing schemes are published at: <https://gloucestershire.highway-iams.uk/Live/PBLC/PIP/?cg=syr> and our major schemes are published at: <https://www.gloucestershire.gov.uk/major-projects-list/>.

At the discretion of the Gloucestershire County Council, and if time and resources allow, we may do reactive treatments to footways and cycleways during periods of heavy snow or prolonged freezing temperatures at high priority locations following inspections or reports from the police. Our gritting information is published at: <https://www.gloucestershire.gov.uk/winter/gritting/>.

Vegetation clearance of footways and cycleways is undertaken on demand undertaken on demand (reportable via FixmyStreet), or as a result of routine safety inspections.

## 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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <b>4.2%</b>  |
|       | b) Planned maintenance (routine/cyclical and/or risk-based)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <b>95.8%</b> |
| 7.1.2 | Does your authority utilise a digital drainage management platform, covering asset inventory, inspection history, sensor data, and risk scoring?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <b>Yes</b>   |
| 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?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <b>Yes</b>   |
| 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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <b>Yes</b>   |
|       | <ul style="list-style-type: none"> <li>• Smart sensors are deployed at two trial drainage sites.</li> <li>• Six sensors are installed at each site (12 sensors in total).</li> <li>• Sensors provide remote monitoring of drainage asset performance.</li> <li>• Data is used to identify potential issues and support proactive maintenance.</li> <li>• Monitoring helps improve understanding of network performance during rainfall events.</li> <li>• The trial supports evidence-based decision making for future drainage asset management and investment.</li> <li>• We have four cameras monitoring known river flooding locations to help us track river levels and when closures need to be installed and can be removed.</li> </ul> |              |

### B7.1.5 - Evidence Summary

A revenue budget of £3.57 million has been allocated for drainage services in 2026/27. This includes £150,000 for reactive jetting and unblocking, with the remaining funding supporting planned maintenance activities such as £1.6 million for cyclical gully cleansing and £593,000 for drainage repair and improvement works. In addition, a £1.5 million capital budget has been allocated to deliver drainage schemes during 2026/27, supporting the ongoing maintenance and enhancement of the highway drainage network.

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

Our gully emptying schedule is online and identifies Standard Clean sites (cleansed annually and generally require minimal traffic management), cleansing on A and B roads (which typically require traffic management measures such as cones and lane closures), and Multiclean sites which scheduled for more frequent cleansing.

In addition, the most recent gully emptying date for a location can be viewed on FixmyStreet by selecting the relevant drainage or gully-related category.

## 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?                                                                                                                  | No     |
| 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 <b>in your local area, for example</b> 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

Gloucestershire County Council facilitates the Highways Skills Academy, bringing together Council officers, contractor partners, key delivery partners and the Employment and Skills Hub to support workforce development across the highways sector. The Academy received a Highly Commended award at the 2026 MJ Awards for Best Public/Private Partnership Initiative.

A Training Needs Assessment completed in April 2026, involving Council staff and contractors, informed the 2026/27 Training Plan. This includes professional qualifications, technical and non-technical training, and a monthly programme of toolbox talks and webinars delivered by in-house subject matter experts.

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

The Council demonstrates a strong commitment to workforce development and succession planning through its support of apprenticeship programmes ranging from Level 3 to Level 7. Approximately 15% of the workforce is currently undertaking apprenticeships across a diverse range of disciplines, including Customer Service, Data Analysis, Civil Engineering, Operations Management, Project Management, and Management (MBA).

In addition to apprenticeship opportunities, the service actively supports participants in the National Graduate Development Programme (NGDP), helping to attract and develop future leaders while strengthening professional capacity and capability across the organisation.

## 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?                                                                                                             | <b>Yes – August 2026</b> |
| 9.1.2 | Have you identified your resilient network and agree this with senior decision-makers                                                                                                                                                                                   | <b>Yes</b>               |
| 9.1.3 | If yes when did you last update this.                                                                                                                                                                                                                                   | <b>Sep 2025</b>          |
| 9.1.4 | Have you identified locations that are repeatedly affected by extreme weather (e.g. flooding, heat damage, storms)?                                                                                                                                                     | <b>Yes</b>               |
| 9.1.5 | Which climate-adaptation measures are currently implemented on your network?                                                                                                                                                                                            |                          |
|       | - Targeted drainage upgrades or maintenance                                                                                                                                                                                                                             | <b>Yes</b>               |
|       | - Natural flood management / SuDS                                                                                                                                                                                                                                       | <b>Yes</b>               |
|       | - targeted slope / ground stability / landslip mitigation                                                                                                                                                                                                               | <b>Yes</b>               |
|       | - Heat-resilient materials or surface treatments                                                                                                                                                                                                                        | <b>No</b>                |
|       | - Tree planting / shading for heat management                                                                                                                                                                                                                           | <b>No</b>                |
|       | - Other: Dusting                                                                                                                                                                                                                                                        | <b>Yes</b>               |
|       | - None of the above                                                                                                                                                                                                                                                     | <b>No</b>                |
| 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. | <b>Yes</b>               |
| 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?                                                     | <b>Yes</b>               |

### B9.1.8 - Evidence Summary

We updated our Asset Management Policy and Strategy in August 2026 (see B5.1.2). Asset management is a well-established strength within the organisation. We have robust processes in place, supported by high-quality condition data and a comprehensive Transport Asset Management Plan (TAMP): <https://www.gloucestershire.gov.uk/transport-and-travel/transport-asset-management-plan-tamp/>. This provides a clear understanding of network condition, enabling informed decision-making and effective maintenance prioritisation.

We also maintain a defined resilient network, ensuring resources are focused on routes that are critical to network operation, economic activity and community access. Further details are available within the Adverse Weather Plan: <https://www.gloucestershire.gov.uk/media/1ufijzmn/adverse-weather-plan-2025-2026.pdf>. Current funding constraints, however, limit wider preventative interventions.

We have engaged with the ADEPT Live Labs 2 programme, attending several events and webinars during 2025/26.

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

Climate adaptation is a key consideration in highway infrastructure management. New drainage schemes are designed using climate change allowances and future rainfall projections to improve resilience, reduce flood risk and minimise future maintenance needs. However, much of our wider adaptation activity remains reactive, responding to flooding, erosion and weather-related deterioration after events occur.

As climate risks increase, a more proactive, risk-based approach would improve network resilience and reduce whole-life costs. Progress is currently constrained by funding and capacity.

## B10 – Innovation

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

#### 10.1.4 - Evidence Summary

A range of innovations are now operational or being embedded across Highways & Infrastructure to improve safety, efficiency and decision making. These include enhanced Power BI dashboards, improved scheduling tools, standardised Roadmaster and Roadmender operations, remote monitoring of traffic signals, landslips and gullies, smart bridge monitoring, VivaCity AI sensors, and hotspot mapping to target resources effectively. Lower-carbon construction methods such as Geiken piling and cycle track kerbs are being adopted. Workforce safety is being enhanced through AML Pro, Intellicone and Reactec smart watches. Soluform drainage repairs and innovative traffic management systems are also delivering operational improvements.

#### B10.1.5 - Further context on your innovation activities

Further innovation activity is focused on improving asset management, sustainability and network performance. Trials include Ultracrete Perma-Soil for strengthening verges while reducing waste, alongside assessments of automated gully cleansing technology, which is not currently suitable for deployment but remains under review. Through Early Contractor Involvement, innovations including improved reuse of tar-bound materials, reduced coring requirements, enhanced PMB surfacing solutions and targeted patching ahead of surface dressing programmes. These measures have reduced material use, programme duration, costs and landfill disposal. A future trial of 10mm Ulti Thin is also being developed as an alternative treatment option.

## 10.2 – Examples of innovations that have been adopted

**Archway permanent patching and minor works delivery** – Gloucestershire has expanded the use of Archway as an operational delivery route for permanent patching, minor carriageway works and targeted localised repairs. This has moved beyond trial use and is now embedded as part of the wider maintenance delivery model alongside the Term Maintenance Contract and structural maintenance routes. The approach provides additional flexibility, improves responsiveness, and supports comparison of unit costs and productivity across delivery models. Its impact has been improved programme flexibility, better ability to match repair type to road condition, and stronger value-for-money challenge when selecting the most appropriate delivery route. Adoption is countywide

where suitable schemes or repair packages are identified by area teams and asset management officers.

**Cold-applied repair materials** – Cold repair materials are now used operationally for appropriate carriageway defects, particularly where rapid intervention is required, access is constrained, or hot material is not practical. The approach supports faster make-safe activity, helps maintain safety during adverse weather or out-of-hours operations, and reduces the need for plant-intensive works for lower-risk repairs. The impact is improved operational resilience, reduced disruption to road users, and greater flexibility for safety defect response. While permanent repairs remain the preferred approach where safe and practical, cold materials form part of the routine repair toolkit and are available to operational teams across the county.

**Power BI dashboards and improved scheduling tools** – Enhanced digital dashboards and scheduling tools have been adopted to improve visibility of highways activity, performance, cost information and programme delivery. These tools allow managers to review progress, identify trends, monitor contractor performance and target resources more effectively. The impact has been stronger evidence-based decision making, quicker access to performance information, improved accountability and better coordination between asset, operational and contract management teams. Adoption is service-wide across relevant highways functions, with dashboards and reporting outputs now forming part of routine operational and performance management rather than being used solely as pilot tools.

**Route Report trial and operational reporting** – The Route Report approach has been trialled to improve how route-based highway condition, defect and operational intelligence is captured, reviewed and used to support decision making. The trial brings together local knowledge, inspection information, customer reports and asset data into a clearer route-level view, helping officers identify recurring issues, prioritise interventions and communicate route condition more consistently. The impact is improved evidence for maintenance planning, better visibility of risk and performance at route level, and a more structured basis for comparing needs across different parts of the network. The trial is being used to inform operational reporting arrangements and future development of route-based asset management, with adoption focused initially on selected routes or areas before wider roll-out where it demonstrates value.

**Remote monitoring of highway assets** – Remote monitoring has moved into operational use across selected highway assets, including traffic signals, landslip locations, gullies and bridges. This enables officers to identify changes in asset condition or performance without relying solely on routine site visits or public reports. The impact includes improved safety risk management, earlier identification of emerging issues, more targeted inspections and better prioritisation of maintenance intervention. For drainage, smart sensors are installed at two trial drainage locations, with 12 sensors in total, and learning from these installations is being used to inform future drainage asset management. Remote monitoring is also being embedded where it provides proportionate benefit for higher-risk or strategically important assets.

**Roadmaster, Roadmender and targeted repair operations** – Standardised use of Roadmaster and Roadmender operations has been adopted to support efficient delivery of targeted carriageway repairs. These methods provide a consistent approach to dealing with localised deterioration and support faster completion of repair packages than traditional larger-scale arrangements in appropriate circumstances. The impact has been improved productivity, reduced repeat attendance at known locations and better ability to respond to clusters of defects before they require more extensive intervention. These operations are now part of the county's routine operational maintenance approach and are deployed where they provide the right technical solution and value for money.

**Workforce safety and intelligent traffic management technology** – Operational teams now make use of safety-focused technology including AML Pro, Intellicone and Reactec smart watches. These tools help improve lone-worker visibility, worksite awareness, exposure monitoring and real-time response to potential risks. The impact has been

improved workforce safety assurance, better management of high-risk activities, and stronger evidence for reviewing working practices. Intelligent traffic management systems have also supported safer and more efficient temporary works arrangements by improving visibility of work sites and helping manage risk to both road users and operatives. Adoption is focused on operational activities where the technology provides a clear safety or productivity benefit and is being embedded through contractor and service delivery processes.

**Lower-carbon and resource-efficient construction techniques** – Innovation has also moved into operational use through lower-carbon and resource-efficient construction methods, including Geiken piling, cycle track kerbs, improved reuse of tar-bound materials, reduced coring requirements, enhanced PMB surfacing solutions, and targeted patching ahead of surface dressing programmes. These approaches reduce waste, improve constructability, minimise excavation or material movements, and support delivery of maintenance schemes with reduced environmental impact. The impact includes reduced landfill disposal, shorter programmes, less disruption and improved whole-life value. Adoption is scheme-specific but embedded through Early Contractor Involvement and technical review, allowing suitable innovations to be incorporated into mainstream scheme development and delivery where they are safe, compliant and cost-effective.

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

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

### 11.1.6 - Evidence Summary

Gloucestershire County Council coordinates highway maintenance works through its Street Works Permit Scheme and network management processes. Utility companies planned works are considered alongside highway maintenance programmes to minimise disruption, avoid conflicting activities, identify opportunities for coordination and manage works effectively across the network. This is supported through permit applications, coordination activities and regular engagement with utility companies.

## 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?                                                                                                                      | <b>Yes</b> |
| 12.1.2 | Do you routinely analyse actual unit costs (for example £/m <sup>2</sup> of road surface treatments, or £/pothole repair) for core highways maintenance activities delivered under contract and compare them against benchmarks or historic performance? | <b>Yes</b> |
| 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?                                                                                                             | <b>Yes</b> |
| 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?                                                                        | <b>Yes</b> |

### 12.1.5 - Evidence Summary

Costs are benchmarked between the Structural Maintenance Contract and the Term Maintenance Contract to ensure works are delivered through the most cost-effective route. Pothole repairs are undertaken on a labour and materials basis, with productivity monitored monthly against targeted completion rates. Contractor KPIs are collated, reviewed, and reported to the Senior Leadership Team each month. Any performance concerns are escalated to the Operational Management Team, including relevant contractors, to identify and implement corrective actions. Highways contracts are delivered under NEC4 TSC, with defects rectified by contractors at their own cost. Quality audits of completed repairs provide additional assurance.

### B12.1.6 - Further context

The Authority retains an in-house highways technical team with the knowledge and experience required to independently assess maintenance interventions proposed by contractors. Technical officers review asset condition data, safety inspection findings, and defect information to determine the most appropriate treatment options and ensure alignment with the Highway Asset Management Strategy. Proposed works are challenged where necessary to confirm that interventions are technically appropriate, proportionate to the defect, and provide best value for money.

In addition, the Authority undertakes independent inspections, quality audits, and performance monitoring of completed works to verify compliance with contract requirements and workmanship standards. Cost comparisons are also undertaken across available contracts to ensure the most cost-effective delivery route is selected. This approach enables the Authority to maintain informed oversight of maintenance decisions, manage risk effectively, and ensure that public funds are used efficiently while maintaining the safety and serviceability of the highway network.

**Submission signed off by:**

| <b>Name</b>            | <b>Position</b>                                      | <b>Signature &amp; Date</b>                                                                       |
|------------------------|------------------------------------------------------|---------------------------------------------------------------------------------------------------|
| Councillor Mark Harris | Lead Cabinet Member for<br>Highways & Infrastructure | <br>02/09/2026 |
| Nina Philippidis       | Deputy Chief Executive and<br>Section 151 Officer    | <br>28/08/2026 |